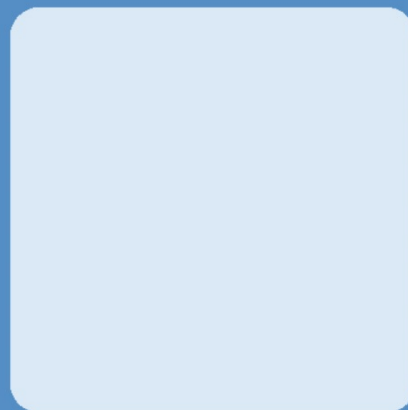
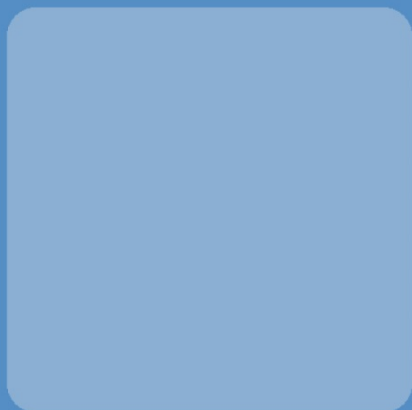
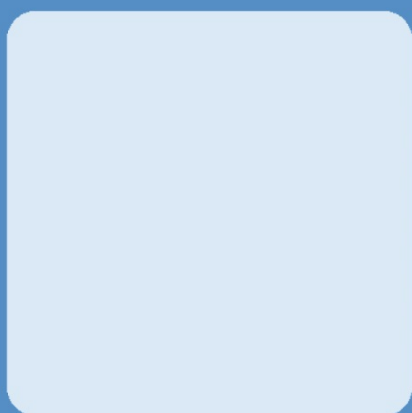


RPS

**ADDERBURY SPORTS FIELD  
TRANSPORT STATEMENT**



# **ADDERBURY SPORTS FIELD**

## **TRANSPORT STATEMENT**

17 July 2018

**Our Ref: DA/CM/sjs/JNY9694-01a**

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# QUALITY MANAGEMENT

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# 1 INTRODUCTION

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## **Background**

- 1.1 RPS has been commissioned by Adderbury Parish Council (the “Applicant”) to produce a Transport Statement (TS) to support a full planning application for a proposed change of use of agricultural land to sport/recreation and community use at land north of Milton Road (the ‘Site’), located at Adderbury, Oxfordshire. The location of which is shown on **Figure 1**.
- 1.2 It sets out the accessibility and sustainable transport options, movement and the associated trip generation.

## **The Site**

- 1.3 The proposed Adderbury Sports/Recreation Ground is located approximately 900 metres to the west of the centre of the village of Adderbury, Banbury. The proposed site is located to the north of Milton Road and is currently undeveloped land. Milton Road connects to Berry Hill Road and the A4260 in the east, which provides a link to Bodicote and Banbury in the north and Deddington in the south. Milton Road also connects the site to Milton and Bloxham in the west. The location of the site is illustrated in both a local and strategic context on **Figure 1**.
- 1.4 The proposed site is currently accessed from Milton Road via a gated farm access.

## **The Development Proposals**

- 1.5 The development includes proposals for two large sports pitches, one of which can be separated into two, a cricket pitch, which overlaps the sports pitches, a multi-use games area (MUGA) and a building area for use as a village hall, meeting rooms and changing area.
- 1.6 It will also provide a car park for 141 spaces of which 9 spaces are dedicated for disabled use, with 53 spaces classed as overflow spaces. The site will also include spaces for 3 minibuses, 3 motorcycles and 20 pedal cycles.
- 1.7 The site layout is included at **Appendix 1**.

## **Report Structure**

- 1.8 This report considers the existing transport opportunities available at the proposed development site and assesses the proposed person and vehicular trip generation together with parking demand. The report is structured as follows:
- **Section 2** - Reviews the existing conditions at the site and surrounding transport networks. This focuses on the accessibility of the site by non-car means and the prevalence of public transport services;
  - **Section 3** – Sets out the proposed development;
  - **Section 4** - Sets out the relevant policy and guidance in relation to the development;

- **Section 5** – Reviews the likely person trip traffic generation of the site and considers its impact on the local transport network; and
- **Section 6** – Provides a summary of the report and conclusions.

1.9 This Transport Statement has been prepared in line with the '*National Planning Policy Framework*' (NPPF), published by the Department of Communities and Local Government (DCLG) in March 2012, and '*Planning Practice Guidance (PPG): Travel Plans, Transport Assessments and Statements in Decision-Taking*', also published by the DCLG in March 2014.

1.10 It is concluded the site will not lead to a severe impact on the local transport network and there are no transport or highways related reasons for not permitting the development.

## 2 EXISTING SITUATION

---

### **Introduction**

- 2.1 This chapter outlines the existing highway and sustainable transport network available in the vicinity of the proposed development site.
- 2.2 It considers the site location and the existing local highway, pedestrian, cycle and public transport networks, with particular regard to the accessibility of the site in relation to public transport stops and local service provision.

### **Site and Surroundings**

- 2.3 The proposed Adderbury Sports/Recreation Ground is located approximately 900 metres to the west of the centre of the village of Adderbury, Banbury. The proposed site is located to the north of Milton Road and is currently undeveloped land. Milton Road connects to Berry Hill Road and the A4260 in the east, which provides a link to Bodicote and Banbury in the north and Deddington in the south. Milton Road also connects the site to Milton and Bloxham in the west.
- 2.4 The proposed site is bounded to the west by the Ball Colegrave Horticultural Company, to the north by undeveloped land and residential development in the east, with Milton Road to the south, as shown on **Figure 1**.

### **Highway Network**

- 2.5 The proposed site will be accessed from Milton Road. It is a single carriageway road and is approximately 6.5 metres in width. Milton Road is a derestricted single carriageway road with verges on both sides, leading to Adderbury in the east, Milton and Bloxham in the west. It is predominantly subject to a 60mph speed limit, reducing to a 30mph speed limit upon entering Adderbury. The speed limit is 30mph adjacent to the proposed site access. It also reduces to a 40mph speed limit through Milton and 30mph when entering Bloxham. There are no parking restrictions and street lighting is not provided along the route. There are wide verges along the site frontage.
- 2.6 Milton Road connects to Berry Hill Road within Adderbury and forms the major arm of a simple priority T-junction with Horn Hill Road which leads to the centre of Adderbury. Along the majority Milton Road there are no footways until entering Adderbury whereupon the local pedestrian network begins on the north side of the carriageway, leading into Adderbury along Horn Hill Road.

### **Pedestrians**

- 2.7 Paragraph 2.3 of the Design Manual for Roads and Bridges TD91/05 'Provision for non-motorised users' states: 'walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles'. Such a distance captures the entirety of the local urban and residential area of Adderbury.

2.8 The footway on the northern side Milton Road, along the frontage of the residential development approximately opposite the junction with St. Marys Road, provides the nearest pedestrian link into Adderbury from the site. It connects to the pedestrian footway along Horn Hill Road, whereupon the pedestrian network continues along Horn Hill Road into the local residential areas of Adderbury.

2.9 There are no existing public rights of way (PRoW) running through the proposed site. Within the vicinity of the proposed site there is a footpath to the north which leads west into Milton from Adderbury. There is also a footpath to the south of the site linking Adderbury to Barford St. John in the southwest. There are other public footpaths within the vicinity of the site through Adderbury, these routes allow for greater access from Adderbury to local villages and the surrounding countryside.

### **Cycling**

2.10 Cycling is considered to be a reasonable alternative to the car over short journeys. Former government policy (PPG13) has indicated that cycling can be an effective form of travel for journeys up to five kilometres. This is supported in more recent government lead research the ‘Smarter Choices Programme’ which has proven that significant levels of modal shift can be achieved for journeys up to this distance.

2.11 There are no dedicated cycleways provided at or adjacent to the site. Accordingly, cyclists are required to cycle on the carriageway. The closest National Cycle Route to the proposed site is Cycle Route 5. It passes through Bodicote to the north of Adderbury, around 5 kilometres to the north of the site. This routes to Banbury in the north and Bloxham in the west.

### **Bus**

2.12 The nearest bus stops to the site are located on Horn Hill Road, approximately 300 metres east of the proposed site. These bus stops are served by the S4 bus service.

2.13 This service provides a connection to local villages together with Oxford and Banbury.

2.14 The bus timetables services are summarised in **Table 2.1**.

**Table 2.1: Bus Services and Frequencies**

Number	Bus Stop	Operator and Route	Frequency (per hour)						
			Weekday					Weekend	
			AM Peak	Off Peak	PM Peak	First	Last	Sat	Sun
S4	West Adderbury, Oak Tree	<b>Stagecoach Oxfordshire:</b> Oxford - Banbury	1	1	1	06:11	21:15	1	4 per day
S4	West Adderbury, Oak Tree	<b>Stagecoach Oxfordshire:</b> Banbury - Oxford	1	1	1	06:13	19:07	1	4 per day

Source: Traveline (July 2018)



**Air Quality Management Areas (AQMA)**

2.15 The Department for Environment, Food and Rural Affairs website (<https://uk-air.defra.gov.uk/aqma>) has been accessed to ascertain whether there is an AQMA within the vicinity of the site. There are no AQMA within the Adderbury area or in the vicinity of the site. It is considered that the scheme would not have a material impact on air quality.

**Observed Traffic Flows**

2.16 Automatic Traffic Counter (ATC) data has been provided for Milton Road, to the south of the proposed site. The ATC data has been taken from data available from within the public domain, from the 15/02359/OUT Land to the South of Milton Road, Adderbury planning application. The ATC recorded fully classified vehicle movements and speeds, over a 7-day period 5<sup>th</sup> March 2016 to 11<sup>th</sup> March 2016. The full outputs of these results are included at **Appendix 2**.

2.17 **Table 2.2** shows the 24-hour period for an average weekday, Saturday and Sunday, at Milton Road.

**Table 2.2: Observed Traffic Flows on Milton Road**

Hour	Typical Weekday			Saturday			Sunday		
	North bound	South bound	Two-way	North bound	South bound	Two-way	North bound	South bound	Two-way
00:00- 01:00	2	5	8	10	11	21	8	21	29
01:00- 02:00	1	4	5	6	6	12	3	7	10
02:00- 03:00	2	2	4	1	3	4	5	3	8
03:00- 04:00	5	3	8	6	7	13	2	3	5
04:00 -05:00	8	3	11	1	4	5	1	3	4
05:00 -06:00	40	12	52	4	8	12	5	2	7
06:00- 07:00	118	34	152	26	12	38	11	8	19
07:00-08:00	258	173	432	64	53	117	20	27	47
08:00-09:00	318	254	572	112	80	192	52	57	109
09:00-10:00	169	130	299	134	103	237	96	63	159
10:00-11:00	113	113	226	119	146	265	130	117	247
11:00-12:00	121	115	236	142	114	256	143	145	288
12:00-13:00	113	130	242	163	150	313	155	166	321
13:00-14:00	142	141	284	141	134	275	129	133	262
14:00-15:00	136	169	305	144	158	302	113	113	226
15:00-16:00	182	195	377	145	144	289	123	130	253
16:00-17:00	203	252	456	123	134	257	119	147	266
17:00-18:00	205	304	508	75	139	214	141	113	254
18:00-19:00	146	199	345	90	124	214	99	77	176
19:00-20:00	83	120	203	52	70	122	69	75	144
20:00-21:00	46	77	123	40	43	83	47	62	109
21:00-22:00	51	53	103	35	38	73	19	42	61
22:00-23:00	23	33	56	16	34	50	14	11	25
23:00-24:00	13	27	40	28	33	61	7	12	19

Source: 15/02359/OUT Land to the South of Milton Road, Adderbury planning application

- 2.18 **Table 2.2** above shows that the peaks and daily flows are higher for an average weekday compared to the Saturday and Sunday recorded. This is true for both northbound and southbound movements together with the total flow and the HGV flow of vehicles.
- 2.19 On an average weekday there were 572 and 508 two-way vehicle movements during the peak hours of 08:00-09:00 and 17:00-18:00 respectively, with a daily (12-hour) flow of 5047 two-way vehicle movements.
- 2.20 On the weekend beginning with Saturday there were 313 two-way vehicle movements during the peak hour of 12:00-13:00 with a daily flow of 3425 two-way vehicles. On Sunday there were 321 two-way vehicle movements during the peak hour of 12:00-13:00 with a daily flow of 3048 two-way vehicle movements.

### **Road Safety**

- 2.21 Personal Injury Accident (PIA) data has been obtained from Crashmap for the latest available 5-year period, for the period between 01/01/2013 and 31/12/2017.
- 2.22 The study area included 500m to the west of the proposed site, along Milton Road and to the east where Horn Hill Road forms a T-junction with Milton Road and Milton Road connects to Berry Hill Road.
- 2.23 There have been no injury accidents recorded within the study area, during the five-year analysis period.
- 2.24 Therefore, it is considered that there are no deficiencies in the design of the highway network and that there are therefore no prevailing highway safety issues that need to be addressed within the area of scope. Thus, highlighting that there are no existing highway safety issues along the adjacent network.

### **Summary**

- 2.25 This section has demonstrated that there are good opportunities to provide foot, bicycle and public transport accessibility for the site, as promoted in **Section 3**, which is in accordance with local and national objectives. This section has also shown that traffic flows are low and there are no road safety issues.

## 3 DEVELOPMENT PROPOSALS

---

### Introduction

- 3.1 This section covers the proposed development of a sport/recreation ground and community building to be located to the west of Adderbury and associated car park. The site layout plan shows this could provide up to 141 car parking spaces.
- 3.2 This section describes the proposed development, as shown on the illustrative masterplan at **Appendix 1**.

### Context

- 3.3 The development includes proposals for two large sports pitches, one of which can be separated into two, a cricket pitch, which overlaps the sports pitches, a MUGA and a building area for use as a village hall, meeting rooms and changing area.
- 3.4 It will also provide a car park for 141 spaces of which 9 spaces will be dedicated for disabled use, with 53 spaces classed as overflow spaces. The site will also include spaces for 3 minibus, 3 motorcycles and 20 pedal cycles.
- 3.5 The vehicle access to the proposed site will be taken from Milton Road and will also include a 2.0m wide pedestrian footway on its eastern side, linking the proposed site to the wider pedestrian network of Adderbury, along the north side of Milton Road.

### Vehicular Access Arrangements and Parking

- 3.6 Vehicular access to the proposed site will be taken via a new proposed simple priority junction from the northern side of Milton Road.
- 3.7 Swept path analysis has been undertaken of the proposed access. This ensures that vehicles can turn through the junction simultaneously whilst passing each other and thus have no impact upon the safe operation of Milton Road. This is shown at **Appendix 3** on Drawings JNY9694-01, JNY9694-03, JNY9694-04, JNY9694-05, where geometries can accommodate the everyday turning movements of minibuses and cars. A refuse vehicle is also shown using the access at **Appendix 3** on Drawing JNY9694-06. The visibility spays for the access are in accordance with Manual for Streets 2.
- 3.8 The proposed car park has been subject to swept path analysis for minibuses and cars. Minibuses are shown using the car parking simultaneously and parking with ease at **Appendix 3**, Drawing JNY9694-03. Cars have also been shown circulating the internal carriageway and using the turning areas at **Appendix 3**, Drawings JNY9694-01 and JNY9694-02, to ensure they will not need to reverse back towards the access on the internal carriageway. There will be grasscrete or similar which will allow cars to access the overflow parking.

3.9 The layout of the car park has been designed to ensure cars and minibuses can pass one another in either direction by providing an internal carriageway is 6m wide. The location of parking is located 20m away from the access to ensure that if vehicles are manoeuvring in or out of car parking spaces there will be no queuing back onto the public highway. The dimensions of a car parking space and a disabled car parking space are 2.5m x 5.0m and 3.6m x 5.0m, in accordance with the relevant guidance. Turning areas within the parking layout have been provided to ensure that cars will not need to reverse along the internal carriageway in order to exit the parking area.

3.10 The provision of 141 car parking spaces has been calculated based upon user demand in **Section 5**. 88 spaces are provided for everyday use with a further 53 spaces provided for peak days in an overflow capacity.

#### **Cycle and Motorcycle Parking**

3.11 20 cycle spaces will be provided on site within the vicinity of the building area or MUGA, which will be easily accessible. 3 Motorcycle spaces will be provided, to the west of the disabled parking.

#### **Disabled Parking**

3.12 The disabled parking has been calculated based on the full amount of parking spaces, 141, based on the peak use. Thus 9 spaces are dedicated for disabled use.

#### **Servicing**

3.13 Servicing the site, for example refuse/recycling collections, is proposed to utilise the proposed priority junction with Milton Road.

#### **Construction Traffic**

3.14 During construction of the building area, any vehicles associated with the construction will be managed to minimise traffic disruption and impact on local amenity. Construction traffic will be managed as follows:

- Deliveries to the site will be made outside road network peak hours where possible;
- Manage routing of heavy goods vehicles to ensure that suitable roads are used;
- Where possible deliveries will be consolidated to reduce the number of tips; and
- Appropriate routing signage will be erected for construction vehicles to the site.

## 4 TRANSPORT POLICY

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### Context

- 4.1 This section summarises the relevant national, regional and local transport policy which sets the policy context for the report.

### National Policy

#### ***National Planning Policy Framework (March 2012)***

- 4.2 In March 2012 National Planning Policy Framework (NPPF) was published to consolidate all policy statements, circulars and guidance documents into a single, simpler National Planning Policy Framework. The NPPF sets out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel.
- 4.3 Paragraph 32 of the NPPF states all developments that generate significant amounts of movement should be supported by a Transport Assessment. Planning application 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 limits the significant impacts of the development.
- 4.4 The guidance advises that, subject to the above considerations, development should not be prevented or refused on transport grounds unless the residual impacts of the development are severe.
- 4.5 Whilst the NPPF provides no definition of what a 'severe' impact would be, it is clear that *de minimis* impacts are not a reason for preventing development from coming forward for transport reasons.
- 4.6 Paragraph 35 of the NPPF states that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:
- Support opportunities for sustainable transport modes depending on the nature and location of the site, in order to reduce the need for major transport infrastructure;
  - Accommodate the efficient delivery of goods and supplies;
  - Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
  - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and
  - Consider the needs of people with disabilities by all modes of transport.

### ***Planning Practice Guidance (March 2014)***

- 4.7 The Planning Practice Guidance (PPG) was published in March 2014. Planning Practice Guidance (PPG) - *Travel Plans, Transport Assessments and Statements in Decision-Taking* provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans.
- 4.8 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to:
- **“encouraging sustainable travel;**
  - **lessening traffic generation and its detrimental impacts;**
  - **reducing carbon emissions and climate impacts;**
  - **creating accessible, connected, inclusive communities;**
  - **improving health outcomes and quality of life;**
  - **improving road safety; and**
  - **reducing the need for new development to increase existing road capacity or provide new roads.” (Paragraph 006).**
- 4.9 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.
- 4.10 The guidance continues by stating that these reports should be brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network Operators, Highways Agency and other relevant bodies.
- 4.11 With regard to parking the guidance moves away from the use of maximum parking guidance and states that;
- “Maximum parking standards can lead to poor quality development and congested streets; local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.” (Paragraph 008).**

### **Local Policy**

- 4.12 National policy on transport and land use establishes broad policy objectives that reflect the Government’s aspirations for integrating land development and transport. The role of local Government is to develop strategies based on specific local social and spatial requirements, which deliver the national aspirations.
- 4.13 Local strategy with respect to land use and transport is articulated in statutory documents prepared by planning and highway authorities which, for this development, comprise:
- Connecting Oxfordshire: Local Transport Plan (2015-2031); and
  - Adopted Cherwell Local Plan 2011-2031 (Part 1) (2016).

### **Connecting Oxfordshire: Local Transport Plan (LTP4) (2015-2031)**

- 4.14 The Oxfordshire County Council Local Transport plan (2015-2031) is the fourth Local Transport Plan and sets out the strategy and policy framework for transport in Oxfordshire for 15 years until 2031. The strategy is complemented by a series of implementation plans which each cover a five-year period. They describe the measures that will be delivered over a shorter time period, in accordance with the government's comprehensive spending review period.
- 4.15 The LTP4 has been developed with three overarching transport goals, which cover the economy, environment and society:
- **“To support jobs and housing growth and economic vitality**
  - **To reduce emissions, enhance air quality and support the transition to a low carbon economy**
  - **To protect and enhance Oxfordshire's environment and improve quality of life (including public health, safety and individual wellbeing)”**
- 4.16 To achieve these goals, ten objectives for transport have been developed:
- **“Maintain and improve transport connections to support economic growth and vitality across the county;**
  - **Make most effective use of all available transport capacity through innovative management of the network;**
  - **Increase journey time reliability and minimise end-to-end public transport journey times on main routes;**
  - **Develop a high quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment”**
  - **Minimise the need to travel;**
  - **Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive;**
  - **Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment;**
  - **Reduce per capita carbon emissions from transport in Oxfordshire in line with UK Government targets;**
  - **Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment;**
  - **Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services.”**
- 4.17 These objectives support the goals, upon which the structure of the policy section of this document is based. The objectives also guide the area and route strategies and the bus, active and healthy travel and freight strategies that follow the policy section.
- 4.18 Many of the policies outlined within the document relate to the development however three key policies can be applied directly to the site. Policy 3, states that:
- “Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and**

**encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport.”**

4.19 Policy 17, states that:

**“Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.”**

4.20 Policy 34, states that:

**“Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport.”**

4.21 The development will accord by these policies by including cycle parking and provide a connection from the site to the local pedestrian network from a footway running east from the site access to the centre of the village, on the northern side of the carriageway. The development will also provide a Travel Plan Statement which will set out initiatives and measures, provided before the development is in use, in order to influence travel behaviour and minimise single occupancy car travel at the outset.

***Oxfordshire County Council Parking Policy – September 2014***

4.22 The Oxfordshire County Council (OCC) Parking Policy sets out OCC’s parking guidance for residential and non-residential development. In relation to disabled parking for non-residential developments it states that 6% of the total parking should be disabled parking, with dimensions of 5.0 x 3.6m.

4.23 The proposed site adheres to this policy with 9 of the proposed 141 parking spaces designated as disabled spaces.

***Adopted Cherwell Local Plan 2011-2031 (Part 1) (2016)***

4.24 The local plan establishes the strategic direction for the development for the Cherwell district in Oxfordshire. It sets out the Council’s vision and objectives for the future form of development over the period until 2031. The strategy provides broad guidance on the scale and distribution of development and contains core policies which include addressing transport issues. Cherwell are preparing a Part 2 to the Adopted Cherwell Local Plan 2011-2031 (Part 1) which will contain non-strategic site allocations and development management policies.

4.25 The spatial strategy for Cherwell summarised is:

- **“Focusing the bulk of the proposed growth in and around Bicester and Banbury.**
- **Limiting growth in our rural areas and directing it towards larger and more sustainable villages.**
- **Aiming to strictly control development in open countryside.”**



4.26 There are fifteen strategic objectives and the policies included within the local plan support these. A key strategic objective in relation to the proposed site is SO1O, which states:

**“To provide sufficient accessible, good quality services, facilities and infrastructure including green infrastructure, to meet health, education, transport, open space, sport, recreation, cultural, social and other community needs, reducing social exclusion and poverty, addressing inequalities in health, and maximising well-being.”**

4.27 There are three policies which support this objective with relevance to the proposed site.

4.28 Policy BSC10: Open Space, Outdoor Sport and Recreation Provision summarised highlights that the Council will encourage partnership working to ensure that sufficient quantity and quality of, and convenient access to open space, sport and recreation provision is secured through addressing existing deficiencies in provision through qualitative enhancement of existing provision, improving access to existing facilities or securing new provision.

4.29 Policy BSC 11: Local Standards of Provision - Outdoor Recreation summarised states that provision should usually be made on site in accordance with the minimum standards of provision set out in ‘Local Standards of Provision - Outdoor Recreation’. It sets out accessibility standards for outdoor sports provision. This shows that for rural areas in association with football, rugby and cricket pitches a site should be accessible within (10 minutes) 8km travel time. The proposed site in Adderbury is well situated for this role with numerous villages and town within this catchment area.

4.30 Policy Villages 4: Meeting the Need for Open Space, Sport and Recreation recognises that evidence base studies have identified a number of existing deficiencies and future shortfalls in provision in Kidlington and the Rural Areas. The evidence base studies divided the District’s Rural Areas into three sub-areas for analysis purposes, Adderbury is located in the rural north sub area. In this area it has been identified that 2 junior pitches, 1 mini-soccer pitch and 2 cricket pitches, are required to be provided to meet needs to 2026. The proposed site will help to fulfil part of this need for the rural north sub area.

4.31 In terms of transport, Policy SLE4: Improved transport and connections highlights that 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. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported. Due to the nature of the proposed site walking will be encouraged from Adderbury through the proposed footway linking the site to the wider pedestrian network. The provision of 20 cycle spaces, more than would be predicted through the modal split (shown in **Section 5**), will encourage a modal shift of an increase in cycling. As shown in **Section 5** the development will not have a severe traffic impact upon the local roads.

### **Summary**

4.32 To summarise, the relevant transport related policies to the development are as follows:

- *NPPF* – Sets out policies relating to sustainable development and safe and suitable access. Developments should not be prevented or refused on transport grounds unless the residual impacts of the development are severe;

- *PPG* – Sets out that documents must demonstrate the site is in a location that is or can be made sustainable;
- *Connecting Oxfordshire: Local Transport Plan (LTP4) (2015-2031)* - Outlines regional transport policies stating that the region should provide a transport network providing residents with a range of sustainable options to meet their travel needs; and
- *Adopted Cherwell Local Plan 2011-2031 (Part 1) (2016)* – Sets out a desire to improve the provision and choice of sustainable transport options.

4.33 The development proposals outlined in **Section 3** are generally in accordance with these policies.

## 5 TRIP GENERATION AND MODAL SHARE

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### **Introduction**

- 5.1 This section considers the movement of users to and from the Adderbury Sports/Recreation Ground, the resultant parking demand and the effect of movement upon the local highway and transport networks.

### **Proposed Trip Generation**

- 5.2 As aforementioned the proposed site will contain two large sports pitches, one of which can be separated into two. A cricket pitch, which overlaps the sports pitches, a MUGA and a building area for use as a village hall, meeting rooms and changing areas. To estimate the trip generation of the proposed development, person trip rates for the future use of the Sports/Recreation Ground have been based on a 'first principles' methodology. This has been based on what level of users can be expected based on the different possible uses of the proposed Sports/Recreation Ground.
- 5.3 To produce a robust assessment, two scenarios have been formed which details the proposed uses of the Sports Ground. The first scenario is the busiest possible day when all operations are in use and the second scenario is a worst case reasonable day when expected operations are in use together. The scenarios do not take into account use of the cricket pitch as the number of trips resulting from the proposed pitches, which it would overlay, are higher. Thus, supporting a worst-case scenario. Both scenarios are detailed below:

#### ***Scenario 1***

1. Pitch 1 would be in use on a weekday morning and afternoon for a class of 30 Students and 4 teachers, with a session lasting an hour. In the weekday evenings and at weekends it would be in use for an 11-a-side game of football consisting of a total of 46 people; this includes two teams of 11 players, five reserves per team, two coaches and 10 spectators. The session would last for two hours.
2. Pitch 3 and 4 would be in use for two games of 7-a-side football (14 users per pitch); which would result in a total of 28 users. The sessions would last for 1 hour.
3. The MUGA would be in use for a game of 5-a-side football (10 users in total). The sessions would last for 1 hour.
4. The Building Area in the weekday morning and afternoon would be in use with classes and societies of 10 users, each session would last 1 hour. In the weekday evening the building area would be used for a drama production for 80 users lasting 2 hours. On the weekend morning and afternoon periods the area would be in use for similar uses as the weekday but for 20 users and sessions would last 2 hours, the evening would also be used for a drama production.

#### ***Scenario 2***

1. Pitch 1 would be in use on a weekday morning and afternoon for a class of 30 Students and 4 teachers, with a session lasting an hour. In the weekday evenings and at weekends it would be in use for an 11-a-side game of football consisting of a total of 46 people; this includes two teams of 11 players, five reserves per team, two coaches and 10 spectators. The session would last for two hours.

2. Pitch 3 or 4 would be in use for one game of 7-a-side football (14 users in total). The sessions would last for 1 hour.
3. The MUGA would be in use for a game of 5-a-side football (10 users in total). The sessions would last for 1 hour.
4. The Building Area would be in use with classes and societies of 20 users on a weekday evening and weekend, each session would last 2 hours. On weekday morning and afternoon, classes and societies of 10 users with sessions lasting 1 hour would occur.

5.4 To ensure a robust assessment, full use of the Sports/Recreation Ground has been assumed for Scenario 1. This means that for Scenario 1, there are ongoing bookings throughout the weekday and throughout the weekend, together with bookings in the morning and afternoon on a weekday for Pitch 1 and the Building Area, so as to maximise person trip demand. Given the finite catchment area, such an assumption is highly improbable to occur. However, it does ensure a robust assessment, particularly in terms of parking demand. Scenario 2 will also have ongoing bookings throughout the day, however these are less frequent and with more time in between sessions.

5.5 There are cross over periods of users departing after their session and users arriving for the following session, which could lead to there being a higher number of users on site at any one time. This has been taken account of and is shown in the tables for Scenario 1 and 2. These tables show a worst-case weekday and worst-case weekend day for each Scenario, identifying arrivals, departures, two-way movements and total accumulation of users on the site.

5.6 The total person trip breakdown for each use within Scenarios 1 and 2 are laid out in the tables below and relate to the uses described for each scenario earlier in the section.

### **Scenario 1**

#### **Pitch 1**

**Table 5.1: Total Person Trips Pitch 1**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00	34		34	34				
10:00-11:00	34		34	68	46		46	46
11:00-12:00	34	34	68	102				46
12:00-13:00		34	34	68	46		46	92
13:00-14:00	34	34	68	68		46	46	92
14:00-15:00	34		34	68	46		46	92
15:00-16:00	34	34	68	102		46	46	92
16:00-17:00		34	34	68	46		46	92
17:00-18:00		34	34	34		46	46	92
18:00-19:00	46		46	46				46
19:00-20:00				46		46	46	46
20:00-21:00				46				
21:00-22:00		46	46	46				
22:00-23:00								
23:00-24:00								
Daily	250	250	500		184	184	368	

5.7 **Table 5.1** shows that during the weekday 34 users of the pitch every hour could allow for six sessions to take place during the morning and afternoon periods. During the evening period 46 users could use the pitch for one two-hour session. This would equate to 500 daily two-way person trips on a weekday. During the weekend, four two-hour sessions would take place and this would equate to 368 daily two-way person trips. There would be a maximum accumulation of 102 people on site at any one time.

**Pitches 3 and 4**

**Table 5.2: Total Person Trips Pitches 3 and 4**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					28		28	28
11:00-12:00					28		28	56
12:00-13:00					28	28	56	84
13:00-14:00					28	28	56	84
14:00-15:00					28	28	56	84
15:00-16:00					28	28	56	84
16:00-17:00					28	28	56	84
17:00-18:00	28		28	28	28	28	56	84
18:00-19:00	28		28	56	28	28	56	84
19:00-20:00	28	28	56	84		28	28	56
20:00-21:00	28	28	56	84		28	28	28
21:00-22:00		28	28	56				
22:00-23:00		28	28	28				
23:00-24:00								
<b>Daily</b>	112	112	224		252	252	504	

5.8 **Table 5.2** shows that during the weekday evening 28 users of the pitch every hour could allow for four sessions to take place and would equate to 224 daily two-way person trips. During the weekend, nine sessions could take place and this would equate to 504 daily two-way person trips. There would be a maximum accumulation of 84 people on site at any one time.

**MUGA**

**Table 5.3: Total Person Trips MUGA**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					10		10	10
11:00-12:00					10		10	20
12:00-13:00					10	10	20	30
13:00-14:00					10	10	20	30
14:00-15:00					10	10	20	30
15:00-16:00					10	10	20	30
16:00-17:00					10	10	20	30
17:00-18:00	10		10	10	10	10	20	30
18:00-19:00	10		10	20	10	10	20	30
19:00-20:00	10	10	20	30		10	10	20
20:00-21:00	10	10	20	30		10	10	10
21:00-22:00		10	10	20				

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
22:00-23:00		10	10	10				
23:00-24:00								
Daily	40	40	80		90	90	180	

5.9 **Table 5.3** shows that during the weekday evening 10 users of the pitch every hour could allow for four sessions to take place and would equate to 80 daily two-way person trips. During the weekend, nine sessions could take place and this would equate to 200 daily two-way person trips. There would be a maximum accumulation of 30 people on site at any one time.

### **Building Area**

**Table 5.4: Total Person Trips Building Area**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00	10		10	10				
10:00-11:00	10		10	20	20		20	20
11:00-12:00	10	10	20	30				20
12:00-13:00		10	10	20	20		20	40
13:00-14:00	10	10	20	20		20	20	40
14:00-15:00	10		10	20	20		20	40
15:00-16:00	10	10	20	30		20	20	40
16:00-17:00		10	10	20				20
17:00-18:00		10	10	10		20	20	20
18:00-19:00	80		80	80	80		80	80
19:00-20:00				80				80
20:00-21:00				80				80
21:00-22:00		80	80	80		80	80	80
22:00-23:00								
23:00-24:00								
Daily	140	140	280		140	140	280	

5.10 **Table 5.4** shows that during the weekday morning and afternoon 10 users of the building area every hour could allow for six sessions to take place. During the weekday evening 80 users could allow for one two-hour session. This would equate to 280 weekday two-way person trips in total. During the morning and afternoon of the weekend, three sessions of 20 users for a two-hour period could take place, together with one session of 80 users for a two-hour session in the evenings. This would equate to 280 daily two-way person trips. There would be a maximum accumulation of 80 people on site at any one time.

### **Total Scenario 1**

**Table 5.5: Total Person Trips Scenario 1**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00	44		44	44				
10:00-11:00	44		44	88	104		104	104
11:00-12:00	44	44	88	132	38		38	142
12:00-13:00		44	44	88	104	38	142	246
13:00-14:00	44	44	88	88	38	104	142	246
14:00-15:00	44		44	88	104	38	142	246

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
15:00-16:00	44	44	88	132	38	104	142	246
16:00-17:00		44	44	88	84	38	122	226
17:00-18:00	38	44	82	82	38	104	142	226
18:00-19:00	164		164	202	118	38	156	240
19:00-20:00	38	38	76	240		84	84	202
20:00-21:00	38	38	76	240		38	38	118
21:00-22:00		164	164	202		80	80	80
22:00-23:00		38	38	38				
23:00-24:00								
Daily	542	542	1050		666	666	1332	

5.11 **Table 5.5** shows that during the weekday for Scenario 1, 1050 daily two-way person trips would take place. During the weekend, there would be 1332 daily two-way person trips. There would be a maximum accumulation of 246 people on site at any one time. The table also highlights that the busiest period during the weekday in terms of two-way movements would be 18:00-19:00 and 21:00-22:00, falling outside of the PM peak hour, with 164 trips. During the weekend the Sports/Recreation Ground would be also be busiest from 18:00-19:00 with 156 two-way person trips.

5.12 Given the finite catchment area, Scenario 1 is not likely to be representative of 'typical' conditions. It is the busiest possible use for the proposed site and whilst such a high level of users is improbable it is important to assess as a worst case in order to identify maximum parking demand at the site.

## Scenario 2

### Pitch 1

**Table 5.6: Total Person Trips Pitch 1**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00	34		34	34	46		46	46
11:00-12:00				34				46
12:00-13:00		34	34	34				46
13:00-14:00						46	46	46
14:00-15:00	34		34	34	46		46	46
15:00-16:00				34				46
16:00-17:00		34	34	34				46
17:00-18:00						46	46	46
18:00-19:00	46		46	46				
19:00-20:00				46				
20:00-21:00				46				
21:00-22:00		46	46	46				
22:00-23:00								
23:00-24:00								
Daily	114	114	228		92	92	184	

5.13 **Table 5.6** shows that during the weekday 34 users of the pitch for a one-hour period could allow for two sessions to take place during the morning and afternoon. During the evening period 46 users could use the pitch for one two-hour session. This would equate to 228 daily two-way person trips on a weekday. During the weekend, two two-hour sessions would take place and this would equate to 184 daily two-way person trips. There would be a maximum accumulation of 46 people on site at any one time.

**Pitch 3 or 4**

**Table 5.7: Total Person Trips Pitch 3 and 4**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					14		14	14
11:00-12:00								14
12:00-13:00						14	14	14
13:00-14:00								
14:00-15:00					14		14	14
15:00-16:00								14
16:00-17:00						14	14	14
17:00-18:00								
18:00-19:00	14		14	14	14		14	14
19:00-20:00				14				14
20:00-21:00		14	14	14		14	14	14
21:00-22:00								
22:00-23:00								
23:00-24:00								
<b>Daily</b>	14	14	28		42	42	84	

5.14 **Table 5.7** shows that during the weekday evening 14 users of the pitch for a one-hour session could allow for one session to take place and would equate to 28 daily two-way person trips. During the weekend, three sessions could take place and this would equate to 84 daily two-way person trips. There would be a maximum accumulation of 14 people on site at any one time.

**MUGA**

**Table 5.8: Total Person Trips MUGA**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					10		10	10
11:00-12:00								10
12:00-13:00					10	10	20	20
13:00-14:00								10
14:00-15:00					10	10	20	20
15:00-16:00								10
16:00-17:00					10	10	20	20
17:00-18:00	10		10	10				10
18:00-19:00	10	10	20	20				20
19:00-20:00	10	10	20	20				10
20:00-21:00				10		10	10	10
21:00-22:00		10	10	10				
22:00-23:00								
23:00-24:00								
<b>Daily</b>	20	20	40		50	50	100	



5.15 **Table 5.8** shows that during the weekday evening 10 users of the pitch for a one-hour session for a total of two sessions to take place would equate to 40 daily two-way person trips. During the weekend, five sessions could take place and this would equate to 100 daily two-way person trips. There would be a maximum accumulation of 20 people on site at any one time.

**Building Area**

**Table 5.9: Total Person Trips Building Area**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00	10		10	10	20		20	20
11:00-12:00				10				20
12:00-13:00		10	10	10				20
13:00-14:00						20	20	20
14:00-15:00	10		10	10	20		20	20
15:00-16:00				10				20
16:00-17:00		10	10	10				20
17:00-18:00						20	20	20
18:00-19:00	20		20	20	20		20	20
19:00-20:00				20				20
20:00-21:00				20				20
21:00-22:00		20	20	20		20	20	20
22:00-23:00								
23:00-24:00								
Daily	40	40	80		60	60	120	

5.16 **Table 5.9** shows that during the weekday morning and afternoon period, 10 people could use the building area for a total of two one-hour sessions. During the weekday evening 20 users could allow for one two-hour session. This would equate to 80 weekday two-way person trips in total. During the weekend, three sessions of 20 users for a two-hour period would take place. This would equate to 120 daily two-way person trips. There would be a maximum accumulation of 20 people on site at any one time.

**Total Scenario 2**

**Table 5.10: Total Person Trips Scenario 2**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00	44		44	44	90		90	90
11:00-12:00				44				90
12:00-13:00		44	44	44	10	24	34	100
13:00-14:00						66	66	76
14:00-15:00	44		44	44	90	10	100	100
15:00-16:00				44				90
16:00-17:00		44	44	44	10	24	34	100
17:00-18:00	10		10	10		66	66	76
18:00-19:00	80		80	90	44	10	54	54
19:00-20:00	10	10	20	100				44
20:00-21:00		14	14	90		24	24	44
21:00-22:00		76	76	76		20	20	20

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
22:00-23:00								
23:00-24:00								
Daily	188	188	376		244	244	488	

5.17 **Table 5.10** shows that during the weekday for Scenario 2, 376 daily two-way person trips would take place. During the weekend, there would be 488 daily two-way person trips. There would be a maximum accumulation of 100 people on site at any one time. The table also highlights that the busiest period during the weekday in terms of two-way movements would be 18:00-19:00, falling outside of the PM peak hour, with 80 trips. During the weekend the Sports/Recreation Ground would be also be busiest at 14:00-15:00 with 100 two-way person trips.

5.18 Scenario 2 is designated as a worst-case reasonable day and is likely to be more representative of 'typical' conditions than Scenario 1. However, it is unlikely that the number of person trips in this scenario will occur due to the finite catchment area of the site and thus the person trips presented should be taken as a maximum.

#### **Mode Share**

5.19 To validate the scenarios 1 and 2, and therefore in accordance with best practice, multi-modal trip rates have been obtained from the TRICS (Version 7.5.1) database with similar characteristics to those of the proposed development. Those that are located in places not similar to the site have been excluded. The parameters included Leisure (07) 5-a-side (L) sites (Land Use Class D2) in England (excluding London). The output for the TRICS data is attached at **Appendix 4**.

5.20 **Table 5.11** below displays the total person trip rates.

**Table 5.11: Total Person Trip Rates from TRICS Leisure 5-a-side (Class Use D2)**

Hours	Arrive	Depart	Two-way
08:00-09:00	3	1	4
09:00-10:00	1	0	1
10:00-11:00	0	0	1
11:00-12:00	1	1	1
12:00-13:00	1	1	2
13:00-14:00	1	1	2
14:00-15:00	2	4	6
15:00-16:00	3	1	5
16:00-17:00	2	3	5
17:00-18:00	8	3	11
18:00-19:00	9	4	13
19:00-20:00	7	9	17
20:00-21:00	6	8	14
21:00-22:00	2	6	9
22:00-23:00	0	6	7
23:00-24:00	0	0	0
Daily	49	49	98

5.21 **Table 5.11** predicts a maximum trip rate of 17 two-way person trips during one hour (19:00-20:00). This validates well against 20 two-way person trips per hour per 5-a-side pitch as calculated for the MUGA (**Tables 5.3** and **5.8**) using the first principles methodology.

- 5.22 The lower hourly trip rates in **Table 5.11** will be caused by periods of reduced use, hence only the peak hourly trip rate is considered. This therefore confirms the above predicted person trip rates are accurate and are suitable for assessment purposes.
- 5.23 The validation of the first principles methodology with TRICS person trip data, allows for the use of the TRICS mode share data to calculate the number of movements by mode of transport at the Sports/Recreation Ground. The multi-modal trip rates have been used to estimate the modal share for the users of the Sports/Recreation Ground in **Table 5.12**.

**Table 5.12: Modal Split from TRICS Leisure 5-a-side (Class Use D2)**

Mode	%
Car driver	55%
Passenger	29%
Pedestrian	15%
Cyclist	1%
Total	100%

- 5.24 The mode share data from TRICS displayed in **Table 5.12** shows that 84% of users will arrive via car, approximately 15% of users will arrive via foot and 1% via bicycle. No users are predicted to arrive by public transport.
- 5.25 The TRICS sites are in more urban locations than the proposed site and thus would have a higher pedestrian modeshare. Therefore, the TRICS modeshare in **Table 5.12** has been adjusted to more appropriately reflect the precise location and accessibility of the proposed site. Pedestrians have been redistributed in order to take into account the position of the site and the scope of potential user populations, from 15% to 5% modeshare. They have been redistributed to car driver and car passenger modeshare uses from 55% to 62% and 29% to 33% respectively. Users who would travel to the site by car have also been split into single occupancy drivers (SOV) and car sharers, with 29% single occupancy vehicle car drivers and 65% car sharers, as detailed in **Table 5.13**.
- 5.26 In order to reflect the low frequency of public transport services in the vicinity of the site, users have continued to not be predicted to arrive by public transport as a worst case. However as shown in **Section 2**, the site is accessible to the hourly S4 bus service.
- 5.27 For both Scenarios, it has been assumed that for Pitch 1 the weekday morning and afternoon sessions are for school trips. Thus, it is expected that the users arrive to the Sports/Recreation Ground via minibuss. It is also assumed that of the 46 users who would use the pitch during the weekday evening and weekend sessions, 17 users would arrive via minibuss. Thus, for Pitch 1 only 29 users have been applied to the modal share.
- 5.28 The adjusted modeshare has been applied to the proposed uses, as shown in **Table 5.13**.

**Table 5.13: Adjusted Modal Split for Sports/Recreation Ground**

Mode		%	Pitch 1	Pitch 3 or 4	MUGA
			11-aside (29 users)	7-aside (14 users)	5-aside (10 Users)
Car driver (SOV)		29%	8	4	3
Car Sharer	All	65%	20	10	6
	Driver	33%	10	5	3
	Passenger	33%	10	5	3
Pedestrian		5%	1	1	1
Cyclist		1%	0	0	0
Total		100%	29	14	10

Figures may not sum due to rounding

- 5.29 The adjusted modeshare displayed in **Table 5.13** shows that 29% of users will arrive via SOV and 65% of users will arrive via car share, approximately 5% of users will arrive via foot and 1% via bicycle. No users are predicted to arrive by public transport.
- 5.30 A separate modeshare was calculated for the Building Area uses. As with the modal split for the Sports/Recreation Ground, multi-modal trip rates have been obtained from the TRICS (Version 7.5.1) database with similar characteristics to those of the proposed development. The output for the TRICS data is attached at **Appendix 5**.
- 5.31 The multi-modal trips rates have been used to estimate the modal share for the users of the Building Area in **Table 5.14**.

**Table 5.14: Modal Split from TRICS Community Centre (Class Use D1)**

Mode	%
Car driver (SOV)	43%
Passenger	7%
Pedestrian	22%
Cyclist	0%
Bus	27%
Total	100%

- 5.32 The mode share data from TRICS displayed in **Table 5.14** shows that 50% of users will arrive via car, approximately 22% of users will arrive via foot, 0% via bicycle and 27% by Bus.
- 5.33 The modeshare presented in **Table 5.14** has been deemed an unrealistic reflection of the proposed site due to high levels of bus use and low levels of car use. Therefore, in order to appropriately judge the modeshare for the building area taking into account the location of the site and the public transport services in its vicinity, an adjusted version of the Sports/Recreation Ground modeshare has been used.

**Table 5.15: Adjusted Modal Split for Building Area**

Mode	%	Building Area		
		Small Classes / Societies (10 Users)	Large Classes / Societies (20 users)	Drama Production (80 Users)
Car driver (SOV)	29%	3	6	23
Car Sharer	All	6	12	48
	Driver	3	6	24
	Passenger	3	6	24
Pedestrian	10%	1	2	8
Cyclist	1%	0	0	1
Total	100%	10	20	80

5.34 As shown in **Table 5.15**, 5% of the Car Sharer mode share has been redistributed to the Pedestrian modeshare to take into account a higher capacity of individuals to walk to the building area due to less need for additional baggage. No further adjustments were made.

5.35 The Car Driver (SOV and car sharer) modeshare for the Sports/Recreation Ground uses and the modeshare for the Building Area uses have been applied to their person trips in order to calculate the proposed vehicular generation. Therefore, being input into Scenario 1 and 2 to find the vehicular generation for each.

**Vehicle Trips**

5.36 The mode shares have been applied to each of the proposed uses included within each scenario to calculate the vehicle trip generation over a Weekday and Weekend Day. This is included in **Tables 5.16 – 5.25**.

**Scenario 1**

**Pitch 1**

**Table 5.16: Vehicle Trips Pitch 1**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					18		18	18
11:00-12:00								18
12:00-13:00					18		18	36
13:00-14:00						18	18	36
14:00-15:00					18		18	36
15:00-16:00						18	18	36
16:00-17:00					18		18	36
17:00-18:00						18	18	36
18:00-19:00	18		18	18				18
19:00-20:00				18		18	18	18
20:00-21:00				18				
21:00-22:00		18	18	18				
22:00-23:00								
23:00-24:00								
Daily	18	18	36		72	72	144	

5.37 **Table 5.16** proposes that for Pitch 1 where 29 users are visiting the site for a two-hour period by car, every two hours. This equates to a maximum of 18 vehicles arriving and departing at any one time. It suggests that there will be approximately 36 two-way vehicle trips during the weekday evening and approximately 144 two-way vehicle trips during the weekend. There would be a maximum accumulation of 36 vehicles on site on the weekend and 18 in the week.

**Pitch 3 and 4**

**Table 5.17: Vehicle Trips Pitch 3 and 4**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					18		18	18
11:00-12:00					18		18	36
12:00-13:00					18	18	36	54
13:00-14:00					18	18	36	54
14:00-15:00					18	18	36	54
15:00-16:00					18	18	36	54
16:00-17:00					18	18	36	54
17:00-18:00	18		18	18	18	18	36	54
18:00-19:00	18		18	36	18	18	36	54
19:00-20:00	18	18	36	54		18	18	36
20:00-21:00	18	18	36	54		18	18	18
21:00-22:00		18	18	36				
22:00-23:00		18	18	18				
23:00-24:00								
Daily	72	72	144		162	162	324	

5.38 **Table 5.17** proposes that for Pitch 3 and 4 where 28 users are visiting the site every hour, for a one-hour slot. This equates to a maximum of 36 vehicles arriving and departing at any one time. It suggests that there will be approximately 144 two-way vehicle trips during the weekday evening and approximately 324 two-way vehicle trips during the weekend.

**MUGA**

**Table 5.18: Vehicle Trips MUGA**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					7		7	7
11:00-12:00					7		7	14
12:00-13:00					7	7	14	21
13:00-14:00					7	7	14	21
14:00-15:00					7	7	14	21
15:00-16:00					7	7	14	21
16:00-17:00					7	7	14	21
17:00-18:00	7		7	7	7	7	14	21
18:00-19:00	7		7	14	7	7	14	21
19:00-20:00	7	7	14	21		7	7	14
20:00-21:00	7	7	14	21		7	7	7
21:00-22:00		7	7	14				
22:00-23:00		7	7	7				
23:00-24:00								
Daily	28	28	56		63	63	126	

5.39 **Table 5.18** proposes that for the MUGA where 10 users are visiting the site every hour, for a one-hour slot. This equates to a maximum of 14 vehicles arriving and departing at any one time. It suggests that there will be approximately 56 two-way vehicle trips during the weekday evening and approximately 126 two-way vehicle trips during the weekend.

**Building Area**

**Table 5.19: Vehicle Trips Building Area**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00	6		6	6				
10:00-11:00	6		6	12	12		12	12
11:00-12:00	6	6	12	18				12
12:00-13:00		6	6	12	12		12	24
13:00-14:00	6	6	12	12		12	12	24
14:00-15:00	6		6	12	12		12	24
15:00-16:00	6	6	12	18		12	12	24
16:00-17:00		6	6	12				12
17:00-18:00		6	6	6		12	12	12
18:00-19:00	48		48	48	48		48	48
19:00-20:00				48				48
20:00-21:00				48				48
21:00-22:00		48	48	48		48	48	48
22:00-23:00								
23:00-24:00								
Daily	84	84	168		84	84	168	

5.40 **Table 5.19** proposes that for the Building Area in the weekday morning and afternoon periods where 10 users have one-hour sessions there is a maximum two-way movement of 12 vehicles. In the weekday and weekend evening periods where 60 users have one two-hour session there is a maximum of two-way movement of 48 vehicles. During the morning and afternoon for the weekend 20 users are visiting the site for a two-hour session. This equates to a maximum of 24 vehicles arriving and departing at any one time. It suggests that there will be approximately 168 two-way vehicle trips during the weekday in total and approximately 168 two-way vehicle trips during the weekend day.

**Total Scenario 1**

**Table 5.20: Vehicle Trips Scenario 1**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00	6		6	6				
10:00-11:00	6		6	12	55		55	55
11:00-12:00	6	6	12	18	25		25	80
12:00-13:00		6	6	12	55	25	80	135
13:00-14:00	6	6	12	12	25	55	80	135
14:00-15:00	6		6	12	55	25	80	135
15:00-16:00	6	6	12	18	25	55	80	135
16:00-17:00		6	6	12	43	25	68	123
17:00-18:00	25	6	31	31	25	55	80	123
18:00-19:00	91		91	116	73	25	98	141
19:00-20:00	25	25	50	141		43	43	116

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
20:00-21:00	25	25	50	141		25	25	73
21:00-22:00		91	91	116		48	48	48
22:00-23:00		25	25	25				
23:00-24:00								
Daily	202	202	404		381	381	762	

5.41 **Table 5.20** shows that during the weekday for Scenario 1, 404 daily two-way vehicle trips would take place. During the weekend, there would be 762 daily two-way vehicle trips. There would be a maximum accumulation of 141 cars on site at any one time. The table also highlights that the busiest period during the weekday in terms of two-way movements would be 18:00-19:00 and 21:00-22:00, falling outside of the PM peak hour, with 91 trips. During the weekend the Sports/Recreation Ground would be also be busiest from 18:00-19:00 with 98 two-way person trips.

5.42 Scenario 1 is the busiest possible use for the proposed site and has thus been used in order to judge the maximum amount of parking possibly required at the proposed site. As shown in **Table 5.20** the maximum accumulation of vehicles on site is 141, thus this number of car spaces has been provided for on the site layout, at **Appendix 1**.

**Scenario 2**

**Pitch 1**

**Table 5.21: Vehicle Trips Pitch 1**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					18		18	18
11:00-12:00								18
12:00-13:00								18
13:00-14:00						18	18	18
14:00-15:00					18		18	18
15:00-16:00								18
16:00-17:00								18
17:00-18:00						18	18	18
18:00-19:00	18		18	18				
19:00-20:00				18				
20:00-21:00				18				
21:00-22:00		18	18	18				
22:00-23:00								
23:00-24:00								
Daily	18	18	36		36	36	72	

5.43 **Table 5.16** proposes that for Pitch 1 where 29 users are visiting the site for a two-hour period, by car there will be a maximum of 18 vehicles arriving and departing at any one time. It suggests that there will be approximately 36 two-way vehicle trips during the weekday evening and approximately 72 two-way vehicle trips during the weekend. There would be a maximum accumulation of 18 vehicles at any time.



**Pitch 3 or 4**

**Table 5.22: Vehicle Trips Pitch 3 or 4**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					9		9	9
11:00-12:00								9
12:00-13:00						9	9	9
13:00-14:00								
14:00-15:00					9		9	9
15:00-16:00								9
16:00-17:00						9	9	9
17:00-18:00								
18:00-19:00	9		9	9	9		9	9
19:00-20:00				9				9
20:00-21:00		9	9	9		9	9	9
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily	9	9	18		27	27	54	

5.44 **Table 5.22** proposes that for Pitch 3 or 4 where 14 users are visiting the site, for a one-hour slot there will be a maximum of 9 vehicles arriving and departing at any one time. It suggests that there will be approximately 18 two-way vehicle trips during the weekday evening and approximately 54 two-way vehicle trips during the weekend.

**MUGA**

**Table 5.23: Vehicle Trips MUGA**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					7		7	7
11:00-12:00								7
12:00-13:00					7	7	14	14
13:00-14:00								7
14:00-15:00					7	7	14	14
15:00-16:00								7
16:00-17:00					7	7	14	14
17:00-18:00	7		7	7				7
18:00-19:00				7	7	7	14	14
19:00-20:00	7	7	14	14				7
20:00-21:00				7		7	7	7
21:00-22:00		7	7	7				
22:00-23:00								
23:00-24:00								
Daily	14	14	28		35	35	70	

5.45 **Table 5.23** proposes that for the MUGA where 10 users are visiting the site, for a one-hour slot there will be a maximum of 14 vehicles arriving and departing at any one time. It suggests that there will be approximately 28 two-way vehicle trips during the weekday evening and approximately 70 two-way vehicle trips during the weekend.

**Building Area**

**Table 5.24: Vehicle Trips Building Area**

Arrive	Weekday			Accumulation	Saturday			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00	6		6		12		12	12
11:00-12:00								12
12:00-13:00		6	6					12
13:00-14:00						12	12	12
14:00-15:00	6		6		12		12	12
15:00-16:00								12
16:00-17:00		6	6					12
17:00-18:00						12	12	12
18:00-19:00	12			12	12		12	12
19:00-20:00				12				12
20:00-21:00				12				12
21:00-22:00		12	12	12		12		12
22:00-23:00								
23:00-24:00								
Daily	24	24	36		36	36	60	

5.46

**Table 5.24** proposes that for the Building Area in the weekday morning and afternoon periods where 10 users have one-hour sessions there will be a maximum two-way movement of 6 vehicles. During the weekday evening and weekend 20 users are visiting the site for a two-hour session. This equates to a maximum of 12 vehicles arriving and departing at any one time. It suggests that there will be approximately 36 two-way vehicle trips during the weekday in total and approximately 60 two-way vehicle trips during the weekend day.

**Total Scenario 2**

**Table 5.25: Scenario 2**

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00	6		6	6	46		46	46
11:00-12:00				6				46
12:00-13:00		6	6	6	7	16	23	53
13:00-14:00						30	30	37
14:00-15:00	6		6	6	46	7	53	53
15:00-16:00				6				46
16:00-17:00		6	6	6	7	16	23	53
17:00-18:00	7		7	7		30	30	37
18:00-19:00	39		39	46	28	7	35	35
19:00-20:00	7	7	14	53				28
20:00-21:00		9	9	46		16	16	28
21:00-22:00		37	37	37		12		12
22:00-23:00								
23:00-24:00								
Daily	65	65	118		134	134	256	

5.47 **Table 5.25** shows that during the weekday for Scenario 2, 118 daily two-way vehicle trips would take place. During the weekend, there would be 256 daily two-way vehicle trips. There would be a maximum accumulation of 53 cars on site at any one time. The table also highlights that the busiest period during the weekday in terms of two-way movements would be 18:00-19:00, falling outside of the PM peak hour, with 39 trips. During the weekend the Sports/Recreation Ground would be also be busiest from 14:00-15:00 with 53 two-way person trips.

5.48 Scenario 2 is the worst-case reasonable use for the proposed site. As shown in **Table 5.25** the maximum accumulation of vehicles on site is 53, thus this number of vehicles can be accommodated at the proposed site without use of the overflow car parking, as shown at **Appendix 1**.

**Parking Accumulation**

5.49 The mode share and the vehicle trips set out above have been used to calculate the parking accumulation at the site for the various scenarios. These are provided in **Table 5.26** below.

**Table 5.26: Parking Accumulation based on Modal Split**

Hour	Scenario			
	1		2	
	Weekday	Weekend	Weekday	Weekend
08:00-09:00	0	0	0	0
09:00-10:00	6	0	0	0
10:00-11:00	12	55	6	46
11:00-12:00	18	80	6	46
12:00-13:00	12	135	6	53
13:00-14:00	12	135	0	37
14:00-15:00	12	135	6	53
15:00-16:00	18	135	6	46
16:00-17:00	12	123	6	53
17:00-18:00	31	123	7	37
18:00-19:00	116	141	46	35
19:00-20:00	141	116	53	28
20:00-21:00	141	73	46	28
21:00-22:00	116	48	37	12
22:00-23:00	25	0	0	0
23:00-24:00	0	0	0	0
Maximum Parked	0	0	0	0

5.50 **Table 5.26** above shows that the maximum number of cars parked on site at any one time would be 141 vehicles; this is based on Scenario 1.

5.51 The demand for car parking could therefore be accommodated within the proposed car parking area and would not lead to any overspill onto the local highway network, as shown at **Appendix 1**.

**Development Traffic**

5.52 To consider the traffic impact of the proposals, the change in traffic flows along Milton Road has been considered. This has firstly been considered using the worst-case reasonable 'typical' scenario 2, as set out in **Table 5.27**.

**Table 5.27 – Percentage Change along Milton Road (Scenario 2)**

Hour	Baseline Traffic Flows			Development Traffic Flows (Scenario 2)			Baseline + Development Traffic Flow			Percentage Change		
	Week day	Sat	Sun	Week day	Sat	Sun	Week day	Sat	Sun	Week day	Sat	Sun
00:00 - 01:00	8	21	29	0	0	0	8	21	29	0%	0%	0%
01:00 - 02:00	5	12	10	0	0	0	5	12	10	0%	0%	0%
02:00 - 03:00	4	4	8	0	0	0	4	4	8	0%	0%	0%
03:00 - 04:00	8	13	5	0	0	0	8	13	5	0%	0%	0%
04:00 - 05:00	11	5	4	0	0	0	11	5	4	0%	0%	0%
05:00 - 06:00	52	12	7	0	0	0	52	12	7	0%	0%	0%
06:00 - 07:00	152	38	19	0	0	0	152	38	19	0%	0%	0%
07:00 - 08:00	432	117	47	0	0	0	432	117	47	0%	0%	0%
08:00-09:00	572	192	109	0	0	0	572	192	109	0%	0%	0%
09:00-10:00	299	237	159	0	0	0	299	237	159	0%	0%	0%
10:00-11:00	226	265	247	6	46	46	232	311	293	3%	17%	19%
11:00-12:00	236	256	288	0	0	0	236	256	288	0%	0%	0%
12:00-13:00	242	313	321	6	23	23	248	336	344	2%	7%	7%
13:00-14:00	284	275	262	0	30	30	284	305	292	0%	11%	11%
14:00-15:00	305	302	226	6	53	53	311	355	279	2%	18%	23%
15:00-16:00	377	289	253	0	0	0	377	289	253	0%	0%	0%
16:00-17:00	456	257	266	6	23	23	462	280	289	1%	9%	9%
17:00-18:00	508	214	254	7	30	30	515	244	284	1%	14%	12%
18:00-19:00	345	214	176	27	35	35	372	249	211	8%	16%	20%
19:00-20:00	203	122	144	14	0	0	217	122	144	7%	0%	0%
20:00-21:00	123	83	109	9	16	16	132	99	125	7%	19%	15%
21:00-22:00	103	73	61	37	0	0	140	73	61	36%	0%	0%
22:00-23:00	56	50	25	0	0	0	56	50	25	0%	0%	0%
23:00-24:00	40	61	19	0	0	0	40	61	19	0%	0%	0%

- 5.53 As can be seen, hourly percentage increases would be low and on a weekday, and would be typically less than 10%. Some larger percentage increases are predicted on Saturdays and Sundays; however, this is a result of lower baseline traffic flows.
- 5.54 During an average weekday there is no percentage increase during the AM peak hour, and during the PM peak hour there is a 1% increase, from 508 to 515 two-way vehicle movements, in the PM peak hour. On the weekend for Saturday and Sunday there is a 7% increase, from 313 to 336 and from 321 to 344 respectively, during the peak hour. There increases are not at a level that would result in any highway capacity issues and remain low.
- 5.55 The main percentage increases in traffic occur during periods of reduced baseline traffic flows on Milton Road and the inclusion of development traffic flows do not increase them by significant absolute amounts when compared to the level of peak hourly baseline traffic flows.
- 5.56 The proposals are therefore considered to compliment the baseline traffic flows as they do not result in increases during the peak hours and instead, make better use of available capacity by generating such movements during periods of reduced demand.
- 5.57 To ensure a robust assessment of the increase in traffic generated by the sports ground and building area, Scenario 1, which resulted in the highest generation of traffic, has also been used to assess the percentage change from the baseline traffic flows along Milton Road, as set out in **Table 5.28**.

5.58 It should be noted that this scenario is highly improbable to occur in practice, however, has been assessed to demonstrate that even if such a scenario did occur then a severe impact would not arise.

**Table 5.28 – Sensitivity Percentage Change along Milton Road (Scenario 1)**

Hour	Baseline Traffic Flows			Development Traffic Flows (Scenario 1)			Baseline + Development Traffic Flow			Percentage Change		
	Week day	Sat	Sun	Week day	Sat	Sun	Week day	Sat	Sun	Week day	Sat	Sun
00:00 - 01:00	8	21	29	0	0	0	8	21	29	0%	0%	0%
01:00 - 02:00	5	12	10	0	0	0	5	12	10	0%	0%	0%
02:00 - 03:00	4	4	8	0	0	0	4	4	8	0%	0%	0%
03:00 - 04:00	8	13	5	0	0	0	8	13	5	0%	0%	0%
04:00 - 05:00	11	5	4	0	0	0	11	5	4	0%	0%	0%
05:00 - 06:00	52	12	7	0	0	0	52	12	7	0%	0%	0%
06:00 - 07:00	152	38	19	0	0	0	152	38	19	0%	0%	0%
07:00 - 08:00	432	117	47	0	0	0	432	117	47	0%	0%	0%
08:00-09:00	572	192	109	0	0	0	572	192	109	0%	0%	0%
09:00-10:00	299	237	159	6	0	0	305	237	159	2%	0%	0%
10:00-11:00	226	265	247	6	55	55	232	320	302	3%	21%	22%
11:00-12:00	236	256	288	12	25	25	248	281	313	5%	10%	9%
12:00-13:00	242	313	321	6	80	80	248	393	401	2%	26%	25%
13:00-14:00	284	275	262	12	80	80	296	355	342	4%	29%	31%
14:00-15:00	305	302	226	6	80	80	311	382	306	2%	26%	35%
15:00-16:00	377	289	253	12	80	80	389	369	333	3%	28%	32%
16:00-17:00	456	257	266	6	68	68	462	325	334	1%	26%	26%
17:00-18:00	508	214	254	31	80	80	539	294	334	6%	37%	31%
18:00-19:00	345	214	176	91	98	98	436	312	274	26%	46%	56%
19:00-20:00	203	122	144	50	43	43	253	165	187	25%	35%	30%
20:00-21:00	123	83	109	50	25	25	173	108	134	41%	30%	23%
21:00-22:00	103	73	61	91	48	48	194	121	109	88%	66%	79%
22:00-23:00	56	50	25	25	0	0	81	50	25	45%	0%	0%
23:00-24:00	40	61	19	0	0	0	40	61	19	0%	0%	0%

5.59 **Table 5.28** sets out that the same conclusions from **Table 5.27** can be drawn in that the proposals are complimentary to the baseline traffic flows as they do not result in increases during the peak hours and instead, make better use of available capacity by generating such movements during periods of reduced demand.

5.60 During an average weekday there is no percentage increase during the AM peak hour, and during the PM peak hour there is a 6% increase, from 508 to 539 two-way vehicle movements, in the PM peak hour. On the weekend for Saturday there is a 26% increase, from 313 to 393 during the peak hour. On Sunday there is a 25% increase and from 321 to 401 respectively, during the peak hour. There increases are not at a level that would result in any highway capacity issues and remain low.

5.61 The inclusion of development traffic flows does not increase the flows by significant absolute amounts when compared to the level of peak hourly baseline traffic flows.

5.62 It is considered that the proposals would not result in a severe impact upon the operation of the highway network.

### **Trip Generation Impact**

5.63 **Section 2** has provided an overview of the development site's accessibility options and current standard of condition. The impact of the development has been assessed based on these current conditions and level of accessibility.

#### ***Impact on Pedestrian and Cyclist Routes***

5.64 The modal share for the proposed site suggests that there will be low levels of walking and cycling to the site owing to the nature of the proposed use. As such, there should be sufficient capacity along local footways and cycle ways to offer safe and easy travel for those travelling on foot or by bicycle. Safe and secure access to the local pedestrian network would be provided by the proposed footway.

#### ***Impacts on the Highway Network and Parking***

5.65 As suggested by the modal share of trips for the proposed site, the majority of trips to the development will be made by Car sharers (65%) however, there is a high proportion of SOV car drivers (29%).

5.66 The proposed development also includes the provision of car parking which offers sufficient capacity for all scenarios considered. There would be no overspill of parking onto the public highway.

#### ***Sustainable Transport***

5.67 The site can offer sustainable transport links, as it is within acceptable walking and cycling distances to Adderbury, which also gives access to the local public transport network.

5.68 The number S4 bus service provides access to the surrounding areas with bus stops within a reasonable walking distance of the site.

5.69 In addition, many private car-based movements will be multiple-occupancy movements, another form of sustainable transport (when a car is used).

#### ***Residual Cumulative Impact***

5.70 **Table 5.27 and 5.28** demonstrates that expected vehicle movements are low, and the proposed development of the sports ground and building area would be well within the highway capacity.

5.71 There are no road safety issues at present, and proposals would generate cars in a similar way to the current road users, so there is no reason for the development to create a road safety issue.

5.72 Therefore, the proposals would not result in a severe residual cumulative impact on the highway.

## 6 CONCLUSIONS

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- 6.1 This Transport Statement has been prepared by RPS, on behalf of Adderbury Parish Council (the Applicant) in support of a planning application for a proposed Sports/Recreation Ground at Adderbury, Banbury.
- 6.2 The development includes proposals for two large sports pitches, one of which can be separated into two. A cricket pitch, which overlaps the sports pitches, a MUGA and a building area for use as a village hall, meeting rooms and changing area. It will also provide a car park for 141 spaces, with 53 spaces classed as overflow spaces and including 9 disabled spaces. The site will also include spaces for 3 minibuses, 3 motorcycles and 20 pedal cycles. The vehicle access to the proposed site will be taken from Milton Road.
- 6.3 All users of the Sports/Recreation Ground will park within the proposed new car park. All vehicles will enter and egress using the access on Milton Road.
- 6.4 Two Scenarios have been identified, a busiest possible day (Scenario 1) and a worst-case reasonable day (Scenario 2).
- 6.5 For Scenario 1 it has been calculated that the proposed Sports/Recreation Ground assuming maximum use could result in 1050 daily two-way person trips during the weekday and 1322 daily two-way person trips during the weekend. This would lead to 404 daily two-way vehicle trips during the weekday and 762 daily two-way vehicle trips on a weekend day. This provides a maximum accumulation of 141 cars on site, which can be included in the proposed car parking layout.
- 6.6 For Scenario 2 it has been predicted that the site could result in 376 daily two-way person trips during the weekday and 488 daily two-way person trips during the weekend. This would lead to 118 daily two-way vehicle trips during the weekday and 256 daily two-way vehicle trips on a weekend day. This provides a maximum accumulation of 53 cars on site, which can be included in the proposed car parking layout without the use of the overflow parking.
- 6.7 Based on the first principles methodology and the validated modal split from TRICS which generated the number of vehicles arriving at site, it was calculated that maximum number of vehicles parked at any one time would be 141 vehicles from Scenario 1. The car parking proposed on site could accommodate the maximum number of vehicles assumed to be on site at any one time and there would be no overspill of demand onto the public highway.
- 6.8 Personal Injury Accident data shows that there are no road safety issues within the vicinity of the site, and the proposals will not create any.

### **Conclusion**

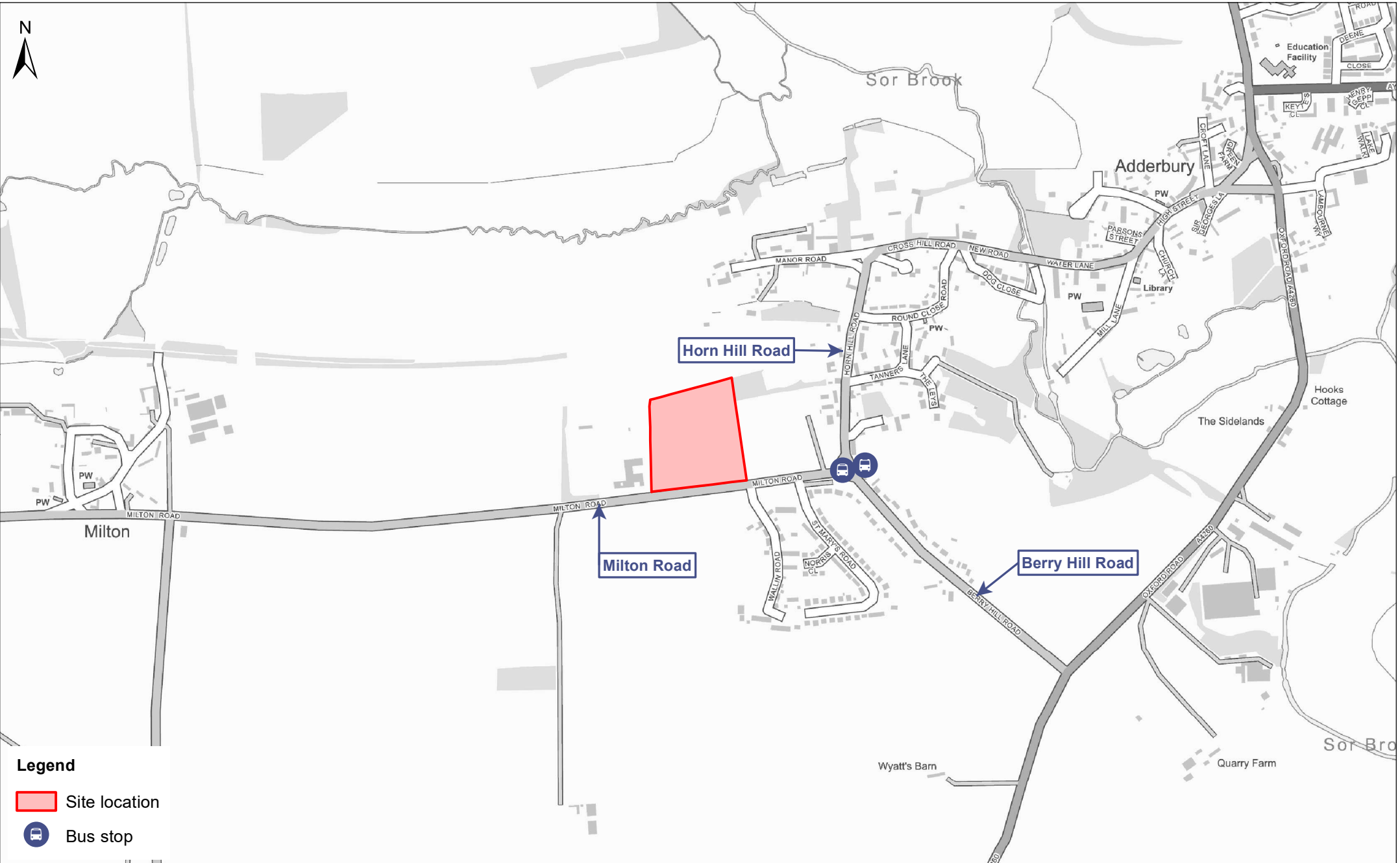
- 6.9 To conclude, the proposed Sports/Recreation Ground and associated car park will result in a negligible impact on the local highway network and local transport network and will not lead to car parking stress on the local roads.
- 6.10 There should therefore be no transport or highway related reasons for not permitting development.

## FIGURES

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Figure 1: Site Location Plan





**Legend**

- Site location
- Bus stop

**RPS**

Date: Jul 2018    Scale: 1:10,000    Rev:  
 Drwg. No: JNY9694    Drawn: CR    Checked: CM

Project: ADDERBURY SPORTS FIELDS  
 Title: SITE LOCATION PLAN

Figure No: 1

Path: \\s:\m\p\02\project\TRANSPORT\JNY9694\SiteLocationDrawing\0694-0001\_002.mxd  
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# APPENDICES

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# APPENDIX 1: SITE MASTERPLAN

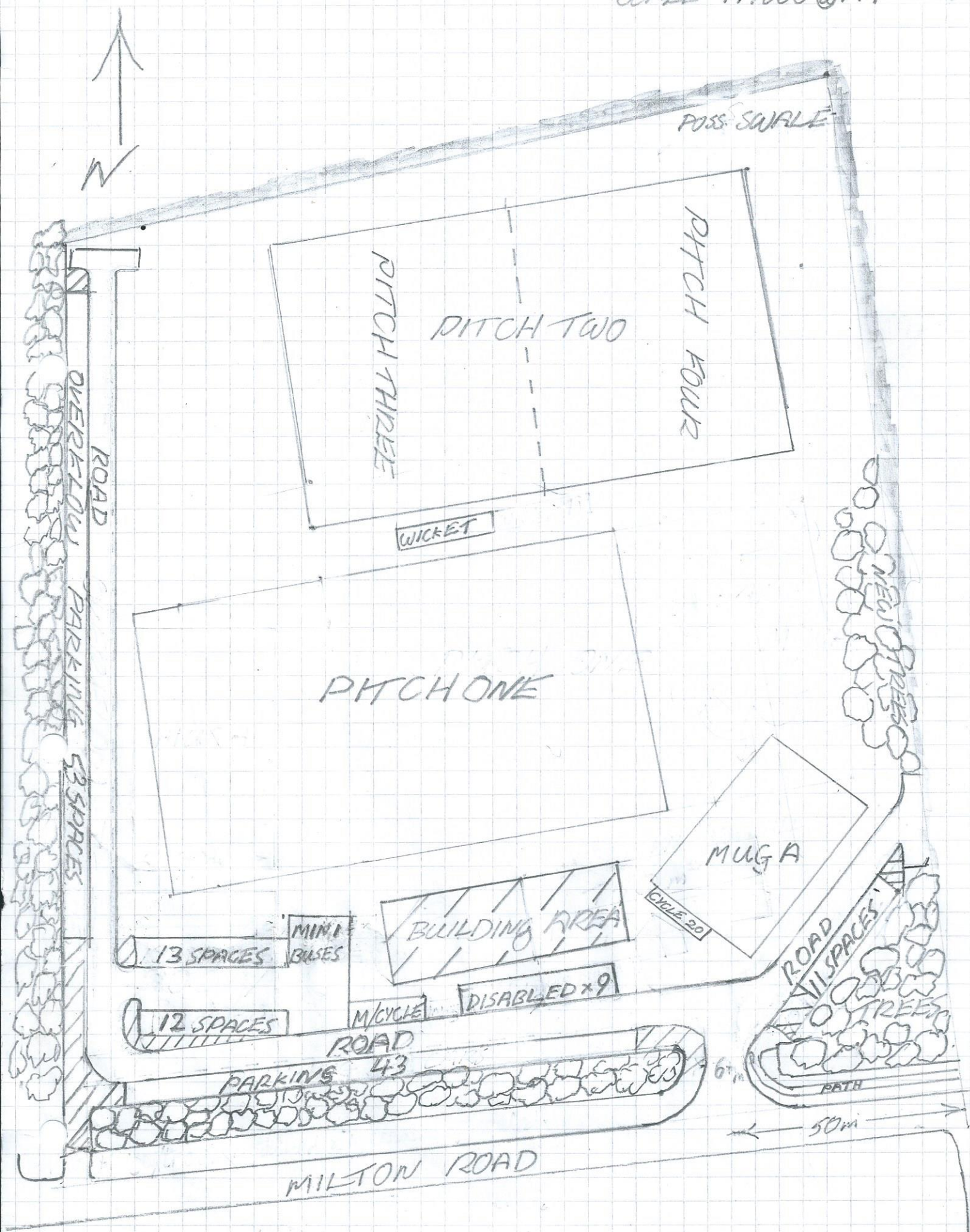
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# ADDERBURY SPORTS FIELD

22/03/18  
REV B 28/05/18

REV C 04/07/18

SCALE 1:1000 @ A4



# APPENDIX 2: ATC TRAFFIC SURVEY

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Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Milton Road, Att - Tree, OSGR: SP 46261 34993	East bound	60	05 March 2016	11 March 2016	15683	2499	2240	1092	7.0	231	1.5	64	0.4	48.8	56.1
		West bound	60	05 March 2016	11 March 2016	16023	2548	2289	863	5.4	202	1.3	59	0.4	47.1	54.6
		Two way	60	05 March 2016	11 March 2016	31706	5047	4529	1955	6.2	433	1.4	123	0.4	47.9	55.5

Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

05 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	8	0	1	1	0	0	0	0	0	0	0	1	10	0	0	0	0	48.1	-
0100	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.3	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.1	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75	1	25	0	0	62.5	-
0600	26	0	22	0	4	0	0	0	0	0	0	0	0	4	15.4	1	3.8	0	0	52.9	59.9
0700	64	0	53	2	7	1	1	0	0	0	0	0	0	14	21.9	3	4.7	2	3.1	55.1	61.1
0800	112	0	106	1	5	0	0	0	0	0	0	0	0	11	9.8	2	1.8	1	0.9	50.8	57.3
0900	134	0	121	1	12	0	0	0	0	0	0	0	0	14	10.4	1	0.7	0	0	50.9	57
1000	119	1	112	2	3	0	1	0	0	0	0	0	0	9	7.6	2	1.7	0	0	49.1	57.3
<b>1100</b>	<b>142</b>	<b>2</b>	<b>130</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4.2</b>	<b>1</b>	<b>0.7</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>57.3</b>
<b>1200</b>	<b>163</b>	<b>3</b>	<b>152</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>7.4</b>	<b>6</b>	<b>3.7</b>	<b>4</b>	<b>2.5</b>	<b>49.6</b>	<b>58.2</b>
1300	141	0	135	1	5	0	0	0	0	0	0	0	0	19	13.5	6	4.3	0	0	51.5	59.3
1400	144	0	136	0	8	0	0	0	0	0	0	0	0	9	6.3	1	0.7	1	0.7	50.5	57
1500	145	1	139	2	3	0	0	0	0	0	0	0	0	7	4.8	2	1.4	1	0.7	48	55.9
1600	123	0	121	0	2	0	0	0	0	0	0	0	0	12	9.8	2	1.6	0	0	50.7	57.7
1700	75	1	69	1	4	0	0	0	0	0	0	0	0	10	13.3	1	1.3	0	0	52.9	59.5
1800	90	0	89	0	1	0	0	0	0	0	0	0	0	6	6.7	1	1.1	0	0	49.8	56.4
1900	52	0	50	0	2	0	0	0	0	0	0	0	0	3	5.8	0	0	0	0	48.3	56.4
2000	40	0	39	0	1	0	0	0	0	0	0	0	0	7	17.5	0	0	0	0	51.9	60.2
2100	35	0	32	0	2	1	0	0	0	0	0	0	0	2	5.7	0	0	0	0	47	56.4
2200	16	0	16	0	0	0	0	0	0	0	0	0	0	1	6.3	0	0	0	0	47.4	55
2300	28	0	28	0	0	0	0	0	0	0	0	0	0	2	7.1	1	3.6	1	3.6	50.2	56.8
<b>07-19</b>	<b>1452</b>	<b>8</b>	<b>1363</b>	<b>13</b>	<b>64</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>8.9</b>	<b>28</b>	<b>1.9</b>	<b>9</b>	<b>0.6</b>	<b>50.4</b>	<b>57.9</b>
<b>06-22</b>	<b>1605</b>	<b>8</b>	<b>1506</b>	<b>13</b>	<b>73</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>145</b>	<b>9</b>	<b>29</b>	<b>1.8</b>	<b>9</b>	<b>0.6</b>	<b>50.4</b>	<b>57.9</b>
<b>06-00</b>	<b>1649</b>	<b>8</b>	<b>1550</b>	<b>13</b>	<b>73</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>9</b>	<b>30</b>	<b>1.8</b>	<b>10</b>	<b>0.6</b>	<b>50.3</b>	<b>57.9</b>
<b>00-00</b>	<b>1677</b>	<b>8</b>	<b>1574</b>	<b>13</b>	<b>76</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>9.1</b>	<b>31</b>	<b>1.8</b>	<b>10</b>	<b>0.6</b>	<b>50.3</b>	<b>57.9</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

06 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	2	25	0	0	0	0	52.9	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	41.8	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	2	40	0	0	50.9	-
0600	11	0	9	0	1	0	0	0	0	1	0	0	0	2	18.2	0	0	0	0	53	57.7
0700	20	0	20	0	0	0	0	0	0	0	0	0	0	3	15	3	15	2	10	52.8	59.7
0800	52	0	50	1	1	0	0	0	0	0	0	0	0	10	19.2	3	5.8	1	1.9	53.4	61.7
0900	96	1	91	0	4	0	0	0	0	0	0	0	0	12	12.5	2	2.1	1	1	51.4	59.5
1000	130	1	125	2	2	0	0	0	0	0	0	0	0	11	8.5	2	1.5	0	0	49.7	57.7
<b>1100</b>	<b>143</b>	<b>1</b>	<b>139</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>9.1</b>	<b>6</b>	<b>4.2</b>	<b>2</b>	<b>1.4</b>	<b>49.9</b>	<b>56.6</b>
<b>1200</b>	<b>155</b>	<b>2</b>	<b>148</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>7.1</b>	<b>2</b>	<b>1.3</b>	<b>1</b>	<b>0.6</b>	<b>49.2</b>	<b>56.4</b>
1300	129	3	119	0	6	0	1	0	0	0	0	0	0	11	8.5	2	1.6	0	0	48.9	57.9
1400	113	1	109	1	2	0	0	0	0	0	0	0	0	15	13.3	4	3.5	0	0	51.3	59.3
1500	123	2	119	0	2	0	0	0	0	0	0	0	0	13	10.6	5	4.1	2	1.6	51.3	58.2
1600	119	3	113	0	3	0	0	0	0	0	0	0	0	12	10.1	3	2.5	1	0.8	52.1	57.7
1700	141	0	136	1	4	0	0	0	0	0	0	0	0	12	8.5	1	0.7	0	0	49.9	56.8
1800	99	0	99	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	49.1	55.9
1900	69	0	67	0	1	0	0	0	0	0	1	0	0	2	2.9	0	0	0	0	48.8	55.5
2000	47	0	46	0	1	0	0	0	0	0	0	0	0	4	8.5	2	4.3	1	2.1	50.8	56.4
2100	19	0	19	0	0	0	0	0	0	0	0	0	0	2	10.5	0	0	0	0	50.1	54.6
2200	14	0	14	0	0	0	0	0	0	0	0	0	0	1	7.1	1	7.1	0	0	51.3	57.7
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	2	28.6	0	0	0	0	53	-
<b>07-19</b>	<b>1320</b>	<b>14</b>	<b>1268</b>	<b>6</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>9.5</b>	<b>33</b>	<b>2.5</b>	<b>10</b>	<b>0.8</b>	<b>50.4</b>	<b>57.7</b>
<b>06-22</b>	<b>1466</b>	<b>14</b>	<b>1409</b>	<b>6</b>	<b>33</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>9.3</b>	<b>35</b>	<b>2.4</b>	<b>11</b>	<b>0.8</b>	<b>50.3</b>	<b>57.5</b>
<b>06-00</b>	<b>1487</b>	<b>14</b>	<b>1430</b>	<b>6</b>	<b>33</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>9.3</b>	<b>36</b>	<b>2.4</b>	<b>11</b>	<b>0.7</b>	<b>50.4</b>	<b>57.5</b>
<b>00-00</b>	<b>1511</b>	<b>14</b>	<b>1453</b>	<b>7</b>	<b>33</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>144</b>	<b>9.5</b>	<b>38</b>	<b>2.5</b>	<b>11</b>	<b>0.7</b>	<b>50.3</b>	<b>57.7</b>





Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

07 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	67.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	1	50	1	50	1	50	67.2	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	1	25	0	0	59.4	-
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	2	18.2	0	0	0	0	53.8	58.4
0500	36	0	35	0	1	0	0	0	0	0	0	0	0	6	16.7	1	2.8	0	0	51.7	61.5
0600	130	1	115	0	14	0	0	0	0	0	0	0	0	29	22.3	10	7.7	1	0.8	54.8	62.4
0700	284	1	272	0	7	2	1	0	1	0	0	0	0	16	5.6	3	1.1	0	0	52.3	56.8
<b>0800</b>	<b>355</b>	<b>3</b>	<b>321</b>	<b>3</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>4.5</b>	<b>2</b>	<b>0.6</b>	<b>1</b>	<b>0.3</b>	<b>48.8</b>	<b>55.9</b>
0900	161	0	147	1	11	1	1	0	0	0	0	0	0	19	11.8	6	3.7	1	0.6	52	58.6
1000	98	1	88	0	9	0	0	0	0	0	0	0	0	8	8.2	1	1	0	0	50.1	55.7
1100	114	1	94	1	15	1	2	0	0	0	0	0	0	10	8.8	3	2.6	1	0.9	49.9	56.6
1200	114	1	100	2	9	0	2	0	0	0	0	0	0	10	8.8	1	0.9	1	0.9	49	56.4
1300	132	2	111	2	11	3	2	0	0	0	1	0	0	6	4.5	1	0.8	0	0	46.7	55.9
1400	124	3	110	1	8	0	2	0	0	0	0	0	0	9	7.3	2	1.6	2	1.6	49.6	56.1
1500	171	1	152	1	17	0	0	0	0	0	0	0	0	10	5.8	4	2.3	0	0	49.8	56.6
1600	185	2	166	0	14	2	0	0	0	0	1	0	0	10	5.4	3	1.6	1	0.5	49.1	55.3
<b>1700</b>	<b>189</b>	<b>1</b>	<b>177</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47.1</b>	<b>55</b>
1800	155	1	146	0	8	0	0	0	0	0	0	0	0	6	3.9	0	0	0	0	47.8	54.4
1900	70	0	68	0	2	0	0	0	0	0	0	0	0	5	7.1	1	1.4	0	0	48.7	56.6
2000	41	0	41	0	0	0	0	0	0	0	0	0	0	2	4.9	0	0	0	0	45.2	51.9
2100	36	0	36	0	0	0	0	0	0	0	0	0	0	5	13.9	1	2.8	1	2.8	50.8	59.5
2200	19	0	18	0	1	0	0	0	0	0	0	0	0	1	5.3	0	0	0	0	49.5	53.9
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	-
<b>07-19</b>	<b>2082</b>	<b>17</b>	<b>1884</b>	<b>15</b>	<b>139</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>6</b>	<b>26</b>	<b>1.2</b>	<b>7</b>	<b>0.3</b>	<b>49.4</b>	<b>56.4</b>
<b>06-22</b>	<b>2359</b>	<b>18</b>	<b>2144</b>	<b>15</b>	<b>155</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>7</b>	<b>38</b>	<b>1.6</b>	<b>9</b>	<b>0.4</b>	<b>49.7</b>	<b>56.6</b>
<b>06-00</b>	<b>2385</b>	<b>18</b>	<b>2169</b>	<b>15</b>	<b>156</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>7</b>	<b>38</b>	<b>1.6</b>	<b>9</b>	<b>0.4</b>	<b>49.7</b>	<b>56.6</b>
<b>00-00</b>	<b>2440</b>	<b>18</b>	<b>2222</b>	<b>15</b>	<b>158</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>179</b>	<b>7.3</b>	<b>42</b>	<b>1.7</b>	<b>10</b>	<b>0.4</b>	<b>49.7</b>	<b>56.6</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

08 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	-	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-	
0300	6	0	4	0	2	0	0	0	0	0	0	0	0	2	33.3	0	0	0	54.4	-	
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54.5	-	
0500	35	1	33	0	1	0	0	0	0	0	0	0	0	8	22.9	2	5.7	2	55.3	62.9	
0600	129	1	116	0	11	1	0	0	0	0	0	0	0	27	20.9	6	4.7	5	54.7	62.6	
0700	255	2	242	3	7	1	0	0	0	0	0	0	0	19	7.5	5	2	3	50.2	56.4	
<b>0800</b>	<b>325</b>	<b>0</b>	<b>307</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3.1</b>	<b>2</b>	<b>0.6</b>	<b>1</b>	<b>0.3</b>	<b>47.2</b>	<b>52.8</b>
0900	185	2	163	1	15	2	1	0	0	1	0	0	0	3	1.6	0	0	0	47.6	54.1	
1000	107	0	93	1	8	2	2	1	0	0	0	0	0	9	8.4	1	0.9	0	49.1	57	
1100	120	1	107	2	7	1	2	0	0	0	0	0	0	9	7.5	2	1.7	0	49.6	56.1	
1200	103	0	98	0	3	0	1	0	0	1	0	0	0	10	9.7	1	1	0	50.1	57.5	
1300	129	0	117	1	9	0	2	0	0	0	0	0	0	16	12.4	4	3.1	0	46.9	56.8	
1400	137	1	120	3	13	0	0	0	0	0	0	0	0	11	8	2	1.5	1	48.3	55.9	
1500	166	1	142	1	18	1	2	1	0	0	0	0	0	10	6	3	1.8	1	48.2	55.3	
1600	202	1	187	0	13	0	0	0	0	0	1	0	0	12	5.9	3	1.5	0	49.7	55.7	
<b>1700</b>	<b>222</b>	<b>0</b>	<b>211</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2.7</b>	<b>2</b>	<b>0.9</b>	<b>1</b>	<b>0.5</b>	<b>45.2</b>	<b>54.1</b>
1800	141	0	134	1	4	0	0	0	0	0	2	0	0	2	1.4	0	0	0	47.6	52.6	
1900	70	0	68	1	0	1	0	0	0	0	0	0	0	6	8.6	1	1.4	0	47.6	54.4	
2000	33	1	32	0	0	0	0	0	0	0	0	0	0	3	9.1	0	0	0	49.9	57.3	
2100	52	1	51	0	0	0	0	0	0	0	0	0	0	5	9.6	1	1.9	0	51.4	58.8	
2200	21	0	21	0	0	0	0	0	0	0	0	0	0	1	4.8	0	0	0	50.3	54.8	
2300	20	0	20	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	43.8	45.2	
<b>07-19</b>	<b>2092</b>	<b>8</b>	<b>1921</b>	<b>16</b>	<b>117</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>117</b>	<b>5.6</b>	<b>25</b>	<b>1.2</b>	<b>7</b>	<b>0.3</b>	<b>48.2</b>	<b>55.3</b>
<b>06-22</b>	<b>2376</b>	<b>11</b>	<b>2188</b>	<b>17</b>	<b>128</b>	<b>10</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>158</b>	<b>6.6</b>	<b>33</b>	<b>1.4</b>	<b>12</b>	<b>0.5</b>	<b>48.6</b>	<b>55.9</b>
<b>06-00</b>	<b>2417</b>	<b>11</b>	<b>2229</b>	<b>17</b>	<b>128</b>	<b>10</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>160</b>	<b>6.6</b>	<b>33</b>	<b>1.4</b>	<b>12</b>	<b>0.5</b>	<b>48.6</b>	<b>55.7</b>
<b>00-00</b>	<b>2469</b>	<b>12</b>	<b>2277</b>	<b>17</b>	<b>131</b>	<b>10</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>170</b>	<b>6.9</b>	<b>35</b>	<b>1.4</b>	<b>14</b>	<b>0.6</b>	<b>48.7</b>	<b>55.9</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
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6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

09 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	0	0	0	0	44.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.6	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.9	-
0500	43	0	40	0	3	0	0	0	0	0	0	0	0	4	9.3	2	4.7	2	4.7	49.1	56.8
0600	118	0	104	0	13	0	1	0	0	0	0	0	0	10	8.5	1	0.8	0	0	51	57.9
0700	267	0	255	1	9	0	2	0	0	0	0	0	0	10	3.7	2	0.7	0	0	46.3	53
<b>0800</b>	<b>325</b>	<b>0</b>	<b>306</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45.3</b>	<b>51</b>
0900	155	0	142	1	11	1	0	0	0	0	0	0	0	5	3.2	1	0.6	0	0	45.2	52.3
1000	125	0	107	0	14	0	4	0	0	0	0	0	0	1	0.8	0	0	0	0	45.5	51.9
1100	125	0	110	0	12	2	1	0	0	0	0	0	0	1	0.8	0	0	0	0	46.5	52.1
1200	129	0	114	1	13	1	0	0	0	0	0	0	0	5	3.9	0	0	0	0	46.9	54.4
1300	149	1	132	0	15	1	0	0	0	0	0	0	0	6	4	2	1.3	0	0	46.8	54.1
1400	144	0	126	2	15	0	0	0	1	0	0	0	0	5	3.5	1	0.7	0	0	49	56.6
1500	184	2	158	1	19	1	2	1	0	0	0	0	0	6	3.3	0	0	0	0	47.6	54.8
1600	202	1	192	1	6	0	0	1	0	0	1	0	0	7	3.5	0	0	0	0	48	55
<b>1700</b>	<b>228</b>	<b>1</b>	<b>217</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>6.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48.2</b>	<b>55.9</b>
1800	161	0	153	0	8	0	0	0	0	0	0	0	0	3	1.9	1	0.6	1	0.6	48.1	53.7
1900	75	0	74	0	1	0	0	0	0	0	0	0	0	3	4	2	2.7	0	0	48.3	55.3
2000	61	1	58	1	1	0	0	0	0	0	0	0	0	6	9.8	1	1.6	0	0	49.8	57.7
2100	49	1	47	0	1	0	0	0	0	0	0	0	0	5	10.2	1	2	0	0	51.1	58.4
2200	20	0	20	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	50.7	57.5
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.8	-
<b>07-19</b>	<b>2194</b>	<b>5</b>	<b>2012</b>	<b>7</b>	<b>145</b>	<b>8</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>3</b>	<b>7</b>	<b>0.3</b>	<b>1</b>	<b>0</b>	<b>46.9</b>	<b>53.9</b>
<b>06-22</b>	<b>2497</b>	<b>7</b>	<b>2295</b>	<b>8</b>	<b>161</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3.6</b>	<b>12</b>	<b>0.5</b>	<b>1</b>	<b>0</b>	<b>47.3</b>	<b>54.4</b>
<b>06-00</b>	<b>2523</b>	<b>7</b>	<b>2321</b>	<b>8</b>	<b>161</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3.6</b>	<b>12</b>	<b>0.5</b>	<b>1</b>	<b>0</b>	<b>47.3</b>	<b>54.6</b>
<b>00-00</b>	<b>2582</b>	<b>7</b>	<b>2376</b>	<b>8</b>	<b>165</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>3.8</b>	<b>14</b>	<b>0.5</b>	<b>3</b>	<b>0.1</b>	<b>47.3</b>	<b>54.6</b>



Site 1  
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6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

10 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	54.7	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	2	50	1	25	56.3	-
0200	3	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39	-
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	2	40	1	20	0	0	56.9	-
0400	8	0	7	0	1	0	0	0	0	0	0	0	0	3	37.5	2	25	1	12.5	58.9	-
0500	52	1	49	0	2	0	0	0	0	0	0	0	0	11	21.2	1	1.9	1	1.9	51.8	61.3
0600	121	0	110	1	10	0	0	0	0	0	0	0	0	30	24.8	8	6.6	2	1.7	55.9	63.3
0700	264	0	251	0	11	1	0	0	0	1	0	0	0	22	8.3	4	1.5	1	0.4	50.4	56.4
<b>0800</b>	<b>314</b>	<b>1</b>	<b>292</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>3.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46.8</b>	<b>53.5</b>
0900	172	0	149	0	21	0	1	0	0	0	1	0	0	8	4.7	0	0	0	0	49	55.7
1000	110	1	95	2	12	0	0	0	0	0	0	0	0	7	6.4	0	0	0	0	46.9	55.3
1100	128	1	107	1	13	1	2	1	1	0	1	0	0	12	9.4	4	3.1	1	0.8	47.6	56.1
1200	108	1	92	1	9	0	3	0	1	0	1	0	0	16	14.8	4	3.7	1	0.9	48.2	59.3
1300	154	2	132	2	15	2	1	0	0	0	0	0	0	9	5.8	2	1.3	1	0.6	46.4	54.6
1400	136	3	125	0	7	0	0	0	0	0	1	0	0	5	3.7	1	0.7	0	0	42.5	54.1
1500	184	1	159	3	18	1	1	0	0	1	0	0	0	7	3.8	1	0.5	0	0	47.8	55.5
1600	193	0	182	3	7	0	0	1	0	0	0	0	0	12	6.2	2	1	0	0	49.4	55.9
<b>1700</b>	<b>203</b>	<b>1</b>	<b>191</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>10.3</b>	<b>3</b>	<b>1.5</b>	<b>1</b>	<b>0.5</b>	<b>48</b>	<b>58.8</b>
1800	143	2	134	0	7	0	0	0	0	0	0	0	0	5	3.5	0	0	0	0	47.8	54.6
1900	99	0	96	0	3	0	0	0	0	0	0	0	0	3	3	3	3	0	0	47.7	53.7
2000	48	2	46	0	0	0	0	0	0	0	0	0	0	4	8.3	1	2.1	0	0	49.5	56.4
2100	48	0	46	1	1	0	0	0	0	0	0	0	0	7	14.6	2	4.2	0	0	52.1	59.7
2200	35	0	33	0	2	0	0	0	0	0	0	0	0	6	17.1	3	8.6	2	5.7	51	59.9
2300	16	0	16	0	0	0	0	0	0	0	0	0	0	1	6.3	1	6.3	1	6.3	46.2	53.7
<b>07-19</b>	<b>2109</b>	<b>13</b>	<b>1909</b>	<b>16</b>	<b>145</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>6.4</b>	<b>21</b>	<b>1</b>	<b>5</b>	<b>0.2</b>	<b>47.7</b>	<b>55.7</b>
<b>06-22</b>	<b>2425</b>	<b>15</b>	<b>2207</b>	<b>18</b>	<b>159</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>180</b>	<b>7.4</b>	<b>35</b>	<b>1.4</b>	<b>7</b>	<b>0.3</b>	<b>48.3</b>	<b>55.9</b>
<b>06-00</b>	<b>2476</b>	<b>15</b>	<b>2256</b>	<b>18</b>	<b>161</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>187</b>	<b>7.6</b>	<b>39</b>	<b>1.6</b>	<b>10</b>	<b>0.4</b>	<b>48.3</b>	<b>55.9</b>
<b>00-00</b>	<b>2550</b>	<b>16</b>	<b>2323</b>	<b>18</b>	<b>166</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>206</b>	<b>8.1</b>	<b>45</b>	<b>1.8</b>	<b>13</b>	<b>0.5</b>	<b>48.4</b>	<b>56.1</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

11 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	-	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-	
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-	
0400	9	0	7	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	44.9	-	
0500	33	0	30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	49.4	
0600	94	0	82	0	11	0	1	0	0	0	0	0	0	10	10.6	3	3.2	0	49.6	56.8	
0700	222	3	206	2	8	0	1	0	1	1	0	0	0	6	2.7	0	0	0	47.7	54.8	
<b>0800</b>	<b>270</b>	<b>0</b>	<b>249</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44.9</b>	<b>51.4</b>	
0900	172	0	152	2	14	1	2	0	1	0	0	0	0	2	1.2	0	0	0	44.4	49.7	
1000	127	2	108	0	14	0	2	1	0	0	0	0	0	11	8.7	1	0.8	0	50.4	57.5	
1100	118	1	106	1	9	0	1	0	0	0	0	0	0	15	12.7	2	1.7	0	51.7	57.9	
1200	109	0	91	1	14	1	1	0	0	0	1	0	0	13	11.9	4	3.7	1	51.8	58.2	
1300	147	6	120	5	12	1	1	1	0	1	0	0	0	10	6.8	1	0.7	0	46.3	56.4	
1400	140	0	128	0	11	0	1	0	0	0	0	0	0	4	2.9	1	0.7	0	47.8	55	
1500	204	5	176	2	20	0	1	0	0	0	0	0	0	16	7.8	1	0.5	0	47.6	56.8	
<b>1600</b>	<b>234</b>	<b>3</b>	<b>218</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>4.3</b>	<b>2</b>	<b>0.9</b>	<b>1</b>	<b>48.6</b>	<b>55.5</b>	
1700	182	0	174	0	7	0	0	0	1	0	0	0	0	16	8.8	4	2.2	0	48.4	57.3	
1800	131	0	123	1	7	0	0	0	0	0	0	0	0	7	5.3	3	2.3	0	49.5	55.3	
1900	101	0	99	1	1	0	0	0	0	0	0	0	0	9	8.9	2	2	0	49	57.3	
2000	47	0	45	0	2	0	0	0	0	0	0	0	0	4	8.5	1	2.1	1	48.1	56.1	
2100	68	0	65	1	1	1	0	0	0	0	0	0	0	5	7.4	1	1.5	0	47.5	55.3	
2200	21	0	21	0	0	0	0	0	0	0	0	0	0	1	4.8	0	0	0	46.9	54.6	
2300	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.6	55.3	
<b>07-19</b>	<b>2056</b>	<b>20</b>	<b>1851</b>	<b>23</b>	<b>139</b>	<b>3</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>5.5</b>	<b>19</b>	<b>0.9</b>	<b>2</b>	<b>0.1</b>	<b>47.9</b>	<b>55.5</b>
<b>06-22</b>	<b>2366</b>	<b>20</b>	<b>2142</b>	<b>25</b>	<b>154</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>142</b>	<b>6</b>	<b>26</b>	<b>1.1</b>	<b>3</b>	<b>0.1</b>	<b>48</b>	<b>55.7</b>
<b>06-00</b>	<b>2402</b>	<b>20</b>	<b>2178</b>	<b>25</b>	<b>154</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>6</b>	<b>26</b>	<b>1.1</b>	<b>3</b>	<b>0.1</b>	<b>48</b>	<b>55.7</b>
<b>00-00</b>	<b>2454</b>	<b>20</b>	<b>2225</b>	<b>26</b>	<b>157</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>5.8</b>	<b>26</b>	<b>1.1</b>	<b>3</b>	<b>0.1</b>	<b>47.8</b>	<b>55.5</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	1	26.7	0	3.3	0	0	50.3	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	18.8	0	12.5	0	6.3	45.6	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6.3	0	6.3	0	6.3	40.1	-
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	1	17.6	0	5.9	0	0	49.1	-
0400	6	0	5	0	0	0	0	0	0	0	0	0	0	1	12.5	0	5	0	2.5	50.8	-
0500	30	0	28	0	1	0	0	0	0	0	0	0	0	5	16.3	1	4.3	1	2.4	50.6	60.8
0600	90	0	80	0	9	0	0	0	0	0	0	0	0	16	17.8	4	4.6	1	1.3	53.4	60.8
0700	197	1	186	1	7	1	1	0	0	0	0	0	0	13	6.5	3	1.5	1	0.6	49.8	56.1
<b>0800</b>	<b>250</b>	<b>1</b>	<b>233</b>	<b>2</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3.8</b>	<b>1</b>	<b>0.5</b>	<b>1</b>	<b>0.2</b>	<b>47.2</b>	<b>53.9</b>
0900	154	0	138	1	13	1	1	0	0	0	0	0	0	9	5.9	1	0.9	0	0.2	48.4	55.7
1000	117	1	104	1	9	0	1	0	0	0	0	0	0	8	6.9	1	0.9	0	0	48.7	56.1
1100	127	1	113	1	10	1	1	0	0	0	0	0	0	9	7.4	3	2	1	0.4	49.3	56.6
1200	126	1	114	1	8	0	1	0	0	0	0	0	0	11	8.7	3	2	1	0.9	49.2	56.8
1300	140	2	124	2	10	1	1	0	0	0	0	0	0	11	7.8	3	1.8	0	0.1	47.6	56.6
1400	134	1	122	1	9	0	0	0	0	0	0	0	0	8	6.2	2	1.3	1	0.4	48.4	56.1
1500	168	2	149	1	14	0	1	0	0	0	0	0	0	10	5.9	2	1.4	1	0.3	48.5	55.9
<b>1600</b>	<b>180</b>	<b>1</b>	<b>168</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1.2</b>	<b>0</b>	<b>0.2</b>	<b>49.4</b>	<b>55.9</b>
1700	177	1	168	1	6	0	0	0	0	0	0	0	0	12	6.7	2	0.9	0	0.2	48	56.4
1800	131	0	125	0	5	0	0	0	0	0	0	0	0	5	3.5	1	0.5	0	0.1	48.4	54.6
1900	77	0	75	0	1	0	0	0	0	0	0	0	0	4	5.8	1	1.7	0	0	48.4	55.5
2000	45	1	44	0	1	0	0	0	0	0	0	0	0	4	9.5	1	1.6	0	0.6	49.3	57
2100	44	0	42	0	1	0	0	0	0	0	0	0	0	4	10.1	1	2	0	0.3	49.9	57.7
2200	21	0	20	0	0	0	0	0	0	0	0	0	0	2	8.9	1	2.7	0	1.4	49.7	57
2300	14	0	14	0	0	0	0	0	0	0	0	0	0	1	6.1	0	2	0	2	48.1	55.3
<b>07-19</b>	<b>1901</b>	<b>12</b>	<b>1744</b>	<b>14</b>	<b>111</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>116</b>	<b>6.1</b>	<b>23</b>	<b>1.2</b>	<b>6</b>	<b>0.3</b>	<b>48.5</b>	<b>55.9</b>
<b>06-22</b>	<b>2156</b>	<b>13</b>	<b>1984</b>	<b>15</b>	<b>123</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>145</b>	<b>6.7</b>	<b>30</b>	<b>1.4</b>	<b>7</b>	<b>0.3</b>	<b>48.8</b>	<b>56.1</b>
<b>06-00</b>	<b>2191</b>	<b>13</b>	<b>2019</b>	<b>15</b>	<b>124</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>6.7</b>	<b>31</b>	<b>1.4</b>	<b>8</b>	<b>0.4</b>	<b>48.8</b>	<b>56.1</b>
<b>00-00</b>	<b>2240</b>	<b>14</b>	<b>2064</b>	<b>15</b>	<b>127</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>156</b>	<b>7</b>	<b>33</b>	<b>1.5</b>	<b>9</b>	<b>0.4</b>	<b>48.8</b>	<b>56.1</b>



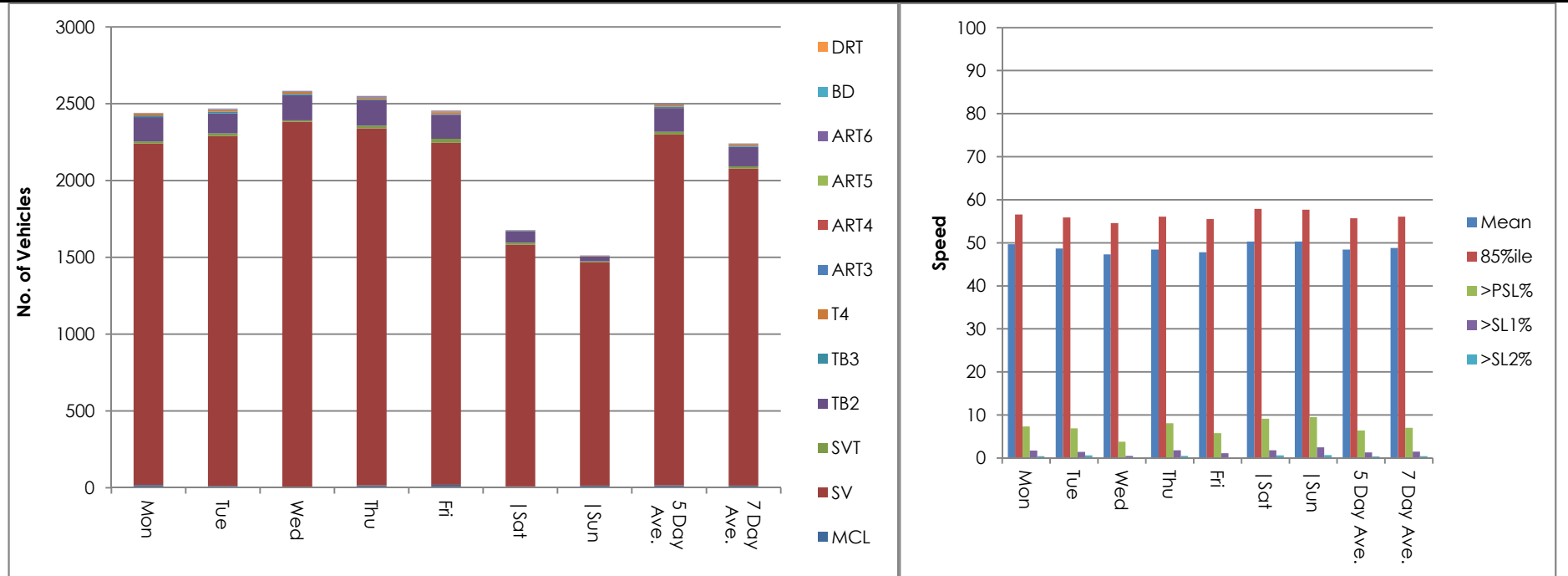
Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2440	18	2222	15	158	10	12	0	2	1	2	0	0	179	7.3	42	1.7	10	0.4	49.7	56.6
Tue	2469	12	2277	17	131	10	13	3	0	2	4	0	0	170	6.9	35	1.4	14	0.6	48.7	55.9
Wed	2582	7	2376	8	165	8	13	3	1	0	1	0	0	98	3.8	14	0.5	3	0.1	47.3	54.6
Thu	2550	16	2323	18	166	6	9	3	2	2	5	0	0	206	8.1	45	1.8	13	0.5	48.4	56.1
Fri	2454	20	2225	26	157	4	12	2	3	2	3	0	0	143	5.8	26	1.1	3	0.1	47.8	55.5
Sat	1677	8	1574	13	76	3	2	0	0	0	1	0	0	152	9.1	31	1.8	10	0.6	50.3	57.9
Sun	1511	14	1453	7	33	0	1	0	0	2	1	0	0	144	9.5	38	2.5	11	0.7	50.3	57.7
<b>5 Day Ave.</b>	<b>2499</b>	<b>15</b>	<b>2285</b>	<b>17</b>	<b>155</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>6.4</b>	<b>32</b>	<b>1.3</b>	<b>9</b>	<b>0.4</b>	<b>48.4</b>	<b>55.7</b>
<b>7 Day Ave.</b>	<b>2240</b>	<b>14</b>	<b>2064</b>	<b>15</b>	<b>127</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>156</b>	<b>7.0</b>	<b>33</b>	<b>1.5</b>	<b>9</b>	<b>0.4</b>	<b>48.8</b>	<b>56.1</b>
--	<b>15683</b>	<b>95</b>	<b>14450</b>	<b>104</b>	<b>886</b>	<b>41</b>	<b>62</b>	<b>11</b>	<b>8</b>	<b>9</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1092</b>	<b>7.0</b>	<b>231</b>	<b>1.5</b>	<b>64</b>	<b>0.4</b>	<b>48.8</b>	<b>56.1</b>

Summary Graphs



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

05 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	0	0	0	1	0	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	26	0	0	0	0	0	0	1	0	4	6	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	64	0	0	0	0	0	0	0	2	3	11	19	15	9	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0800	112	0	0	0	0	0	0	0	8	20	24	31	18	5	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0900	134	0	0	1	0	0	0	0	4	16	39	41	19	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	119	0	0	0	1	0	0	1	12	26	24	28	18	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>29</b>	<b>29</b>	<b>32</b>	<b>37</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>1200</b>	<b>163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>18</b>	<b>54</b>	<b>37</b>	<b>29</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	141	0	0	0	0	0	0	2	4	20	43	27	26	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	144	0	0	0	0	0	0	0	8	21	40	38	28	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	145	0	0	0	1	0	0	2	16	34	44	21	20	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	123	0	0	0	0	0	0	0	1	25	41	25	19	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	75	0	0	1	0	0	0	1	1	5	11	27	19	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	90	0	0	0	0	0	0	0	7	14	22	28	13	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	52	0	0	0	0	0	0	3	6	9	13	6	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	40	0	0	0	0	0	0	0	0	6	14	6	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	35	0	0	0	0	0	1	1	3	11	7	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	0	0	0	0	0	5	2	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	0	0	3	4	9	6	4	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1452</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>71</b>	<b>231</b>	<b>382</b>	<b>354</b>	<b>261</b>	<b>79</b>	<b>29</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1605</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>14</b>	<b>80</b>	<b>261</b>	<b>422</b>	<b>375</b>	<b>292</b>	<b>94</b>	<b>30</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1649</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>14</b>	<b>88</b>	<b>267</b>	<b>433</b>	<b>384</b>	<b>299</b>	<b>95</b>	<b>31</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1677</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>15</b>	<b>90</b>	<b>272</b>	<b>438</b>	<b>391</b>	<b>302</b>	<b>98</b>	<b>31</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>





Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

06 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	8	0	0	0	0	0	0	0	0	1	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	5	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	11	0	0	0	0	0	0	0	0	1	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	20	0	0	0	0	0	0	0	1	3	5	5	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	
0800	52	0	0	0	0	0	0	0	1	3	16	13	9	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	
0900	96	0	0	0	1	0	0	0	2	13	26	27	15	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	
1000	130	0	0	2	0	0	0	3	7	23	26	38	20	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	
<b>1100</b>	<b>143</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>36</b>	<b>32</b>	<b>35</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>1200</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>20</b>	<b>43</b>	<b>45</b>	<b>22</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1300	129	0	0	0	4	0	1	1	8	28	24	31	21	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	
1400	113	0	0	1	0	0	2	0	2	7	42	32	12	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	
1500	123	0	0	0	2	0	1	0	2	14	40	33	18	4	7	0	2	0	0	0	0	0	0	0	0	0	0	0	
1600	119	0	0	1	0	0	0	0	0	14	31	39	22	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	
1700	141	0	0	0	0	0	0	1	10	27	33	36	22	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	99	0	0	0	0	0	0	0	8	19	29	21	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	69	0	0	0	0	0	0	0	4	17	21	16	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	47	0	0	0	0	0	0	0	5	8	9	13	8	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	
2100	19	0	0	0	0	0	0	0	0	6	3	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	14	0	0	0	0	0	0	0	0	4	2	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2300	7	0	0	0	0	0	0	0	1	1	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>1320</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>54</b>	<b>207</b>	<b>347</b>	<b>355</b>	<b>201</b>	<b>71</b>	<b>34</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>1466</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>63</b>	<b>239</b>	<b>382</b>	<b>395</b>	<b>221</b>	<b>78</b>	<b>35</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>1487</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>64</b>	<b>244</b>	<b>384</b>	<b>401</b>	<b>225</b>	<b>79</b>	<b>36</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>1511</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>65</b>	<b>248</b>	<b>387</b>	<b>407</b>	<b>226</b>	<b>82</b>	<b>38</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

07 March 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0300	4	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	11	0	0	0	0	0	0	0	1	0	1	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	36	0	0	0	1	0	0	0	1	2	12	9	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	130	0	0	0	1	0	0	0	3	1	27	42	27	16	4	8	1	0	0	0	0	0	0	0	0	0	0	0	0	
0700	284	0	0	0	0	0	1	2	4	17	60	116	68	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>0800</b>	<b>355</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>9</b>	<b>9</b>	<b>20</b>	<b>43</b>	<b>92</b>	<b>105</b>	<b>55</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
0900	161	0	0	0	0	1	0	3	3	20	34	49	32	10	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
1000	98	0	0	1	2	1	0	0	0	5	41	29	11	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	114	0	0	0	3	1	0	0	1	16	37	35	11	6	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	
1200	114	0	0	0	3	3	0	0	3	19	30	33	13	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
1300	132	0	1	0	5	4	3	0	9	22	34	30	18	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	124	0	0	1	2	0	0	0	6	27	30	28	21	5	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	
1500	171	0	0	1	0	1	1	0	6	28	52	45	27	6	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	185	0	0	0	3	1	0	1	10	28	54	56	22	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	
<b>1700</b>	<b>189</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>21</b>	<b>56</b>	<b>60</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1800	155	0	0	1	0	1	0	1	13	35	51	32	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	70	0	0	0	0	0	1	1	4	17	20	10	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	41	0	0	0	1	1	0	0	6	8	14	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	36	0	0	0	0	1	0	0	0	5	10	12	3	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	19	0	0	0	0	0	0	0	1	3	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	0	0	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2082</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>35</b>	<b>18</b>	<b>14</b>	<b>16</b>	<b>78</b>	<b>281</b>	<b>571</b>	<b>618</b>	<b>319</b>	<b>81</b>	<b>26</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>2359</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>37</b>	<b>20</b>	<b>15</b>	<b>17</b>	<b>91</b>	<b>312</b>	<b>642</b>	<b>691</b>	<b>361</b>	<b>107</b>	<b>31</b>	<b>18</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>2385</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>37</b>	<b>20</b>	<b>15</b>	<b>17</b>	<b>94</b>	<b>316</b>	<b>652</b>	<b>696</b>	<b>364</b>	<b>108</b>	<b>31</b>	<b>18</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>2440</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>38</b>	<b>20</b>	<b>15</b>	<b>17</b>	<b>96</b>	<b>318</b>	<b>665</b>	<b>711</b>	<b>373</b>	<b>113</b>	<b>37</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

08 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	35	0	0	0	0	0	0	0	2	2	6	11	6	4	2	0	0	0	1	0	0	1	0	0	0	0	0	0
0600	129	0	0	0	1	0	0	0	1	11	20	38	31	13	8	1	2	3	0	0	0	0	0	0	0	0	0	0
0700	255	0	0	0	2	0	0	1	16	35	74	75	33	14	1	1	1	0	1	0	0	1	0	0	0	0	0	0
<b>0800</b>	<b>325</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>9</b>	<b>11</b>	<b>67</b>	<b>132</b>	<b>63</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	185	0	1	1	0	2	0	1	12	39	64	41	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	107	0	0	0	0	0	0	0	6	30	29	23	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	120	0	0	0	0	2	1	1	4	23	31	31	18	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	103	0	0	0	2	0	0	0	4	21	27	19	20	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	129	0	0	0	6	6	0	3	8	27	32	20	11	10	2	4	0	0	0	0	0	0	0	0	0	0	0	0
1400	137	0	0	0	3	0	2	4	5	22	48	29	13	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	166	0	0	1	2	0	0	5	11	33	46	42	16	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1600	202	0	0	0	1	1	0	0	3	39	68	51	27	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>222</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>42</b>	<b>62</b>	<b>49</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	141	0	0	0	0	0	0	1	6	30	66	27	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	70	0	0	0	0	0	0	0	11	15	24	10	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	33	0	0	0	0	0	0	1	1	6	12	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	52	0	0	0	0	0	0	0	6	4	14	9	14	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	21	0	0	0	0	0	0	0	1	1	7	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	20	0	0	0	0	0	0	0	5	10	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2092</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>30</b>	<b>25</b>	<b>11</b>	<b>25</b>	<b>101</b>	<b>408</b>	<b>679</b>	<b>470</b>	<b>222</b>	<b>72</b>	<b>27</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2376</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>31</b>	<b>25</b>	<b>11</b>	<b>26</b>	<b>120</b>	<b>444</b>	<b>749</b>	<b>531</b>	<b>277</b>	<b>96</b>	<b>36</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2417</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>31</b>	<b>25</b>	<b>11</b>	<b>26</b>	<b>126</b>	<b>455</b>	<b>759</b>	<b>540</b>	<b>280</b>	<b>97</b>	<b>37</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2469</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>31</b>	<b>27</b>	<b>12</b>	<b>26</b>	<b>130</b>	<b>457</b>	<b>768</b>	<b>554</b>	<b>290</b>	<b>101</b>	<b>41</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

09 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	5	0	0	0	1	0	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	43	0	0	0	0	0	0	0	5	11	13	4	6	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0600	118	0	0	0	0	0	0	1	2	25	28	28	24	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	267	0	0	0	0	0	3	7	45	64	69	50	19	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>325</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>12</b>	<b>31</b>	<b>96</b>	<b>110</b>	<b>49</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	155	0	0	0	1	0	5	4	22	49	38	21	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	125	0	0	0	0	0	0	7	11	46	31	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	125	0	0	0	2	0	0	0	10	40	36	28	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	129	0	0	1	1	0	0	4	12	29	42	23	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	149	0	1	1	2	3	1	3	11	28	46	34	13	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	144	0	0	0	1	2	0	0	8	32	36	34	26	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	184	0	0	1	0	1	0	3	16	43	52	42	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	202	0	0	1	7	1	0	3	3	30	75	50	25	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>228</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>71</b>	<b>58</b>	<b>28</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	161	0	0	0	0	0	0	0	17	34	52	40	15	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	75	0	0	0	1	0	0	1	4	18	24	11	13	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	61	0	0	0	0	0	0	4	0	9	20	15	7	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	49	0	0	0	0	0	0	0	4	8	10	10	12	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	20	0	0	0	0	0	0	0	2	4	3	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2194</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>23</b>	<b>13</b>	<b>16</b>	<b>43</b>	<b>188</b>	<b>530</b>	<b>658</b>	<b>453</b>	<b>198</b>	<b>49</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2497</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>24</b>	<b>13</b>	<b>16</b>	<b>49</b>	<b>198</b>	<b>590</b>	<b>740</b>	<b>517</b>	<b>254</b>	<b>65</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2523</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>24</b>	<b>13</b>	<b>16</b>	<b>49</b>	<b>200</b>	<b>596</b>	<b>744</b>	<b>524</b>	<b>259</b>	<b>66</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2582</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>25</b>	<b>14</b>	<b>17</b>	<b>50</b>	<b>206</b>	<b>608</b>	<b>762</b>	<b>530</b>	<b>266</b>	<b>68</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

10 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	1	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	0	0	1	2	2	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	52	0	0	0	0	0	0	0	8	5	10	10	8	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	121	0	0	0	0	0	0	0	1	5	17	42	26	15	9	4	1	0	0	0	0	0	0	1	0	0	0	0	0
0700	264	0	0	0	2	1	2	2	10	32	70	87	36	17	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>314</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>13</b>	<b>21</b>	<b>77</b>	<b>88</b>	<b>81</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	172	0	0	0	0	0	2	1	7	37	53	39	25	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	110	0	0	1	1	2	0	2	10	25	31	21	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	128	0	0	0	0	1	0	2	20	28	32	24	9	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	108	0	0	1	2	0	2	6	5	20	31	18	7	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	154	0	1	0	6	3	2	1	16	27	46	30	13	6	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	136	0	1	3	4	10	11	1	14	23	30	23	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	184	0	0	1	1	1	0	6	17	36	54	34	27	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	193	0	0	1	1	3	0	2	4	33	53	60	24	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>203</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>24</b>	<b>51</b>	<b>39</b>	<b>34</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	143	0	0	1	1	0	0	0	6	36	54	25	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	99	0	0	0	0	0	0	3	9	21	33	23	7	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	48	0	0	1	0	0	1	0	1	7	15	9	10	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	48	0	0	0	1	0	0	0	1	3	15	15	6	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	35	0	0	0	0	0	0	1	2	9	8	7	2	3	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0
2300	16	0	0	0	1	1	0	1	1	3	5	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
<b>07-19</b>	<b>2109</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>31</b>	<b>30</b>	<b>22</b>	<b>39</b>	<b>142</b>	<b>398</b>	<b>593</b>	<b>481</b>	<b>226</b>	<b>98</b>	<b>28</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2425</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>32</b>	<b>30</b>	<b>23</b>	<b>42</b>	<b>154</b>	<b>434</b>	<b>673</b>	<b>570</b>	<b>275</b>	<b>119</b>	<b>42</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2476</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>33</b>	<b>31</b>	<b>23</b>	<b>44</b>	<b>157</b>	<b>446</b>	<b>686</b>	<b>580</b>	<b>277</b>	<b>122</b>	<b>42</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2550</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>33</b>	<b>32</b>	<b>24</b>	<b>44</b>	<b>166</b>	<b>452</b>	<b>701</b>	<b>594</b>	<b>286</b>	<b>133</b>	<b>44</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

11 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	0	0	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	33	0	0	0	0	0	0	3	9	8	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	94	0	0	0	0	0	0	0	10	17	29	16	12	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0700	222	0	0	0	1	0	2	4	21	39	75	49	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>270</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>46</b>	<b>67</b>	<b>81</b>	<b>41</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	172	0	0	0	0	1	0	3	31	64	48	20	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	127	0	0	0	0	1	0	0	6	17	30	46	16	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	118	0	0	1	0	1	1	0	3	19	20	33	25	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	109	0	0	0	1	1	0	1	0	7	36	35	15	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0
1300	147	0	1	0	7	5	3	1	6	25	42	31	16	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	140	0	0	0	3	1	0	4	9	24	40	37	18	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	204	0	0	2	8	2	0	8	14	23	60	51	20	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>234</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>38</b>	<b>65</b>	<b>68</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	182	0	0	0	12	4	0	0	9	14	58	39	30	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1800	131	0	0	0	0	1	0	1	7	22	36	41	16	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1900	101	0	0	0	0	0	0	0	7	28	29	16	12	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	47	0	0	0	1	0	2	4	1	5	13	11	6	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	68	0	0	0	0	0	2	2	6	15	19	12	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	21	0	0	0	0	0	0	1	2	7	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	0	0	0	1	1	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2056</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>38</b>	<b>23</b>	<b>12</b>	<b>31</b>	<b>162</b>	<b>359</b>	<b>591</b>	<b>491</b>	<b>230</b>	<b>77</b>	<b>23</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2366</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>39</b>	<b>23</b>	<b>16</b>	<b>37</b>	<b>186</b>	<b>424</b>	<b>681</b>	<b>546</b>	<b>267</b>	<b>95</b>	<b>30</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2402</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>39</b>	<b>23</b>	<b>16</b>	<b>38</b>	<b>189</b>	<b>432</b>	<b>689</b>	<b>556</b>	<b>272</b>	<b>96</b>	<b>30</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2454</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>40</b>	<b>23</b>	<b>17</b>	<b>46</b>	<b>201</b>	<b>443</b>	<b>700</b>	<b>561</b>	<b>275</b>	<b>96</b>	<b>30</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	4	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	0	0	0	0	0	4	4	7	5	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	90	0	0	0	0	0	0	0	2	9	18	25	19	9	3	2	1	0	0	0	0	0	0	0	0	0	0	0
0700	197	0	0	0	1	0	1	2	14	28	52	57	28	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>7</b>	<b>20</b>	<b>53</b>	<b>78</b>	<b>55</b>	<b>22</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	154	0	0	0	0	1	1	2	12	34	43	34	18	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	117	0	0	1	1	1	0	2	7	25	30	30	13	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	127	0	0	0	1	1	0	1	7	27	31	31	18	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	126	0	0	0	3	1	0	2	5	19	38	30	17	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1300	140	0	1	0	4	3	1	2	9	25	38	29	17	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	134	0	0	1	2	2	2	1	7	22	38	32	18	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	168	0	0	1	2	1	0	3	12	30	50	38	21	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>180</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>30</b>	<b>55</b>	<b>50</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	177	0	0	1	8	4	0	1	7	25	49	44	26	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	131	0	0	0	0	0	0	0	9	27	44	31	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	77	0	0	0	0	0	0	1	6	18	23	13	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	45	0	0	0	0	0	0	1	2	7	14	10	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	44	0	0	0	0	0	0	0	3	7	11	10	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	21	0	0	0	0	0	0	0	2	4	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	14	0	0	0	0	0	0	0	2	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1901</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>25</b>	<b>17</b>	<b>12</b>	<b>24</b>	<b>114</b>	<b>345</b>	<b>546</b>	<b>460</b>	<b>237</b>	<b>75</b>	<b>26</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2156</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>26</b>	<b>17</b>	<b>13</b>	<b>27</b>	<b>127</b>	<b>386</b>	<b>613</b>	<b>518</b>	<b>278</b>	<b>93</b>	<b>32</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2191</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>26</b>	<b>17</b>	<b>13</b>	<b>28</b>	<b>131</b>	<b>394</b>	<b>621</b>	<b>526</b>	<b>282</b>	<b>95</b>	<b>32</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2240</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>27</b>	<b>18</b>	<b>13</b>	<b>29</b>	<b>136</b>	<b>400</b>	<b>632</b>	<b>535</b>	<b>288</b>	<b>99</b>	<b>34</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



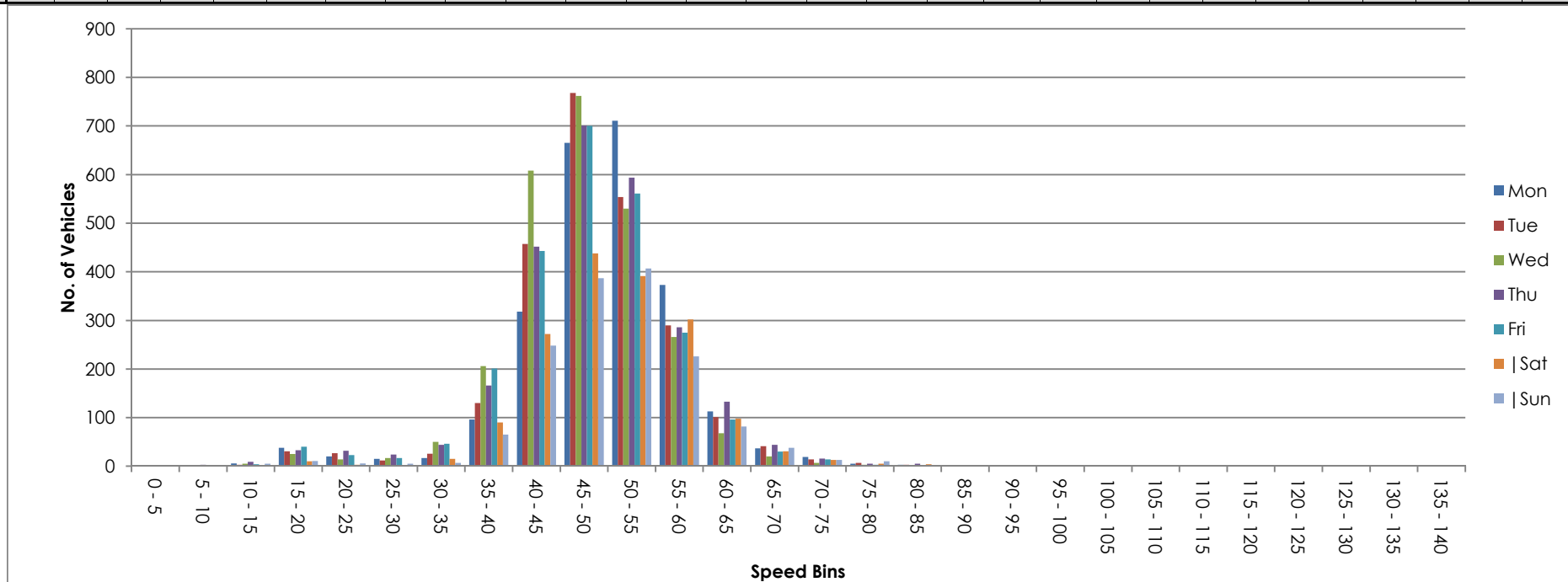
Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction East bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	2440	0	2	6	38	20	15	17	96	318	665	711	373	113	37	19	5	3	1	1	0	0	0	0	0	0	0	0	0	0
Tue	2469	0	1	3	31	27	12	26	130	457	768	554	290	101	41	14	7	3	2	0	0	2	0	0	0	0	0	0	0	
Wed	2582	0	1	5	25	14	17	50	206	608	762	530	266	68	20	7	3	0	0	0	0	0	0	0	0	0	0	0	0	
Thu	2550	0	3	9	33	32	24	44	166	452	701	594	286	133	44	16	5	5	0	0	1	0	2	0	0	0	0	0	0	
Fri	2454	0	1	4	40	23	17	46	201	443	700	561	275	96	30	14	3	0	0	0	0	0	0	0	0	0	0	0	0	
Sat	1677	0	0	2	10	3	2	15	90	272	438	391	302	98	31	13	5	4	0	0	1	0	0	0	0	0	0	0	0	
Sun	1511	0	0	5	11	6	5	7	65	248	387	407	226	82	38	13	10	1	0	0	0	0	0	0	0	0	0	0	0	
<b>5 Day Ave.</b>	<b>2499</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>33</b>	<b>23</b>	<b>17</b>	<b>37</b>	<b>160</b>	<b>456</b>	<b>719</b>	<b>590</b>	<b>298</b>	<b>102</b>	<b>34</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>2240</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>27</b>	<b>18</b>	<b>13</b>	<b>29</b>	<b>136</b>	<b>400</b>	<b>632</b>	<b>535</b>	<b>288</b>	<b>99</b>	<b>34</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
--	<b>15683</b>	<b>0</b>	<b>8</b>	<b>34</b>	<b>188</b>	<b>125</b>	<b>92</b>	<b>205</b>	<b>954</b>	<b>2798</b>	<b>4421</b>	<b>3748</b>	<b>2018</b>	<b>691</b>	<b>241</b>	<b>96</b>	<b>38</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Summary Graphs





Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

05 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.8	47.2	
0100	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	-	
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.9	-	
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	1	14.3	0	0	0	41.2	-	
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.7	-	
0500	8	0	8	0	0	0	0	0	0	0	0	0	0	1	12.5	0	0	0	47.6	-	
0600	12	0	7	0	5	0	0	0	0	0	0	0	0	1	8.3	0	0	0	47.1	54.6	
0700	53	0	48	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	48.2	53	
0800	80	0	77	1	2	0	0	0	0	0	0	0	0	4	5	0	0	0	49.9	55.9	
0900	103	1	93	1	7	0	1	0	0	0	0	0	0	3	2.9	1	1	1	47.9	53.5	
<b>1000</b>	<b>146</b>	<b>0</b>	<b>136</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>5.5</b>	<b>4</b>	<b>2.7</b>	<b>1</b>	<b>0.7</b>	<b>46.7</b>	<b>53.9</b>
1100	114	0	106	3	4	0	0	1	0	0	0	0	0	7	6.1	3	2.6	0	46.6	54.1	
1200	150	3	142	0	4	0	0	0	1	0	0	0	0	7	4.7	3	2	3	48.5	55.7	
1300	134	1	126	2	4	0	0	0	0	0	1	0	0	10	7.5	5	3.7	0	48.2	54.6	
<b>1400</b>	<b>158</b>	<b>1</b>	<b>151</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>6.3</b>	<b>3</b>	<b>1.9</b>	<b>0</b>	<b>0</b>	<b>47.4</b>	<b>54.1</b>
1500	144	1	137	1	5	0	0	0	0	0	0	0	0	9	6.3	1	0.7	0	48.1	53.9	
1600	134	0	130	2	2	0	0	0	0	0	0	0	0	12	9	2	1.5	0	48.1	54.8	
1700	139	2	129	3	4	0	0	0	1	0	0	0	0	11	7.9	4	2.9	1	49.6	56.8	
1800	124	0	119	0	5	0	0	0	0	0	0	0	0	7	5.6	2	1.6	1	48.9	55.5	
1900	70	0	65	1	4	0	0	0	0	0	0	0	0	6	8.6	4	5.7	0	48	55.7	
2000	43	1	40	0	2	0	0	0	0	0	0	0	0	4	9.3	2	4.7	0	49	57.5	
2100	38	0	37	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	53	
2200	34	0	34	0	0	0	0	0	0	0	0	0	0	1	2.9	0	0	0	47.1	55.5	
2300	33	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	53.7	
<b>07-19</b>	<b>1479</b>	<b>9</b>	<b>1394</b>	<b>15</b>	<b>56</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5.9</b>	<b>28</b>	<b>1.9</b>	<b>7</b>	<b>0.5</b>	<b>48.1</b>	<b>54.8</b>
<b>06-22</b>	<b>1642</b>	<b>10</b>	<b>1543</b>	<b>16</b>	<b>68</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>6</b>	<b>34</b>	<b>2.1</b>	<b>7</b>	<b>0.4</b>	<b>48.1</b>	<b>54.8</b>
<b>06-00</b>	<b>1709</b>	<b>10</b>	<b>1610</b>	<b>16</b>	<b>68</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>5.9</b>	<b>34</b>	<b>2</b>	<b>7</b>	<b>0.4</b>	<b>48.1</b>	<b>55</b>
<b>00-00</b>	<b>1748</b>	<b>10</b>	<b>1646</b>	<b>16</b>	<b>71</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>5.8</b>	<b>34</b>	<b>1.9</b>	<b>7</b>	<b>0.4</b>	<b>48</b>	<b>54.8</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

06 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	21	0	20	0	1	0	0	0	0	0	0	0	0	2	9.5	0	0	0	0	48	53.7
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	45.1	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	55.5	-
0600	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.4	-
0700	27	1	23	0	3	0	0	0	0	0	0	0	0	1	3.7	0	0	0	0	45.6	51.4
0800	57	0	56	0	1	0	0	0	0	0	0	0	0	3	5.3	1	1.8	0	0	49.4	54.4
0900	63	0	59	2	1	0	0	0	1	0	0	0	0	6	9.5	0	0	0	0	48.7	56.4
1000	117	3	109	0	4	0	0	0	0	1	0	0	0	7	6	1	0.9	1	0.9	45.3	53.9
<b>1100</b>	<b>145</b>	<b>0</b>	<b>141</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>6.2</b>	<b>4</b>	<b>2.8</b>	<b>2</b>	<b>1.4</b>	<b>46.9</b>	<b>53.7</b>
<b>1200</b>	<b>166</b>	<b>3</b>	<b>160</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>7.8</b>	<b>2</b>	<b>1.2</b>	<b>0</b>	<b>0</b>	<b>45.8</b>	<b>54.8</b>
1300	133	3	128	1	1	0	0	0	0	0	0	0	0	10	7.5	3	2.3	0	0	49	56.1
1400	113	1	109	0	3	0	0	0	0	0	0	0	0	11	9.7	4	3.5	1	0.9	48.7	57.5
1500	130	2	128	0	0	0	0	0	0	0	0	0	0	9	6.9	2	1.5	1	0.8	49	56.4
1600	147	0	144	0	3	0	0	0	0	0	0	0	0	10	6.8	2	1.4	1	0.7	48.5	55.9
1700	113	0	111	0	1	0	0	0	0	1	0	0	0	7	6.2	1	0.9	0	0	48.2	55
1800	77	0	75	0	1	1	0	0	0	0	0	0	0	4	5.2	0	0	0	0	48.7	55.9
1900	75	0	75	0	0	0	0	0	0	0	0	0	0	5	6.7	0	0	0	0	48.5	57
2000	62	0	62	0	0	0	0	0	0	0	0	0	0	3	4.8	1	1.6	0	0	48.6	53.9
2100	42	0	41	0	1	0	0	0	0	0	0	0	0	4	9.5	0	0	0	0	49.6	55.7
2200	11	0	11	0	0	0	0	0	0	0	0	0	0	3	27.3	1	9.1	0	0	55	66
2300	12	1	11	0	0	0	0	0	0	0	0	0	0	1	8.3	1	8.3	0	0	48.7	50.3
<b>07-19</b>	<b>1288</b>	<b>13</b>	<b>1243</b>	<b>4</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>20</b>	<b>1.6</b>	<b>6</b>	<b>0.5</b>	<b>47.8</b>	<b>55.5</b>
<b>06-22</b>	<b>1475</b>	<b>13</b>	<b>1428</b>	<b>4</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>6.9</b>	<b>21</b>	<b>1.4</b>	<b>6</b>	<b>0.4</b>	<b>47.9</b>	<b>55.5</b>
<b>06-00</b>	<b>1498</b>	<b>14</b>	<b>1450</b>	<b>4</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>7.1</b>	<b>23</b>	<b>1.5</b>	<b>6</b>	<b>0.4</b>	<b>48</b>	<b>55.7</b>
<b>00-00</b>	<b>1537</b>	<b>14</b>	<b>1487</b>	<b>4</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>7.2</b>	<b>23</b>	<b>1.5</b>	<b>6</b>	<b>0.4</b>	<b>47.9</b>	<b>55.7</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

07 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	-	
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	-	
0500	10	0	9	0	0	0	0	0	0	0	1	0	0	1	10	0	0	0	42.3	-	
0600	29	2	23	0	4	0	0	0	0	0	0	0	0	5	17.2	1	3.4	0	47.5	61.1	
0700	199	0	177	2	15	1	3	0	0	1	0	0	0	5	2.5	1	0.5	0	46.3	51.4	
<b>0800</b>	<b>271</b>	<b>2</b>	<b>247</b>	<b>3</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44.9</b>	<b>54.1</b>	
0900	127	0	111	0	10	0	5	0	1	0	0	0	0	7	5.5	4	3.1	1	46.7	54.1	
1000	118	0	104	0	10	2	2	0	0	0	0	0	0	3	2.5	0	0	0	45.4	53.5	
1100	109	1	92	0	15	0	1	0	0	0	0	0	0	4	3.7	0	0	0	47.6	55	
1200	116	0	108	1	6	1	0	0	0	0	0	0	0	8	6.9	3	2.6	2	48.9	54.8	
1300	140	2	121	2	10	1	3	0	0	0	1	0	0	7	5	0	0	0	44.5	53.5	
1400	165	3	142	0	16	0	4	0	0	0	0	0	0	13	7.9	7	4.2	4	48.5	54.6	
1500	173	1	155	2	14	0	1	0	0	0	0	0	0	10	5.8	2	1.2	1	48.2	54.8	
1600	235	2	216	0	14	1	0	1	0	1	0	0	0	9	3.8	2	0.9	0	48.2	54.1	
<b>1700</b>	<b>303</b>	<b>1</b>	<b>289</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0.7</b>	<b>1</b>	<b>47.8</b>	<b>53.7</b>	
1800	206	1	202	0	3	0	0	0	0	0	0	0	0	19	9.2	5	2.4	3	50.3	56.1	
1900	113	1	109	0	2	1	0	0	0	0	0	0	0	10	8.8	4	3.5	1	50.3	55.7	
2000	64	0	62	0	1	0	1	0	0	0	0	0	0	3	4.7	0	0	0	47.3	56.4	
2100	53	0	52	0	1	0	0	0	0	0	0	0	0	6	11.3	0	0	0	49.9	58.2	
2200	19	0	19	0	0	0	0	0	0	0	0	0	0	3	15.8	1	5.3	1	46.7	55.9	
2300	25	0	25	0	0	0	0	0	0	0	0	0	0	2	8	1	4	1	50.9	57.5	
<b>07-19</b>	<b>2162</b>	<b>13</b>	<b>1964</b>	<b>11</b>	<b>142</b>	<b>6</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>4.9</b>	<b>26</b>	<b>1.2</b>	<b>12</b>	<b>0.6</b>	<b>47.3</b>	<b>54.4</b>
<b>06-22</b>	<b>2421</b>	<b>16</b>	<b>2210</b>	<b>11</b>	<b>150</b>	<b>7</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>5.4</b>	<b>31</b>	<b>1.3</b>	<b>13</b>	<b>0.5</b>	<b>47.5</b>	<b>54.6</b>
<b>06-00</b>	<b>2465</b>	<b>16</b>	<b>2254</b>	<b>11</b>	<b>150</b>	<b>7</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>5.5</b>	<b>33</b>	<b>1.3</b>	<b>15</b>	<b>0.6</b>	<b>47.5</b>	<b>54.8</b>
<b>00-00</b>	<b>2482</b>	<b>16</b>	<b>2268</b>	<b>11</b>	<b>152</b>	<b>7</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>5.5</b>	<b>33</b>	<b>1.3</b>	<b>15</b>	<b>0.6</b>	<b>47.5</b>	<b>54.8</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

08 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.3	-	
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	-	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	41.2	-	
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43	-	
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	55.3	-	
0500	10	0	10	0	0	0	0	0	0	0	0	0	0	2	20	1	10	0	51.9	-	
0600	42	3	33	0	3	2	0	0	1	0	0	0	0	6	14.3	1	2.4	0	48.4	58.8	
0700	179	0	158	2	17	0	2	0	0	0	0	0	0	3	1.7	0	0	0	46.4	53.5	
<b>0800</b>	<b>254</b>	<b>0</b>	<b>243</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3.5</b>	<b>1</b>	<b>0.4</b>	<b>0</b>	<b>44.3</b>	<b>53</b>	
0900	125	1	111	0	9	0	2	0	1	1	0	0	0	4	3.2	0	0	0	45	51.4	
1000	86	0	79	1	4	1	1	0	0	0	0	0	0	5	5.8	2	2.3	1	48.4	55.5	
1100	102	2	93	1	5	0	1	0	0	0	0	0	0	3	2.9	1	1	0	44.7	51.2	
1200	139	1	117	3	13	2	2	0	0	1	0	0	0	7	5	4	2.9	0	46.4	54.1	
1300	134	1	120	0	11	0	1	0	0	0	1	0	0	4	3	2	1.5	1	43.9	51.9	
1400	149	1	124	1	19	1	3	0	0	0	0	0	0	11	7.4	2	1.3	0	45.2	54.8	
1500	194	0	175	2	13	0	2	0	1	0	1	0	0	8	4.1	1	0.5	0	46.8	54.1	
1600	263	3	247	2	9	1	0	1	0	0	0	0	0	12	4.6	4	1.5	1	47.7	54.1	
<b>1700</b>	<b>300</b>	<b>0</b>	<b>296</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>47.3</b>	<b>53.9</b>	
1800	200	3	193	0	4	0	0	0	0	0	0	0	0	20	10	4	2	2	48.5	56.4	
1900	117	1	114	0	2	0	0	0	0	0	0	0	0	7	6	2	1.7	1	48.2	54.6	
2000	83	1	81	0	1	0	0	0	0	0	0	0	0	12	14.5	1	1.2	0	49.7	59.3	
2100	59	0	58	0	1	0	0	0	0	0	0	0	0	5	8.5	1	1.7	0	48.8	56.4	
2200	35	0	33	1	1	0	0	0	0	0	0	0	0	3	8.6	0	0	0	50.2	57	
2300	32	0	30	0	2	0	0	0	0	0	0	0	0	2	6.3	1	3.1	0	47.4	54.8	
<b>07-19</b>	<b>2125</b>	<b>12</b>	<b>1956</b>	<b>14</b>	<b>114</b>	<b>6</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>4.6</b>	<b>24</b>	<b>1.1</b>	<b>5</b>	<b>0.2</b>	<b>46.4</b>	<b>53.9</b>
<b>06-22</b>	<b>2426</b>	<b>17</b>	<b>2242</b>	<b>14</b>	<b>121</b>	<b>8</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>5.3</b>	<b>29</b>	<b>1.2</b>	<b>6</b>	<b>0.2</b>	<b>46.7</b>	<b>54.1</b>
<b>06-00</b>	<b>2493</b>	<b>17</b>	<b>2305</b>	<b>15</b>	<b>124</b>	<b>8</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>133</b>	<b>5.3</b>	<b>30</b>	<b>1.2</b>	<b>6</b>	<b>0.2</b>	<b>46.7</b>	<b>54.1</b>
<b>00-00</b>	<b>2521</b>	<b>17</b>	<b>2332</b>	<b>15</b>	<b>125</b>	<b>8</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>5.4</b>	<b>31</b>	<b>1.2</b>	<b>6</b>	<b>0.2</b>	<b>46.7</b>	<b>54.4</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

09 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	-	
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.9	-	
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-	
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.7	-	
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.7	-	
0600	38	1	30	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	45.3	49.2	
0700	149	0	134	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	43.5	50.3	
<b>0800</b>	<b>251</b>	<b>2</b>	<b>234</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3.2</b>	<b>1</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>41.6</b>	<b>51</b>
0900	156	0	138	1	13	0	4	0	0	0	0	0	0	1	0.6	0	0	0	0	44.7	51.7
1000	109	0	90	1	14	2	2	0	0	0	0	0	0	1	0.9	0	0	0	0	45.3	51.4
1100	126	0	113	0	11	1	1	0	0	0	0	0	0	3	2.4	0	0	0	0	46.8	53
1200	123	0	113	0	8	0	1	0	0	1	0	0	0	7	5.7	1	0.8	0	0	47.7	54.4
1300	153	1	136	1	12	1	0	0	1	1	0	0	0	2	1.3	1	0.7	0	0	44	52.3
1400	149	0	131	0	16	0	1	1	0	0	0	0	0	6	4	1	0.7	0	0	47.1	53.2
1500	190	1	174	0	11	1	1	0	2	0	0	0	0	12	6.3	1	0.5	0	0	46.9	54.6
1600	243	2	227	0	13	1	0	0	0	0	0	0	0	7	2.9	3	1.2	2	0.8	48	54.1
<b>1700</b>	<b>306</b>	<b>0</b>	<b>301</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>3.6</b>	<b>2</b>	<b>0.7</b>	<b>1</b>	<b>0.3</b>	<b>48.5</b>	<b>53.9</b>
1800	183	0	181	1	1	0	0	0	0	0	0	0	0	13	7.1	3	1.6	2	1.1	49	56.4
1900	110	0	106	0	4	0	0	0	0	0	0	0	0	9	8.2	4	3.6	2	1.8	49.6	55.5
2000	80	0	78	0	2	0	0	0	0	0	0	0	0	10	12.5	2	2.5	0	0	50.4	57.9
2100	58	0	57	0	1	0	0	0	0	0	0	0	0	6	10.3	3	5.2	1	1.7	48.9	57.5
2200	36	1	35	0	0	0	0	0	0	0	0	0	0	3	8.3	1	2.8	0	0	50.1	55.5
2300	20	0	19	0	1	0	0	0	0	0	0	0	0	6	30	1	5	1	5	55.2	62.4
<b>07-19</b>	<b>2138</b>	<b>6</b>	<b>1972</b>	<b>5</b>	<b>131</b>	<b>6</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>3.3</b>	<b>13</b>	<b>0.6</b>	<b>5</b>	<b>0.2</b>	<b>46.2</b>	<b>53.2</b>
<b>06-22</b>	<b>2424</b>	<b>7</b>	<b>2243</b>	<b>5</b>	<b>143</b>	<b>7</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>22</b>	<b>0.9</b>	<b>8</b>	<b>0.3</b>	<b>46.5</b>	<b>53.7</b>
<b>06-00</b>	<b>2480</b>	<b>8</b>	<b>2297</b>	<b>5</b>	<b>144</b>	<b>7</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>4.2</b>	<b>24</b>	<b>1</b>	<b>9</b>	<b>0.4</b>	<b>46.7</b>	<b>53.7</b>
<b>00-00</b>	<b>2501</b>	<b>8</b>	<b>2318</b>	<b>5</b>	<b>144</b>	<b>7</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>4.2</b>	<b>24</b>	<b>1</b>	<b>9</b>	<b>0.4</b>	<b>46.6</b>	<b>53.7</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

10 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	2	28.6	0	0	0	0	48.9	-
0100	7	0	5	0	2	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	44.8	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.9	-
0400	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.1	-
0500	21	1	19	0	1	0	0	0	0	0	0	0	0	4	19	0	0	0	0	49.8	62
0600	31	1	26	0	4	0	0	0	0	0	0	0	0	1	3.2	0	0	0	0	48.3	54.8
0700	183	0	166	1	12	2	2	0	0	0	0	0	0	5	2.7	1	0.5	0	0	47.4	53.2
<b>0800</b>	<b>247</b>	<b>2</b>	<b>227</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>1.2</b>	<b>0</b>	<b>0</b>	<b>43.8</b>	<b>53</b>
0900	121	1	108	0	11	0	1	0	0	0	0	0	0	4	3.3	1	0.8	0	0	45.4	53.5
1000	125	1	106	2	14	0	1	0	1	0	0	0	0	4	3.2	0	0	0	0	46.6	54.1
1100	128	1	108	1	15	1	1	0	0	0	1	0	0	6	4.7	3	2.3	1	0.8	45.3	53.2
1200	133	2	113	0	15	1	1	1	0	0	0	0	0	9	6.8	2	1.5	1	0.8	47	55.9
1300	119	1	103	1	12	1	1	0	0	0	0	0	0	3	2.5	0	0	0	0	44.3	52.6
1400	172	3	152	2	13	0	1	0	0	0	1	0	0	5	2.9	1	0.6	0	0	39.2	52.6
1500	174	1	161	1	7	3	0	1	0	0	0	0	0	10	5.7	4	2.3	1	0.6	47.8	55
1600	269	1	257	1	9	1	0	0	0	0	0	0	0	13	4.8	2	0.7	1	0.4	48.8	54.8
<b>1700</b>	<b>298</b>	<b>2</b>	<b>283</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>3.7</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0.7</b>	<b>47.4</b>	<b>54.1</b>
1800	198	0	194	1	3	0	0	0	0	0	0	0	0	17	8.6	3	1.5	2	1	49.2	57.5
1900	148	0	144	0	4	0	0	0	0	0	0	0	0	19	12.8	6	4.1	3	2	49.4	58.8
2000	78	0	78	0	0	0	0	0	0	0	0	0	0	10	12.8	2	2.6	0	0	48.9	56.4
2100	49	0	48	0	1	0	0	0	0	0	0	0	0	6	12.2	0	0	0	0	48.8	57.5
2200	39	0	39	0	0	0	0	0	0	0	0	0	0	3	7.7	0	0	0	0	47.6	54.1
2300	25	0	25	0	0	0	0	0	0	0	0	0	0	3	12	1	4	0	0	47.8	56.1
<b>07-19</b>	<b>2167</b>	<b>15</b>	<b>1978</b>	<b>15</b>	<b>134</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4.2</b>	<b>23</b>	<b>1.1</b>	<b>8</b>	<b>0.4</b>	<b>46.2</b>	<b>54.1</b>
<b>06-22</b>	<b>2473</b>	<b>16</b>	<b>2274</b>	<b>15</b>	<b>143</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>5.2</b>	<b>31</b>	<b>1.3</b>	<b>11</b>	<b>0.4</b>	<b>46.6</b>	<b>54.6</b>
<b>06-00</b>	<b>2537</b>	<b>16</b>	<b>2338</b>	<b>15</b>	<b>143</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>5.3</b>	<b>32</b>	<b>1.3</b>	<b>11</b>	<b>0.4</b>	<b>46.6</b>	<b>54.6</b>
<b>00-00</b>	<b>2586</b>	<b>17</b>	<b>2381</b>	<b>15</b>	<b>148</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>141</b>	<b>5.5</b>	<b>32</b>	<b>1.2</b>	<b>11</b>	<b>0.4</b>	<b>46.6</b>	<b>54.6</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
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6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

11 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	-	
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-	
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-	
0500	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	44.7	
0600	30	1	24	1	3	0	1	0	0	0	0	0	0	1	3.3	0	0	0	46.1	53.5	
0700	157	1	141	1	13	0	1	0	0	0	0	0	0	2	1.3	0	0	0	44.3	51.2	
<b>0800</b>	<b>248</b>	<b>1</b>	<b>228</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40.5</b>	<b>48.8</b>	
0900	121	2	103	2	8	2	0	1	3	0	0	0	0	1	0.8	0	0	0	43.6	49.9	
1000	125	1	119	0	2	0	3	0	0	0	0	0	0	6	4.8	0	0	0	45.4	53	
1100	111	1	96	1	12	0	1	0	0	0	0	0	0	7	6.3	1	0.9	0	46.4	54.4	
1200	138	0	126	2	5	2	2	0	0	1	0	0	0	8	5.8	2	1.4	0	47.7	55	
1300	161	2	148	1	8	0	1	0	1	0	0	0	0	10	6.2	2	1.2	0	46.6	56.6	
1400	208	2	183	5	16	0	2	0	0	0	0	0	0	13	6.3	1	0.5	1	47.8	55.3	
1500	245	0	221	1	19	1	2	0	0	0	1	0	0	13	5.3	5	2	2	48.8	55.9	
1600	252	4	230	3	11	1	1	1	0	0	1	0	0	13	5.2	2	0.8	0	47.4	53.9	
<b>1700</b>	<b>311</b>	<b>2</b>	<b>298</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>3.9</b>	<b>5</b>	<b>1.6</b>	<b>0</b>	<b>48.8</b>	<b>54.1</b>	
1800	208	0	204	0	4	0	0	0	0	0	0	0	0	15	7.2	4	1.9	1	48.5	55.3	
1900	112	2	104	1	5	0	0	0	0	0	0	0	0	11	9.8	1	0.9	0	48.8	57.7	
2000	78	1	76	0	0	0	0	1	0	0	0	0	0	8	10.3	2	2.6	1	50.2	55.5	
2100	45	0	45	0	0	0	0	0	0	0	0	0	0	5	11.1	0	0	0	49.2	57	
2200	35	0	35	0	0	0	0	0	0	0	0	0	0	4	11.4	0	0	0	49.3	57	
2300	34	0	34	0	0	0	0	0	0	0	0	0	0	3	8.8	0	0	0	47.8	55.5	
<b>07-19</b>	<b>2285</b>	<b>16</b>	<b>2097</b>	<b>19</b>	<b>122</b>	<b>6</b>	<b>15</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>4.4</b>	<b>22</b>	<b>1</b>	<b>4</b>	<b>46.5</b>	<b>53.9</b>	
<b>06-22</b>	<b>2550</b>	<b>20</b>	<b>2346</b>	<b>21</b>	<b>130</b>	<b>6</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>4.9</b>	<b>25</b>	<b>1</b>	<b>5</b>	<b>46.8</b>	<b>54.4</b>	
<b>06-00</b>	<b>2619</b>	<b>20</b>	<b>2415</b>	<b>21</b>	<b>130</b>	<b>6</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>5</b>	<b>25</b>	<b>1</b>	<b>5</b>	<b>46.8</b>	<b>54.4</b>	
<b>00-00</b>	<b>2648</b>	<b>20</b>	<b>2442</b>	<b>21</b>	<b>132</b>	<b>6</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>5</b>	<b>25</b>	<b>0.9</b>	<b>5</b>	<b>46.7</b>	<b>54.4</b>	



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	1	6.9	0	0	0	0	45.8	-
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	44.1	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6.3	0	0	0	0	36.6	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	4.2	0	0	0	0	41.6	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	9.1	0	0	0	0	47.5	-
0500	10	0	9	0	0	0	0	0	0	0	0	0	0	1	13	0	1.4	0	0	46.6	-
0600	27	1	21	0	4	0	0	0	0	0	0	0	0	2	7.4	0	1.1	0	0	47.2	55
0700	135	0	121	1	11	0	1	0	0	0	0	0	0	2	1.7	0	0.2	0	0	45.9	51.9
<b>0800</b>	<b>201</b>	<b>1</b>	<b>187</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2.5</b>	<b>1</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>43.7</b>	<b>52.8</b>
0900	117	1	103	1	8	0	2	0	1	0	0	0	0	4	3.2	1	0.7	0	0.2	45.7	53
1000	118	1	106	1	8	1	1	0	0	0	0	0	0	5	4.1	1	0.8	0	0.4	46.1	53.9
1100	119	1	107	1	9	0	1	0	0	0	0	0	0	6	4.7	2	1.4	0	0.4	46.4	53.5
1200	138	1	126	1	8	1	1	0	0	0	0	0	0	8	6.1	2	1.8	1	0.6	47.3	55
1300	139	2	126	1	8	0	1	0	0	0	0	0	0	7	4.7	2	1.3	0	0.1	45.8	53.7
1400	159	2	142	1	12	0	2	0	0	0	0	0	0	10	6.2	3	1.7	1	0.5	46.2	54.4
1500	179	1	164	1	10	1	1	0	0	0	0	0	0	10	5.7	2	1.3	1	0.4	47.9	55.3
1600	220	2	207	1	9	1	0	0	0	0	0	0	0	11	4.9	2	1.1	1	0.3	48.1	54.6
<b>1700</b>	<b>253</b>	<b>1</b>	<b>244</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>4.5</b>	<b>3</b>	<b>1.1</b>	<b>1</b>	<b>0.3</b>	<b>48.1</b>	<b>54.1</b>
1800	171	1	167	0	3	0	0	0	0	0	0	0	0	14	7.9	3	1.8	2	0.9	49.1	56.4
1900	106	1	102	0	3	0	0	0	0	0	0	0	0	10	9	3	2.8	1	0.9	49.1	56.4
2000	70	0	68	0	1	0	0	0	0	0	0	0	0	7	10.2	1	2	0	0.2	49.2	57
2100	49	0	48	0	1	0	0	0	0	0	0	0	0	5	9.3	1	1.2	0	0.3	48.9	56.8
2200	30	0	29	0	0	0	0	0	0	0	0	0	0	3	9.6	0	1.4	0	0.5	49	56.6
2300	26	0	25	0	0	0	0	0	0	0	0	0	0	2	9.4	1	2.8	0	1.1	48.9	56.1
<b>07-19</b>	<b>1949</b>	<b>12</b>	<b>1801</b>	<b>12</b>	<b>103</b>	<b>5</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4.7</b>	<b>22</b>	<b>1.1</b>	<b>7</b>	<b>0.3</b>	<b>46.8</b>	<b>54.1</b>
<b>06-22</b>	<b>2202</b>	<b>14</b>	<b>2041</b>	<b>12</b>	<b>112</b>	<b>5</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>5.2</b>	<b>28</b>	<b>1.3</b>	<b>8</b>	<b>0.4</b>	<b>47.1</b>	<b>54.4</b>
<b>06-00</b>	<b>2257</b>	<b>14</b>	<b>2096</b>	<b>12</b>	<b>112</b>	<b>5</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>5.3</b>	<b>29</b>	<b>1.3</b>	<b>8</b>	<b>0.4</b>	<b>47.1</b>	<b>54.6</b>
<b>00-00</b>	<b>2289</b>	<b>15</b>	<b>2125</b>	<b>12</b>	<b>114</b>	<b>5</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>5.4</b>	<b>29</b>	<b>1.3</b>	<b>8</b>	<b>0.4</b>	<b>47.1</b>	<b>54.6</b>





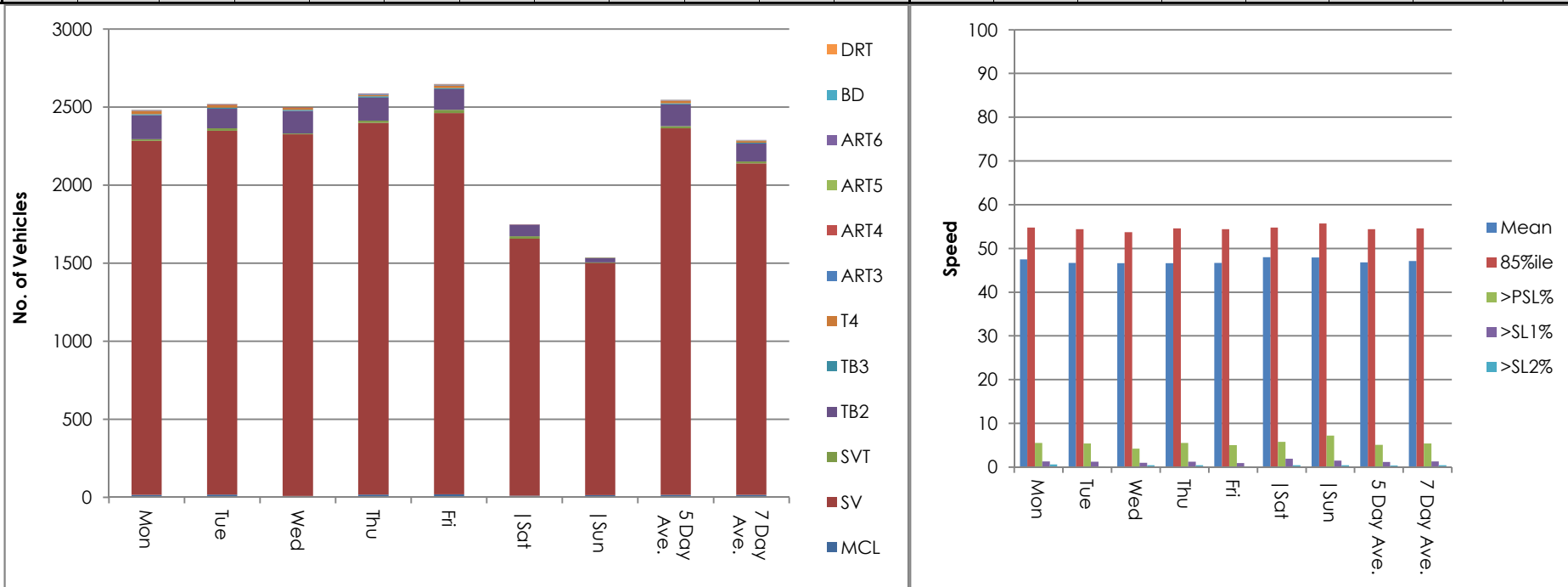
Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2482	16	2268	11	152	7	22	1	1	2	2	0	0	136	5.5	33	1.3	15	0.6	47.5	54.8
Tue	2521	17	2332	15	125	8	16	1	3	2	2	0	0	137	5.4	31	1.2	6	0.2	46.7	54.4
Wed	2501	8	2318	5	144	7	13	1	3	2	0	0	0	105	4.2	24	1	9	0.4	46.6	53.7
Thu	2586	17	2381	15	148	9	9	3	1	1	2	0	0	141	5.5	32	1.2	11	0.4	46.6	54.6
Fri	2648	20	2442	21	132	6	16	3	4	2	2	0	0	132	5	25	0.9	5	0.2	46.7	54.4
Sat	1748	10	1646	16	71	0	1	1	2	0	1	0	0	102	5.8	34	1.9	7	0.4	48	54.8
Sun	1537	14	1487	4	28	1	0	0	1	2	0	0	0	110	7.2	23	1.5	6	0.4	47.9	55.7
<b>5 Day Ave.</b>	<b>2548</b>	<b>16</b>	<b>2348</b>	<b>13</b>	<b>140</b>	<b>7</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>5.1</b>	<b>29</b>	<b>1.1</b>	<b>9</b>	<b>0.4</b>	<b>46.8</b>	<b>54.4</b>
<b>7 Day Ave.</b>	<b>2289</b>	<b>15</b>	<b>2125</b>	<b>12</b>	<b>114</b>	<b>5</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>5.4</b>	<b>29</b>	<b>1.3</b>	<b>8</b>	<b>0.4</b>	<b>47.1</b>	<b>54.6</b>
--	<b>16023</b>	<b>102</b>	<b>14874</b>	<b>87</b>	<b>800</b>	<b>38</b>	<b>77</b>	<b>10</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>863</b>	<b>5.4</b>	<b>202</b>	<b>1.3</b>	<b>59</b>	<b>0.4</b>	<b>47.1</b>	<b>54.6</b>

Summary Graphs



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

05 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	1	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	1	0	0	1	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	0	0	0	0	1	0	1	0	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	12	0	0	0	0	0	0	0	2	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	53	0	0	0	0	0	0	0	5	11	12	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	80	0	0	0	0	0	0	0	3	16	22	24	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	103	0	0	1	0	0	0	0	7	25	34	27	6	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1000</b>	<b>146</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>14</b>	<b>36</b>	<b>38</b>	<b>26</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1100	114	0	0	0	1	1	1	4	16	26	29	20	9	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	150	0	0	1	1	0	0	5	10	21	53	31	21	3	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0
1300	134	0	0	0	0	0	1	2	10	33	45	23	10	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>158</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>36</b>	<b>44</b>	<b>31</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1500	144	0	0	0	0	0	0	6	10	26	49	34	10	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	134	0	0	0	0	0	0	0	13	37	42	23	7	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	139	0	0	2	0	0	0	1	6	19	46	38	16	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	124	0	0	0	0	0	0	4	7	28	34	29	15	3	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0
1900	70	0	0	0	0	0	1	3	7	14	23	9	7	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	43	0	0	0	0	0	0	1	4	8	13	9	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	38	0	0	0	0	0	0	1	5	9	11	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	34	0	0	0	1	0	0	2	3	5	9	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	33	0	0	0	0	0	0	0	5	7	12	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1479</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>33</b>	<b>123</b>	<b>314</b>	<b>448</b>	<b>326</b>	<b>132</b>	<b>42</b>	<b>27</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1642</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>38</b>	<b>141</b>	<b>348</b>	<b>498</b>	<b>354</b>	<b>148</b>	<b>45</b>	<b>32</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1709</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>40</b>	<b>149</b>	<b>360</b>	<b>519</b>	<b>365</b>	<b>159</b>	<b>46</b>	<b>32</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1748</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>41</b>	<b>154</b>	<b>368</b>	<b>531</b>	<b>372</b>	<b>160</b>	<b>47</b>	<b>33</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

06 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	21	0	0	0	0	0	0	0	1	8	4	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	1	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	27	0	0	0	1	0	0	0	5	6	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	57	0	0	0	0	0	0	0	3	10	18	21	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	63	0	0	0	1	0	0	1	4	12	21	11	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	117	0	0	3	3	1	3	2	9	33	29	19	8	3	3	0	0	1	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>145</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>38</b>	<b>53</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>1200</b>	<b>166</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>17</b>	<b>34</b>	<b>38</b>	<b>32</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	133	0	0	0	0	0	2	2	6	31	39	28	15	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	113	0	0	0	0	0	1	2	8	27	35	18	11	4	4	2	0	1	0	0	0	0	0	0	0	0	0	0
1500	130	0	0	0	0	1	0	0	10	23	49	22	16	6	2	0	0	0	1	0	0	0	0	0	0	0	0	0
1600	147	0	0	0	0	0	1	3	7	42	42	24	18	8	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1700	113	0	0	0	0	1	0	2	10	23	32	26	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	77	0	0	0	0	0	1	0	5	16	27	13	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	75	0	0	0	0	0	1	0	8	19	16	14	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	62	0	0	0	0	0	0	0	2	18	20	15	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	42	0	0	0	0	0	0	1	1	9	10	12	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	0	0	0	0	0	0	1	0	2	3	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	12	0	0	0	0	0	0	1	0	2	4	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1288</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>14</b>	<b>26</b>	<b>95</b>	<b>295</b>	<b>391</b>	<b>233</b>	<b>124</b>	<b>57</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1475</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>15</b>	<b>27</b>	<b>106</b>	<b>342</b>	<b>441</b>	<b>276</b>	<b>146</b>	<b>67</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1498</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>15</b>	<b>28</b>	<b>107</b>	<b>344</b>	<b>447</b>	<b>282</b>	<b>149</b>	<b>67</b>	<b>25</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1537</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>15</b>	<b>29</b>	<b>109</b>	<b>355</b>	<b>457</b>	<b>290</b>	<b>150</b>	<b>71</b>	<b>25</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

07 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	3	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	1	0	0	1	2	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	29	0	0	2	0	0	0	0	2	8	4	6	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	199	0	0	0	2	3	1	3	8	58	76	35	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>271</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>26</b>	<b>44</b>	<b>77</b>	<b>55</b>	<b>28</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	127	0	0	1	1	1	2	1	15	28	42	20	9	2	2	2	0	1	0	0	0	0	0	0	0	0	0	0
1000	118	0	0	0	0	2	5	4	16	26	30	20	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	109	0	0	0	1	0	0	2	10	22	35	22	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	116	0	0	0	0	2	1	2	7	20	35	32	9	4	1	1	1	0	1	0	0	0	0	0	0	0	0	0
1300	140	0	1	1	1	6	7	4	12	37	27	26	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	165	0	0	0	0	0	2	1	20	33	51	33	12	4	5	0	2	0	1	1	0	0	0	0	0	0	0	0
1500	173	0	0	1	0	3	0	3	11	33	51	45	16	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1600	235	0	0	1	1	1	1	2	10	56	71	61	22	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>303</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>18</b>	<b>86</b>	<b>97</b>	<b>60</b>	<b>23</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	206	0	0	1	0	0	1	2	7	25	68	54	29	11	3	2	2	0	0	1	0	0	0	0	0	0	0	0
1900	113	0	0	0	0	0	1	0	6	15	36	34	11	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	64	0	0	0	1	2	1	0	8	10	14	16	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	53	0	0	0	0	0	0	1	5	9	14	9	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	19	0	0	0	0	0	0	3	3	5	3	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	25	0	0	0	0	0	0	2	3	3	2	4	9	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2162</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>11</b>	<b>33</b>	<b>29</b>	<b>29</b>	<b>160</b>	<b>468</b>	<b>660</b>	<b>463</b>	<b>192</b>	<b>66</b>	<b>20</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2421</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>12</b>	<b>35</b>	<b>31</b>	<b>30</b>	<b>181</b>	<b>510</b>	<b>728</b>	<b>528</b>	<b>223</b>	<b>80</b>	<b>27</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2465</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>12</b>	<b>35</b>	<b>31</b>	<b>35</b>	<b>187</b>	<b>518</b>	<b>733</b>	<b>533</b>	<b>233</b>	<b>81</b>	<b>29</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2482</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>13</b>	<b>35</b>	<b>32</b>	<b>37</b>	<b>189</b>	<b>522</b>	<b>737</b>	<b>535</b>	<b>233</b>	<b>82</b>	<b>29</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

08 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	5	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	1	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	0	0	0	2	3	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	42	0	0	2	0	0	0	1	0	10	12	6	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	179	0	0	0	1	2	2	2	16	45	61	37	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>254</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>10</b>	<b>6</b>	<b>13</b>	<b>22</b>	<b>62</b>	<b>70</b>	<b>40</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	125	0	1	0	1	0	5	5	15	29	39	21	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	86	0	0	0	0	0	1	0	5	29	22	14	10	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0
1100	102	0	0	1	1	2	3	3	14	22	28	20	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	139	0	0	1	1	1	1	3	23	29	39	25	9	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1300	134	0	0	3	2	9	1	5	10	35	35	23	7	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1400	149	0	0	0	0	3	2	7	32	40	23	20	11	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	194	0	0	0	0	0	1	5	17	69	48	27	19	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	263	0	0	2	0	1	2	4	13	70	88	54	17	6	3	2	0	0	0	1	0	0	0	0	0	0	0	0
<b>1700</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>102</b>	<b>54</b>	<b>26</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	200	0	0	1	0	0	2	1	20	47	52	36	21	14	3	1	1	1	0	0	0	0	0	0	0	0	0	0
1900	117	0	0	1	0	0	0	3	8	24	37	27	10	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0
2000	83	0	0	0	0	0	0	0	9	19	22	10	11	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	59	0	0	0	0	0	0	1	7	11	18	9	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	35	0	0	0	0	0	0	0	3	5	7	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	32	0	0	0	0	0	0	0	6	6	9	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2125</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>14</b>	<b>28</b>	<b>28</b>	<b>48</b>	<b>205</b>	<b>557</b>	<b>607</b>	<b>371</b>	<b>155</b>	<b>57</b>	<b>27</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2426</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>14</b>	<b>28</b>	<b>28</b>	<b>53</b>	<b>229</b>	<b>621</b>	<b>696</b>	<b>423</b>	<b>189</b>	<b>76</b>	<b>35</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2493</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>14</b>	<b>28</b>	<b>28</b>	<b>53</b>	<b>238</b>	<b>632</b>	<b>712</b>	<b>440</b>	<b>198</b>	<b>79</b>	<b>37</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2521</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>14</b>	<b>30</b>	<b>29</b>	<b>53</b>	<b>239</b>	<b>637</b>	<b>717</b>	<b>447</b>	<b>201</b>	<b>82</b>	<b>37</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
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 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

09 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	5	0	0	0	0	1	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	0	0	0	1	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	38	0	0	0	0	0	0	0	5	13	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	149	0	0	0	1	0	2	8	30	51	32	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>251</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>19</b>	<b>6</b>	<b>12</b>	<b>42</b>	<b>57</b>	<b>60</b>	<b>24</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	156	0	0	0	3	0	1	9	21	46	40	23	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	109	0	0	0	0	0	2	3	16	31	31	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	126	0	0	0	0	1	1	4	11	31	38	27	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	123	0	0	0	0	0	0	4	11	30	36	26	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	153	0	1	2	0	4	7	7	18	38	39	25	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	149	0	0	0	0	2	0	0	18	41	37	38	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	190	0	0	0	0	2	1	8	20	44	58	30	15	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	243	0	0	1	0	1	0	2	14	55	89	53	21	4	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>306</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>111</b>	<b>67</b>	<b>29</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	183	0	0	0	0	0	0	3	17	34	60	36	20	9	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1900	110	0	0	0	0	0	0	0	11	15	41	25	9	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	80	0	0	0	0	0	0	2	9	11	11	25	12	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	58	0	0	0	0	0	0	3	4	13	20	6	6	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	36	0	0	0	0	0	0	0	3	5	10	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	20	0	0	0	0	0	0	0	0	0	6	8	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2138</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>15</b>	<b>30</b>	<b>20</b>	<b>60</b>	<b>232</b>	<b>531</b>	<b>631</b>	<b>387</b>	<b>155</b>	<b>49</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2424</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>15</b>	<b>30</b>	<b>20</b>	<b>65</b>	<b>261</b>	<b>583</b>	<b>718</b>	<b>447</b>	<b>183</b>	<b>61</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2480</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>15</b>	<b>30</b>	<b>20</b>	<b>65</b>	<b>264</b>	<b>588</b>	<b>734</b>	<b>466</b>	<b>187</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2501</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>15</b>	<b>32</b>	<b>22</b>	<b>66</b>	<b>265</b>	<b>589</b>	<b>741</b>	<b>470</b>	<b>190</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

10 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	7	0	0	0	0	1	0	0	0	0	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	1	0	1	0	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	0	1	1	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	21	0	0	0	0	0	0	0	4	4	3	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	31	0	0	1	0	0	0	0	2	4	10	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	183	0	0	0	0	0	0	1	15	48	63	39	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>247</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>7</b>	<b>12</b>	<b>3</b>	<b>23</b>	<b>43</b>	<b>70</b>	<b>47</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	121	0	1	0	4	0	2	1	9	37	30	27	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	125	0	0	1	0	2	0	3	15	29	30	30	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	128	0	0	0	0	0	1	4	30	36	29	16	6	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0
1200	133	0	0	0	1	0	1	4	16	37	36	13	16	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1300	119	0	1	0	3	6	3	1	13	24	33	28	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	172	0	12	15	8	0	4	5	20	28	32	31	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	174	0	0	0	0	2	0	2	14	49	51	27	19	4	3	2	0	0	1	0	0	0	0	0	0	0	0	0
1600	269	0	0	1	0	1	0	6	9	58	86	68	27	9	2	1	0	0	1	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>298</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>16</b>	<b>77</b>	<b>97</b>	<b>57</b>	<b>29</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	198	0	0	0	0	0	1	3	14	50	46	42	25	13	1	1	1	0	0	1	0	0	0	0	0	0	0	0
1900	148	0	0	0	0	0	0	1	18	31	39	28	12	11	3	2	2	0	1	0	0	0	0	0	0	0	0	0
2000	78	0	0	0	0	0	0	0	13	19	13	16	7	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	49	0	0	0	0	0	0	2	2	15	11	9	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	39	0	0	0	0	0	2	2	1	10	12	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	25	0	0	0	0	0	1	2	2	5	5	5	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2167</b>	<b>0</b>	<b>20</b>	<b>19</b>	<b>28</b>	<b>20</b>	<b>28</b>	<b>34</b>	<b>194</b>	<b>516</b>	<b>603</b>	<b>425</b>	<b>188</b>	<b>56</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2473</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>28</b>	<b>20</b>	<b>28</b>	<b>37</b>	<b>229</b>	<b>585</b>	<b>676</b>	<b>487</b>	<b>215</b>	<b>80</b>	<b>22</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2537</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>28</b>	<b>20</b>	<b>31</b>	<b>41</b>	<b>232</b>	<b>600</b>	<b>693</b>	<b>498</b>	<b>220</b>	<b>81</b>	<b>26</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2586</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>28</b>	<b>24</b>	<b>31</b>	<b>44</b>	<b>237</b>	<b>605</b>	<b>703</b>	<b>511</b>	<b>222</b>	<b>87</b>	<b>27</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

11 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	6	0	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	1	0	0	1	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	30	0	0	1	0	0	0	1	3	7	9	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	157	0	0	0	3	0	0	5	30	47	44	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>248</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>13</b>	<b>11</b>	<b>16</b>	<b>42</b>	<b>65</b>	<b>67</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	121	0	0	1	1	0	4	4	17	42	34	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	125	0	0	1	0	0	1	8	20	31	34	14	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	111	0	0	1	1	2	1	2	14	25	32	17	9	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	138	0	0	0	0	0	2	4	15	35	33	26	15	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	161	0	0	0	3	6	5	4	14	31	34	33	21	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	208	0	0	0	1	0	2	7	15	48	63	37	22	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	245	0	0	0	0	1	1	3	17	56	72	48	34	5	5	1	0	1	0	0	0	1	0	0	0	0	0	0
1600	252	0	0	0	0	2	3	8	18	55	84	51	18	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>311</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>13</b>	<b>66</b>	<b>99</b>	<b>85</b>	<b>31</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	208	0	0	0	0	1	0	1	19	51	62	40	19	10	1	3	0	1	0	0	0	0	0	0	0	0	0	0
1900	112	0	0	1	0	0	0	1	14	20	29	23	13	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	78	0	0	0	0	0	0	1	4	16	21	19	9	3	3	1	0	0	1	0	0	0	0	0	0	0	0	0
2100	45	0	0	0	0	0	0	0	5	11	9	10	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	35	0	0	0	0	0	0	0	5	5	10	6	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	34	0	0	0	0	0	0	3	3	5	12	2	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2285</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>16</b>	<b>26</b>	<b>30</b>	<b>66</b>	<b>234</b>	<b>552</b>	<b>658</b>	<b>405</b>	<b>191</b>	<b>58</b>	<b>30</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2550</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>16</b>	<b>26</b>	<b>30</b>	<b>69</b>	<b>260</b>	<b>606</b>	<b>726</b>	<b>464</b>	<b>219</b>	<b>71</b>	<b>39</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2619</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>16</b>	<b>26</b>	<b>30</b>	<b>72</b>	<b>268</b>	<b>616</b>	<b>748</b>	<b>472</b>	<b>230</b>	<b>76</b>	<b>41</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2648</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>17</b>	<b>26</b>	<b>33</b>	<b>75</b>	<b>275</b>	<b>626</b>	<b>751</b>	<b>473</b>	<b>230</b>	<b>76</b>	<b>41</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	8	0	0	0	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	0	0	1	2	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	27	0	0	1	0	0	0	0	2	7	8	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	135	0	0	0	1	1	1	3	16	38	42	25	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>201</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>6</b>	<b>7</b>	<b>23</b>	<b>42</b>	<b>55</b>	<b>33</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	117	0	0	0	2	0	2	3	13	31	34	20	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	118	0	0	1	0	1	2	4	14	31	31	20	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	119	0	0	0	1	1	1	4	15	29	35	20	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	138	0	0	1	1	1	1	4	14	29	39	26	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	139	0	0	1	1	4	4	4	12	33	36	27	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	159	0	2	2	1	1	2	3	19	36	41	30	12	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	179	0	0	0	0	1	0	4	14	43	54	33	18	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	220	0	0	1	0	1	1	4	12	53	72	48	19	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>253</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>61</b>	<b>83</b>	<b>55</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	171	0	0	0	0	0	1	2	13	36	50	36	20	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	106	0	0	0	0	0	0	1	10	20	32	23	11	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	70	0	0	0	0	0	0	1	7	14	16	16	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	49	0	0	0	0	0	0	1	4	11	13	9	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	30	0	0	0	0	0	0	1	3	5	8	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	26	0	0	0	0	0	0	1	3	4	7	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1949</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>13</b>	<b>21</b>	<b>22</b>	<b>42</b>	<b>178</b>	<b>462</b>	<b>571</b>	<b>373</b>	<b>162</b>	<b>55</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2202</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>13</b>	<b>21</b>	<b>23</b>	<b>46</b>	<b>201</b>	<b>514</b>	<b>640</b>	<b>426</b>	<b>189</b>	<b>69</b>	<b>28</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2257</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>13</b>	<b>21</b>	<b>23</b>	<b>48</b>	<b>206</b>	<b>523</b>	<b>655</b>	<b>437</b>	<b>197</b>	<b>71</b>	<b>30</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2289</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>14</b>	<b>22</b>	<b>25</b>	<b>49</b>	<b>210</b>	<b>529</b>	<b>662</b>	<b>443</b>	<b>198</b>	<b>73</b>	<b>30</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



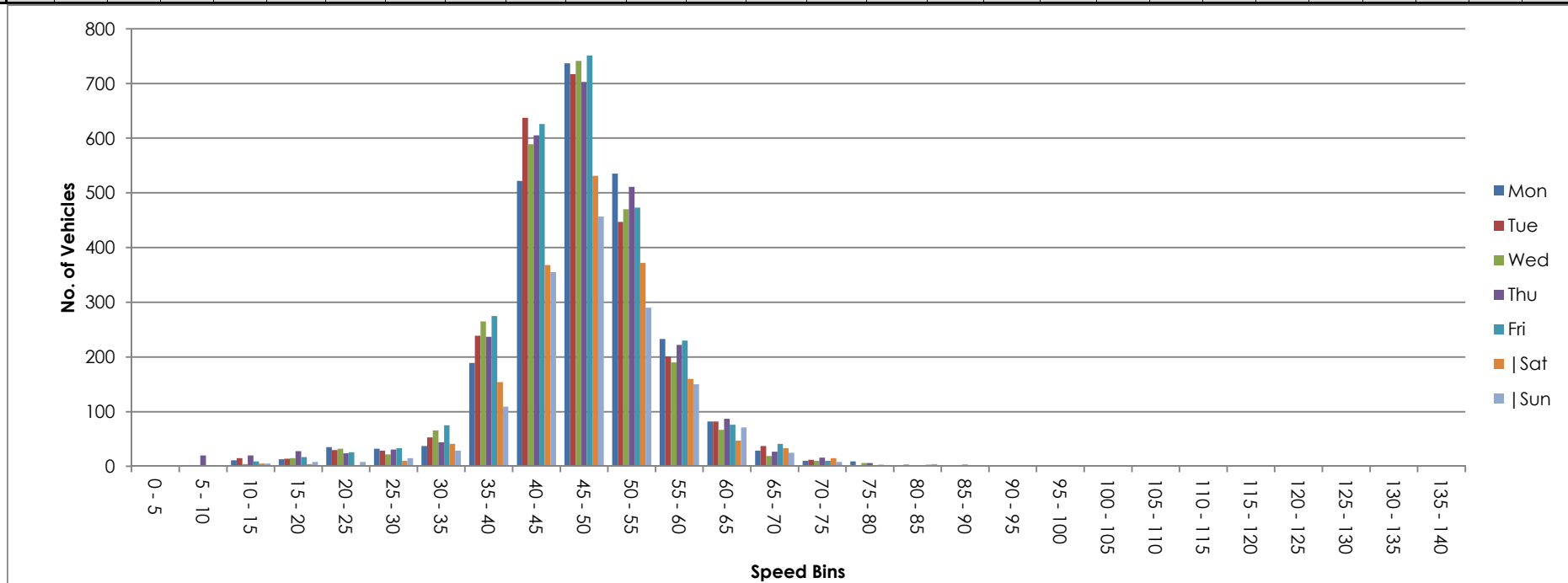
Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction West bound

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	2482	0	2	11	13	35	32	37	189	522	737	535	233	82	29	10	9	2	2	2	0	0	0	0	0	0	0	0	0	0
Tue	2521	0	2	15	14	30	29	53	239	637	717	447	201	82	37	12	2	3	0	1	0	0	0	0	0	0	0	0	0	
Wed	2501	0	2	4	15	32	22	66	265	589	741	470	190	67	19	10	6	2	1	0	0	0	0	0	0	0	0	0	0	
Thu	2586	0	20	20	28	24	31	44	237	605	703	511	222	87	27	16	6	1	3	1	0	0	0	0	0	0	0	0	0	
Fri	2648	0	1	9	17	26	33	75	275	626	751	473	230	76	41	10	1	2	1	0	0	1	0	0	0	0	0	0	0	
Sat	1748	0	0	5	4	1	10	41	154	368	531	372	160	47	33	15	3	3	0	1	0	0	0	0	0	0	0	0	0	
Sun	1537	0	1	5	8	8	15	29	109	355	457	290	150	71	25	8	1	4	1	0	0	0	0	0	0	0	0	0	0	
<b>5 Day Ave.</b>	<b>2548</b>	<b>0</b>	<b>5</b>	<b>12</b>	<b>17</b>	<b>29</b>	<b>29</b>	<b>55</b>	<b>241</b>	<b>596</b>	<b>730</b>	<b>487</b>	<b>215</b>	<b>79</b>	<b>31</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>2289</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>14</b>	<b>22</b>	<b>25</b>	<b>49</b>	<b>210</b>	<b>529</b>	<b>662</b>	<b>443</b>	<b>198</b>	<b>73</b>	<b>30</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
--	<b>16023</b>	<b>0</b>	<b>28</b>	<b>69</b>	<b>99</b>	<b>156</b>	<b>172</b>	<b>345</b>	<b>1468</b>	<b>3702</b>	<b>4637</b>	<b>3098</b>	<b>1386</b>	<b>512</b>	<b>211</b>	<b>81</b>	<b>28</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Summary Graphs



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

05 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	21	0	19	0	1	1	0	0	0	0	0	0	0	1	4.8	0	0	0	0	45.9	53.9
0100	12	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.9	52.6
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	-
0300	13	0	11	0	2	0	0	0	0	0	0	0	0	1	7.7	0	0	0	0	43.9	51.7
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	-
0500	12	0	12	0	0	0	0	0	0	0	0	0	0	4	33.3	1	8.3	0	0	52.5	61.7
0600	38	0	29	0	9	0	0	0	0	0	0	0	0	5	13.2	1	2.6	0	0	51.1	59.5
0700	117	0	101	2	12	1	1	0	0	0	0	0	0	14	12	3	2.6	2	1.7	52	58.6
0800	192	0	183	2	7	0	0	0	0	0	0	0	0	15	7.8	2	1	1	0.5	50.4	57
0900	237	1	214	2	19	0	1	0	0	0	0	0	0	17	7.2	2	0.8	1	0.4	49.6	55.5
<b>1000</b>	<b>265</b>	<b>1</b>	<b>248</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>6.4</b>	<b>6</b>	<b>2.3</b>	<b>1</b>	<b>0.4</b>	<b>47.8</b>	<b>55.7</b>
1100	256	2	236	5	12	0	0	1	0	0	0	0	0	13	5.1	4	1.6	0	0	48.5	56.6
<b>1200</b>	<b>313</b>	<b>6</b>	<b>294</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>6.1</b>	<b>9</b>	<b>2.9</b>	<b>7</b>	<b>2.2</b>	<b>49</b>	<b>56.4</b>
1300	275	1	261	3	9	0	0	0	0	0	1	0	0	29	10.5	11	4	0	0	49.9	57.7
1400	302	1	287	2	12	0	0	0	0	0	0	0	0	19	6.3	4	1.3	1	0.3	48.9	56.1
1500	289	2	276	3	8	0	0	0	0	0	0	0	0	16	5.5	3	1	1	0.3	48.1	55
1600	257	0	251	2	4	0	0	0	0	0	0	0	0	24	9.3	4	1.6	0	0	49.3	56.8
1700	214	3	198	4	8	0	0	0	1	0	0	0	0	21	9.8	5	2.3	1	0.5	50.8	58.4
1800	214	0	208	0	6	0	0	0	0	0	0	0	0	13	6.1	3	1.4	1	0.5	49.3	56.4
1900	122	0	115	1	6	0	0	0	0	0	0	0	0	9	7.4	4	3.3	0	0	48.1	55.9
2000	83	1	79	0	3	0	0	0	0	0	0	0	0	11	13.3	2	2.4	0	0	50.4	59.5
2100	73	0	69	0	3	1	0	0	0	0	0	0	0	2	2.7	0	0	0	0	46.9	54.4
2200	50	0	50	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	47.2	55.5
2300	61	0	61	0	0	0	0	0	0	0	0	0	0	2	3.3	1	1.6	1	1.6	48.5	55.7
<b>07-19</b>	<b>2931</b>	<b>17</b>	<b>2757</b>	<b>28</b>	<b>120</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>217</b>	<b>7.4</b>	<b>56</b>	<b>1.9</b>	<b>16</b>	<b>0.5</b>	<b>49.3</b>	<b>56.6</b>
<b>06-22</b>	<b>3247</b>	<b>18</b>	<b>3049</b>	<b>29</b>	<b>141</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>244</b>	<b>7.5</b>	<b>63</b>	<b>1.9</b>	<b>16</b>	<b>0.5</b>	<b>49.2</b>	<b>56.6</b>
<b>06-00</b>	<b>3358</b>	<b>18</b>	<b>3160</b>	<b>29</b>	<b>141</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>248</b>	<b>7.4</b>	<b>64</b>	<b>1.9</b>	<b>17</b>	<b>0.5</b>	<b>49.2</b>	<b>56.6</b>
<b>00-00</b>	<b>3425</b>	<b>18</b>	<b>3220</b>	<b>29</b>	<b>147</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>254</b>	<b>7.4</b>	<b>65</b>	<b>1.9</b>	<b>17</b>	<b>0.5</b>	<b>49.1</b>	<b>56.6</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

06 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	29	0	28	0	1	0	0	0	0	0	0	0	0	4	13.8	0	0	0	0	49.3	55.3
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	43	-
0200	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.4	-
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	42.2	-
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	3	42.9	2	28.6	0	0	52.2	-
0600	19	0	16	0	2	0	0	0	0	1	0	0	0	2	10.5	0	0	0	0	51.4	57.5
0700	47	1	43	0	3	0	0	0	0	0	0	0	0	4	8.5	3	6.4	2	4.3	48.7	58.4
0800	109	0	106	1	2	0	0	0	0	0	0	0	0	13	11.9	4	3.7	1	0.9	51.3	57.9
0900	159	1	150	2	5	0	0	0	1	0	0	0	0	18	11.3	2	1.3	1	0.6	50.3	58.2
1000	247	4	234	2	6	0	0	0	0	1	0	0	0	18	7.3	3	1.2	1	0.4	47.7	56.4
<b>1100</b>	<b>288</b>	<b>1</b>	<b>280</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>7.6</b>	<b>10</b>	<b>3.5</b>	<b>4</b>	<b>1.4</b>	<b>48.4</b>	<b>55.7</b>
<b>1200</b>	<b>321</b>	<b>5</b>	<b>308</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>7.5</b>	<b>4</b>	<b>1.2</b>	<b>1</b>	<b>0.3</b>	<b>47.4</b>	<b>55.9</b>
1300	262	6	247	1	7	0	1	0	0	0	0	0	0	21	8	5	1.9	0	0	48.9	57
1400	226	2	218	1	5	0	0	0	0	0	0	0	0	26	11.5	8	3.5	1	0.4	50	58.4
1500	253	4	247	0	2	0	0	0	0	0	0	0	0	22	8.7	7	2.8	3	1.2	50.1	57.7
1600	266	3	257	0	6	0	0	0	0	0	0	0	0	22	8.3	5	1.9	2	0.8	50.1	56.6
1700	254	0	247	1	5	0	0	0	0	1	0	0	0	19	7.5	2	0.8	0	0	49.1	56.4
1800	176	0	174	0	1	1	0	0	0	0	0	0	0	7	4	0	0	0	0	49	55.9
1900	144	0	142	0	1	0	0	0	0	0	1	0	0	7	4.9	0	0	0	0	48.6	55.7
2000	109	0	108	0	1	0	0	0	0	0	0	0	0	7	6.4	3	2.8	1	0.9	49.5	56.1
2100	61	0	60	0	1	0	0	0	0	0	0	0	0	6	9.8	0	0	0	0	49.8	55.5
2200	25	0	25	0	0	0	0	0	0	0	0	0	0	4	16	2	8	0	0	52.9	58.4
2300	19	1	18	0	0	0	0	0	0	0	0	0	0	3	15.8	1	5.3	0	0	50.3	57.9
<b>07-19</b>	<b>2608</b>	<b>27</b>	<b>2511</b>	<b>10</b>	<b>54</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>216</b>	<b>8.3</b>	<b>53</b>	<b>2</b>	<b>16</b>	<b>0.6</b>	<b>49.1</b>	<b>56.6</b>
<b>06-22</b>	<b>2941</b>	<b>27</b>	<b>2837</b>	<b>10</b>	<b>59</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>238</b>	<b>8.1</b>	<b>56</b>	<b>1.9</b>	<b>17</b>	<b>0.6</b>	<b>49.1</b>	<b>56.6</b>
<b>06-00</b>	<b>2985</b>	<b>28</b>	<b>2880</b>	<b>10</b>	<b>59</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>245</b>	<b>8.2</b>	<b>59</b>	<b>2</b>	<b>17</b>	<b>0.6</b>	<b>49.2</b>	<b>56.6</b>
<b>00-00</b>	<b>3048</b>	<b>28</b>	<b>2940</b>	<b>11</b>	<b>61</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>254</b>	<b>8.3</b>	<b>61</b>	<b>2</b>	<b>17</b>	<b>0.6</b>	<b>49.1</b>	<b>56.6</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

07 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	1	20	0	0	52.5	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	1	50	1	50	1	50	67.2	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	1	20	0	0	54	-
0400	12	0	12	0	0	0	0	0	0	0	0	0	0	2	16.7	0	0	0	0	52.9	58.4
0500	46	0	44	0	1	0	0	0	0	0	1	0	0	7	15.2	1	2.2	0	0	49.7	59.5
0600	159	3	138	0	18	0	0	0	0	0	0	0	0	34	21.4	11	6.9	1	0.6	53.4	62
0700	483	1	449	2	22	3	4	0	1	1	0	0	0	21	4.3	4	0.8	0	0	49.8	55.9
<b>0800</b>	<b>626</b>	<b>5</b>	<b>568</b>	<b>6</b>	<b>43</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>3.5</b>	<b>2</b>	<b>0.3</b>	<b>1</b>	<b>0.2</b>	<b>47.1</b>	<b>55.3</b>
0900	288	0	258	1	21	1	6	0	1	0	0	0	0	26	9	10	3.5	2	0.7	49.7	57
1000	216	1	192	0	19	2	2	0	0	0	0	0	0	11	5.1	1	0.5	0	0	47.5	55
1100	223	2	186	1	30	1	3	0	0	0	0	0	0	14	6.3	3	1.3	1	0.4	48.8	55.5
1200	230	1	208	3	15	1	2	0	0	0	0	0	0	18	7.8	4	1.7	3	1.3	48.9	55.9
1300	272	4	232	4	21	4	5	0	0	0	2	0	0	13	4.8	1	0.4	0	0	45.5	55
1400	289	6	252	1	24	0	6	0	0	0	0	0	0	22	7.6	9	3.1	6	2.1	49	55.7
1500	344	2	307	3	31	0	1	0	0	0	0	0	0	20	5.8	6	1.7	1	0.3	49	55.7
1600	420	4	382	0	28	3	0	1	0	1	1	0	0	19	4.5	5	1.2	1	0.2	48.6	54.8
<b>1700</b>	<b>492</b>	<b>2</b>	<b>466</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>3.9</b>	<b>2</b>	<b>0.4</b>	<b>1</b>	<b>0.2</b>	<b>47.6</b>	<b>54.6</b>
1800	361	2	348	0	11	0	0	0	0	0	0	0	0	25	6.9	5	1.4	3	0.8	49.3	55.7
1900	183	1	177	0	4	1	0	0	0	0	0	0	0	15	8.2	5	2.7	1	0.5	49.7	56.4
2000	105	0	103	0	1	0	1	0	0	0	0	0	0	5	4.8	0	0	0	0	46.4	53.7
2100	89	0	88	0	1	0	0	0	0	0	0	0	0	11	12.4	1	1.1	1	1.1	50.2	58.8
2200	38	0	37	0	1	0	0	0	0	0	0	0	0	4	10.5	1	2.6	1	2.6	48.1	55.9
2300	32	0	32	0	0	0	0	0	0	0	0	0	0	2	6.3	1	3.1	1	3.1	50	57.5
<b>07-19</b>	<b>4244</b>	<b>30</b>	<b>3848</b>	<b>26</b>	<b>281</b>	<b>16</b>	<b>33</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>230</b>	<b>5.4</b>	<b>52</b>	<b>1.2</b>	<b>19</b>	<b>0.4</b>	<b>48.4</b>	<b>55.5</b>
<b>06-22</b>	<b>4780</b>	<b>34</b>	<b>4354</b>	<b>26</b>	<b>305</b>	<b>17</b>	<b>34</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>295</b>	<b>6.2</b>	<b>69</b>	<b>1.4</b>	<b>22</b>	<b>0.5</b>	<b>48.6</b>	<b>55.7</b>
<b>06-00</b>	<b>4850</b>	<b>34</b>	<b>4423</b>	<b>26</b>	<b>306</b>	<b>17</b>	<b>34</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>301</b>	<b>6.2</b>	<b>71</b>	<b>1.5</b>	<b>24</b>	<b>0.5</b>	<b>48.6</b>	<b>55.7</b>
<b>00-00</b>	<b>4922</b>	<b>34</b>	<b>4490</b>	<b>26</b>	<b>310</b>	<b>17</b>	<b>34</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>315</b>	<b>6.4</b>	<b>75</b>	<b>1.5</b>	<b>25</b>	<b>0.5</b>	<b>48.6</b>	<b>55.9</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

08 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.3	-	
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	38.6	-	
0300	11	0	8	0	3	0	0	0	0	0	0	0	0	2	18.2	0	0	0	49.2	56.4	
0400	8	0	8	0	0	0	0	0	0	0	0	0	0	1	12.5	0	0	0	54.8	-	
0500	45	1	43	0	1	0	0	0	0	0	0	0	0	10	22.2	3	6.7	2	54.5	62	
0600	171	4	149	0	14	3	0	0	1	0	0	0	0	33	19.3	7	4.1	5	53.2	61.1	
0700	434	2	400	5	24	1	2	0	0	0	0	0	0	22	5.1	5	1.2	3	48.6	54.8	
<b>0800</b>	<b>579</b>	<b>0</b>	<b>550</b>	<b>3</b>	<b>19</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>3.3</b>	<b>3</b>	<b>0.5</b>	<b>1</b>	<b>0.2</b>	<b>45.9</b>	<b>52.8</b>
0900	310	3	274	1	24	2	3	0	1	2	0	0	0	7	2.3	0	0	0	46.6	53.5	
1000	193	0	172	2	12	3	3	1	0	0	0	0	0	14	7.3	3	1.6	1	48.8	56.4	
1100	222	3	200	3	12	1	3	0	0	0	0	0	0	12	5.4	3	1.4	0	47.4	55	
1200	242	1	215	3	16	2	3	0	0	2	0	0	0	17	7	5	2.1	0	48	56.4	
1300	263	1	237	1	20	0	3	0	0	0	1	0	0	20	7.6	6	2.3	1	45.4	54.6	
1400	286	2	244	4	32	1	3	0	0	0	0	0	0	22	7.7	4	1.4	1	46.7	55	
1500	360	1	317	3	31	1	4	1	1	0	1	0	0	18	5	4	1.1	1	47.4	54.8	
1600	465	4	434	2	22	1	0	1	0	0	1	0	0	24	5.2	7	1.5	1	48.6	54.6	
<b>1700</b>	<b>522</b>	<b>0</b>	<b>507</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>3.4</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0.2</b>	<b>46.4</b>	<b>54.1</b>
1800	341	3	327	1	8	0	0	0	0	0	2	0	0	22	6.5	4	1.2	2	48.2	55	
1900	187	1	182	1	2	1	0	0	0	0	0	0	0	13	7	3	1.6	1	48	54.6	
2000	116	2	113	0	1	0	0	0	0	0	0	0	0	15	12.9	1	0.9	0	49.7	58.2	
2100	111	1	109	0	1	0	0	0	0	0	0	0	0	10	9	2	1.8	0	50	57.7	
2200	56	0	54	1	1	0	0	0	0	0	0	0	0	4	7.1	0	0	0	50.2	56.4	
2300	52	0	50	0	2	0	0	0	0	0	0	0	0	3	5.8	1	1.9	0	46	53	
<b>07-19</b>	<b>4217</b>	<b>20</b>	<b>3877</b>	<b>30</b>	<b>231</b>	<b>14</b>	<b>29</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>215</b>	<b>5.1</b>	<b>49</b>	<b>1.2</b>	<b>12</b>	<b>0.3</b>	<b>47.3</b>	<b>54.6</b>
<b>06-22</b>	<b>4802</b>	<b>28</b>	<b>4430</b>	<b>31</b>	<b>249</b>	<b>18</b>	<b>29</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>286</b>	<b>6</b>	<b>62</b>	<b>1.3</b>	<b>18</b>	<b>0.4</b>	<b>47.6</b>	<b>55</b>
<b>06-00</b>	<b>4910</b>	<b>28</b>	<b>4534</b>	<b>32</b>	<b>252</b>	<b>18</b>	<b>29</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>293</b>	<b>6</b>	<b>63</b>	<b>1.3</b>	<b>18</b>	<b>0.4</b>	<b>47.6</b>	<b>55</b>
<b>00-00</b>	<b>4990</b>	<b>29</b>	<b>4609</b>	<b>32</b>	<b>256</b>	<b>18</b>	<b>29</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>307</b>	<b>6.2</b>	<b>66</b>	<b>1.3</b>	<b>20</b>	<b>0.4</b>	<b>47.7</b>	<b>55</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

09 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	2	20	0	0	0	0	42.2	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.9	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	-
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.4	-
0500	50	0	47	0	3	0	0	0	0	0	0	0	0	4	8	2	4	2	4	48.9	56.4
0600	156	1	134	0	18	1	2	0	0	0	0	0	0	10	6.4	1	0.6	0	0	49.6	56.6
0700	416	0	389	1	22	0	4	0	0	0	0	0	0	10	2.4	2	0.5	0	0	45.3	51.9
<b>0800</b>	<b>576</b>	<b>2</b>	<b>540</b>	<b>1</b>	<b>28</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1.9</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>43.7</b>	<b>51</b>
0900	311	0	280	2	24	1	4	0	0	0	0	0	0	6	1.9	1	0.3	0	0	44.9	52.1
1000	234	0	197	1	28	2	6	0	0	0	0	0	0	2	0.9	0	0	0	0	45.4	51.7
1100	251	0	223	0	23	3	2	0	0	0	0	0	0	4	1.6	0	0	0	0	46.6	52.6
1200	252	0	227	1	21	1	1	0	0	1	0	0	0	12	4.8	1	0.4	0	0	47.3	54.4
1300	302	2	268	1	27	2	0	0	1	1	0	0	0	8	2.6	3	1	0	0	45.3	53.2
1400	293	0	257	2	31	0	1	1	1	0	0	0	0	11	3.8	2	0.7	0	0	48	54.8
1500	374	3	332	1	30	2	3	1	2	0	0	0	0	18	4.8	1	0.3	0	0	47.3	54.8
1600	445	3	419	1	19	1	0	1	0	0	1	0	0	14	3.1	3	0.7	2	0.4	48	54.4
<b>1700</b>	<b>534</b>	<b>1</b>	<b>518</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>4.7</b>	<b>2</b>	<b>0.4</b>	<b>1</b>	<b>0.2</b>	<b>48.4</b>	<b>55</b>
1800	344	0	334	1	9	0	0	0	0	0	0	0	0	16	4.7	4	1.2	3	0.9	48.6	54.6
1900	185	0	180	0	5	0	0	0	0	0	0	0	0	12	6.5	6	3.2	2	1.1	49.1	55.3
2000	141	1	136	1	3	0	0	0	0	0	0	0	0	16	11.3	3	2.1	0	0	50.1	57.9
2100	107	1	104	0	2	0	0	0	0	0	0	0	0	11	10.3	4	3.7	1	0.9	49.9	58.4
2200	56	1	55	0	0	0	0	0	0	0	0	0	0	5	8.9	1	1.8	0	0	50.3	56.8
2300	26	0	25	0	1	0	0	0	0	0	0	0	0	6	23.1	1	3.8	1	3.8	53.5	62.2
<b>07-19</b>	<b>4332</b>	<b>11</b>	<b>3984</b>	<b>12</b>	<b>276</b>	<b>14</b>	<b>24</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>3.2</b>	<b>20</b>	<b>0.5</b>	<b>6</b>	<b>0.1</b>	<b>46.5</b>	<b>53.7</b>
<b>06-22</b>	<b>4921</b>	<b>14</b>	<b>4538</b>	<b>13</b>	<b>304</b>	<b>15</b>	<b>26</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>186</b>	<b>3.8</b>	<b>34</b>	<b>0.7</b>	<b>9</b>	<b>0.2</b>	<b>46.9</b>	<b>54.1</b>
<b>06-00</b>	<b>5003</b>	<b>15</b>	<b>4618</b>	<b>13</b>	<b>305</b>	<b>15</b>	<b>26</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>197</b>	<b>3.9</b>	<b>36</b>	<b>0.7</b>	<b>10</b>	<b>0.2</b>	<b>47</b>	<b>54.1</b>
<b>00-00</b>	<b>5083</b>	<b>15</b>	<b>4694</b>	<b>13</b>	<b>309</b>	<b>15</b>	<b>26</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>203</b>	<b>4</b>	<b>38</b>	<b>0.7</b>	<b>12</b>	<b>0.2</b>	<b>47</b>	<b>54.1</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

10 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	3	33.3	0	0	0	0	50.2	-
0100	11	0	9	0	2	0	0	0	0	0	0	0	0	3	27.3	2	18.2	1	9.1	49	61.5
0200	5	0	2	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.4	-
0300	8	0	6	0	2	0	0	0	0	0	0	0	0	2	25	1	12.5	0	0	52	-
0400	17	0	16	0	1	0	0	0	0	0	0	0	0	3	17.6	2	11.8	1	5.9	53.2	57.7
0500	73	2	68	0	3	0	0	0	0	0	0	0	0	15	20.5	1	1.4	1	1.4	51.2	61.7
0600	152	1	136	1	14	0	0	0	0	0	0	0	0	31	20.4	8	5.3	2	1.3	54.4	61.5
0700	447	0	417	1	23	3	2	0	0	1	0	0	0	27	6	5	1.1	1	0.2	49.2	55.3
<b>0800</b>	<b>561</b>	<b>3</b>	<b>519</b>	<b>5</b>	<b>30</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0.5</b>	<b>0</b>	<b>0</b>	<b>45.5</b>	<b>53.2</b>
0900	293	1	257	0	32	0	2	0	0	0	1	0	0	12	4.1	1	0.3	0	0	47.5	54.4
1000	235	2	201	4	26	0	1	0	1	0	0	0	0	11	4.7	0	0	0	0	46.8	54.4
1100	256	2	215	2	28	2	3	1	1	0	2	0	0	18	7	7	2.7	2	0.8	46.4	53.5
1200	241	3	205	1	24	1	4	1	1	0	1	0	0	25	10.4	6	2.5	2	0.8	47.5	56.8
1300	273	3	235	3	27	3	2	0	0	0	0	0	0	12	4.4	2	0.7	1	0.4	45.5	53.7
1400	308	6	277	2	20	0	1	0	0	0	2	0	0	10	3.2	2	0.6	0	0	40.7	53.5
1500	358	2	320	4	25	4	1	1	0	1	0	0	0	17	4.7	5	1.4	1	0.3	47.8	55.3
1600	462	1	439	4	16	1	0	1	0	0	0	0	0	25	5.4	4	0.9	1	0.2	49	55.5
<b>1700</b>	<b>501</b>	<b>3</b>	<b>474</b>	<b>4</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>6.4</b>	<b>6</b>	<b>1.2</b>	<b>3</b>	<b>0.6</b>	<b>47.6</b>	<b>55.9</b>
1800	341	2	328	1	10	0	0	0	0	0	0	0	0	22	6.5	3	0.9	2	0.6	48.6	55.7
1900	247	0	240	0	7	0	0	0	0	0	0	0	0	22	8.9	9	3.6	3	1.2	48.7	55.5
2000	126	2	124	0	0	0	0	0	0	0	0	0	0	14	11.1	3	2.4	0	0	49.1	56.4
2100	97	0	94	1	2	0	0	0	0	0	0	0	0	13	13.4	2	2.1	0	0	50.4	59.1
2200	74	0	72	0	2	0	0	0	0	0	0	0	0	9	12.2	3	4.1	2	2.7	49.2	58.2
2300	41	0	41	0	0	0	0	0	0	0	0	0	0	4	9.8	2	4.9	1	2.4	47.2	53.9
<b>07-19</b>	<b>4276</b>	<b>28</b>	<b>3887</b>	<b>31</b>	<b>279</b>	<b>15</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>228</b>	<b>5.3</b>	<b>44</b>	<b>1</b>	<b>13</b>	<b>0.3</b>	<b>47</b>	<b>54.8</b>
<b>06-22</b>	<b>4898</b>	<b>31</b>	<b>4481</b>	<b>33</b>	<b>302</b>	<b>15</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>308</b>	<b>6.3</b>	<b>66</b>	<b>1.3</b>	<b>18</b>	<b>0.4</b>	<b>47.4</b>	<b>55.3</b>
<b>06-00</b>	<b>5013</b>	<b>31</b>	<b>4594</b>	<b>33</b>	<b>304</b>	<b>15</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>321</b>	<b>6.4</b>	<b>71</b>	<b>1.4</b>	<b>21</b>	<b>0.4</b>	<b>47.4</b>	<b>55.3</b>
<b>00-00</b>	<b>5136</b>	<b>33</b>	<b>4704</b>	<b>33</b>	<b>314</b>	<b>15</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>347</b>	<b>6.8</b>	<b>77</b>	<b>1.5</b>	<b>24</b>	<b>0.5</b>	<b>47.5</b>	<b>55.5</b>





Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

11 March 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	-	
0100	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-	
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-	
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	
0400	10	0	8	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	44	-	
0500	44	0	41	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	48.5	
0600	124	1	106	1	14	0	2	0	0	0	0	0	0	11	8.9	3	2.4	0	48.8	56.1	
0700	379	4	347	3	21	0	2	0	1	1	0	0	0	8	2.1	0	0	0	46.3	53	
<b>0800</b>	<b>518</b>	<b>1</b>	<b>477</b>	<b>5</b>	<b>31</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.8</b>	<b>50.1</b>	
0900	293	2	255	4	22	3	2	1	4	0	0	0	0	3	1	0	0	0	44.1	49.9	
1000	252	3	227	0	16	0	5	1	0	0	0	0	0	17	6.7	1	0.4	0	47.9	55	
1100	229	2	202	2	21	0	2	0	0	0	0	0	0	22	9.6	3	1.3	0	49.2	57.5	
1200	247	0	217	3	19	3	3	0	0	1	1	0	0	21	8.5	6	2.4	1	49.5	56.6	
1300	308	8	268	6	20	1	2	1	1	1	0	0	0	20	6.5	3	1	0	46.4	56.6	
1400	348	2	311	5	27	0	3	0	0	0	0	0	0	17	4.9	2	0.6	1	47.8	55.3	
1500	449	5	397	3	39	1	3	0	0	0	1	0	0	29	6.5	6	1.3	2	48.3	56.1	
1600	486	7	448	8	19	1	1	1	0	0	1	0	0	23	4.7	4	0.8	1	48	54.8	
<b>1700</b>	<b>493</b>	<b>2</b>	<b>472</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>5.7</b>	<b>9</b>	<b>1.8</b>	<b>0</b>	<b>48.6</b>	<b>55.7</b>	
1800	339	0	327	1	11	0	0	0	0	0	0	0	0	22	6.5	7	2.1	1	48.9	55.3	
1900	213	2	203	2	6	0	0	0	0	0	0	0	0	20	9.4	3	1.4	0	48.9	57.5	
2000	125	1	121	0	2	0	0	1	0	0	0	0	0	12	9.6	3	2.4	2	49.4	55.7	
2100	113	0	110	1	1	1	0	0	0	0	0	0	0	10	8.8	1	0.9	0	48.2	57	
2200	56	0	56	0	0	0	0	0	0	0	0	0	0	5	8.9	0	0	0	48.4	56.6	
2300	49	0	49	0	0	0	0	0	0	0	0	0	0	3	6.1	0	0	0	48.7	55.5	
<b>07-19</b>	<b>4341</b>	<b>36</b>	<b>3948</b>	<b>42</b>	<b>261</b>	<b>9</b>	<b>26</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>214</b>	<b>4.9</b>	<b>41</b>	<b>0.9</b>	<b>6</b>	<b>47.2</b>	<b>54.8</b>	
<b>06-22</b>	<b>4916</b>	<b>40</b>	<b>4488</b>	<b>46</b>	<b>284</b>	<b>10</b>	<b>28</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>267</b>	<b>5.4</b>	<b>51</b>	<b>1</b>	<b>8</b>	<b>47.3</b>	<b>55</b>	
<b>06-00</b>	<b>5021</b>	<b>40</b>	<b>4593</b>	<b>46</b>	<b>284</b>	<b>10</b>	<b>28</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>275</b>	<b>5.5</b>	<b>51</b>	<b>1</b>	<b>8</b>	<b>47.4</b>	<b>55</b>	
<b>00-00</b>	<b>5102</b>	<b>40</b>	<b>4667</b>	<b>47</b>	<b>289</b>	<b>10</b>	<b>28</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>275</b>	<b>5.4</b>	<b>51</b>	<b>1</b>	<b>8</b>	<b>47.3</b>	<b>55</b>	



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	12	0	0	0	0	0	0	0	0	0	0	2	13.6	0	1.1	0	0	47.3	57.9
0100	7	0	6	0	1	0	0	0	0	0	0	0	0	1	8.2	0	4.1	0	2	44.6	-
0200	5	0	4	0	1	0	0	0	0	0	0	0	0	0	6.3	0	3.1	0	3.1	38.3	-
0300	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.1	0	3.4	0	0	46	-
0400	9	0	8	0	0	0	0	0	0	0	0	0	0	1	11.3	0	3.2	0	1.6	49.6	-
0500	40	0	37	0	1	0	0	0	0	0	0	0	0	6	15.5	1	3.6	1	1.8	49.6	59.9
0600	117	1	101	0	13	1	1	0	0	0	0	0	0	18	15.4	4	3.8	1	1	52	60.2
0700	332	1	307	2	18	1	2	0	0	0	0	0	0	15	4.6	3	0.9	1	0.3	48.2	55
<b>0800</b>	<b>452</b>	<b>2</b>	<b>420</b>	<b>3</b>	<b>23</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3.2</b>	<b>2</b>	<b>0.5</b>	<b>1</b>	<b>0.1</b>	<b>45.6</b>	<b>53.5</b>
0900	270	1	241	2	21	1	3	0	1	0	0	0	0	13	4.7	2	0.8	1	0.2	47.2	54.4
1000	235	2	210	2	17	1	3	0	0	0	0	0	0	13	5.5	2	0.9	0	0.2	47.4	55
1100	246	2	220	2	19	1	2	0	0	0	0	0	0	15	6.1	4	1.7	1	0.4	47.9	55.5
1200	264	2	239	2	16	1	2	0	0	1	0	0	0	19	7.4	5	1.9	2	0.8	48.2	56.1
1300	279	4	250	3	19	1	2	0	0	0	1	0	0	18	6.3	4	1.6	0	0.1	46.7	55.5
1400	293	3	264	2	22	0	2	0	0	0	0	0	0	18	6.2	4	1.5	1	0.5	47.2	55.5
1500	347	3	314	2	24	1	2	0	0	0	0	0	0	20	5.8	5	1.3	1	0.4	48.2	55.7
1600	400	3	376	2	16	1	0	1	0	0	1	0	0	22	5.4	5	1.1	1	0.3	48.7	55.3
<b>1700</b>	<b>430</b>	<b>2</b>	<b>412</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>5.4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0.2</b>	<b>48.1</b>	<b>55.5</b>
1800	302	1	292	1	8	0	0	0	0	0	0	0	0	18	6	4	1.2	2	0.6	48.8	55.7
1900	183	1	177	1	4	0	0	0	0	0	0	0	0	14	7.7	4	2.3	1	0.5	48.8	55.9
2000	115	1	112	0	2	0	0	0	0	0	0	0	0	11	9.9	2	1.9	0	0.4	49.3	57
2100	93	0	91	0	2	0	0	0	0	0	0	0	0	9	9.7	1	1.5	0	0.3	49.4	57.5
2200	51	0	50	0	1	0	0	0	0	0	0	0	0	5	9.3	1	2	0	0.8	49.3	56.8
2300	40	0	39	0	0	0	0	0	0	0	0	0	0	3	8.2	1	2.5	1	1.4	48.6	55.9
<b>07-19</b>	<b>3850</b>	<b>24</b>	<b>3545</b>	<b>26</b>	<b>215</b>	<b>10</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>208</b>	<b>5.4</b>	<b>45</b>	<b>1.2</b>	<b>13</b>	<b>0.3</b>	<b>47.6</b>	<b>55</b>
<b>06-22</b>	<b>4358</b>	<b>27</b>	<b>4025</b>	<b>27</b>	<b>235</b>	<b>11</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>261</b>	<b>6</b>	<b>57</b>	<b>1.3</b>	<b>15</b>	<b>0.4</b>	<b>47.9</b>	<b>55.5</b>
<b>06-00</b>	<b>4449</b>	<b>28</b>	<b>4115</b>	<b>27</b>	<b>236</b>	<b>11</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>269</b>	<b>6</b>	<b>59</b>	<b>1.3</b>	<b>16</b>	<b>0.4</b>	<b>47.9</b>	<b>55.5</b>
<b>00-00</b>	<b>4529</b>	<b>28</b>	<b>4189</b>	<b>27</b>	<b>241</b>	<b>11</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>279</b>	<b>6.2</b>	<b>62</b>	<b>1.4</b>	<b>18</b>	<b>0.4</b>	<b>47.9</b>	<b>55.5</b>



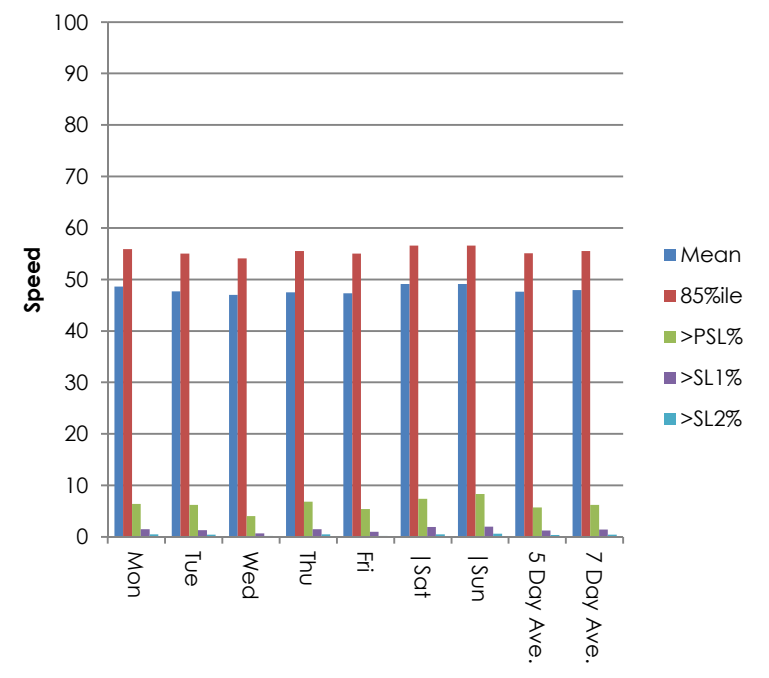
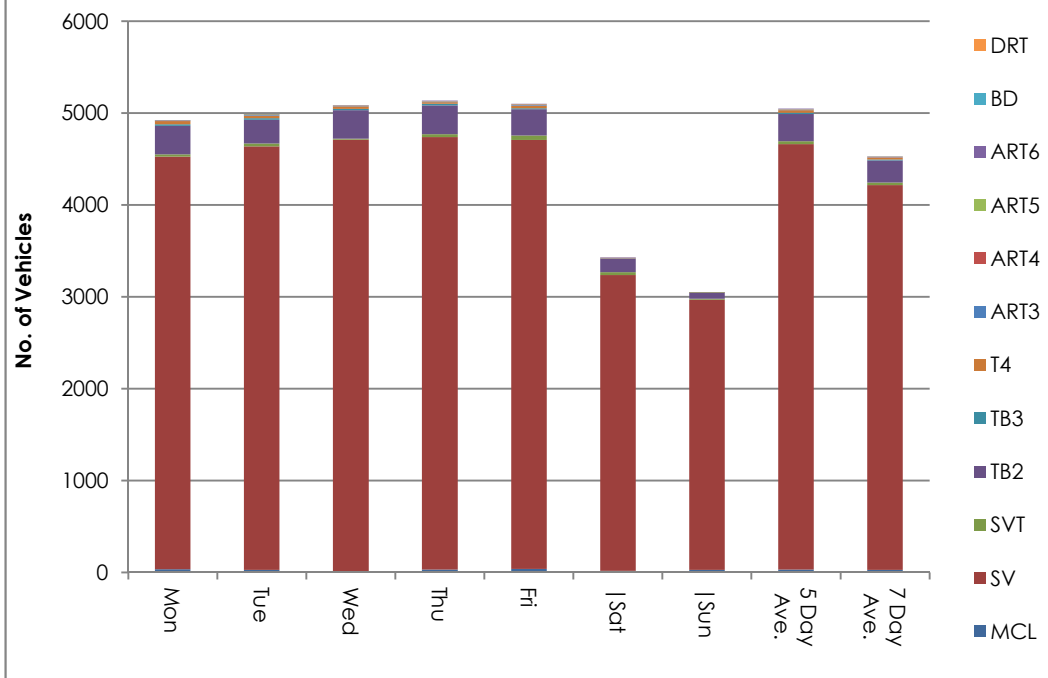
Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	4922	34	4490	26	310	17	34	1	3	3	4	0	0	315	6.4	75	1.5	25	0.5	48.6	55.9
Tue	4990	29	4609	32	256	18	29	4	3	4	6	0	0	307	6.2	66	1.3	20	0.4	47.7	55
Wed	5083	15	4694	13	309	15	26	4	4	2	1	0	0	203	4	38	0.7	12	0.2	47	54.1
Thu	5136	33	4704	33	314	15	18	6	3	3	7	0	0	347	6.8	77	1.5	24	0.5	47.5	55.5
Fri	5102	40	4667	47	289	10	28	5	7	4	5	0	0	275	5.4	51	1	8	0.2	47.3	55
Sat	3425	18	3220	29	147	3	3	1	2	0	2	0	0	254	7.4	65	1.9	17	0.5	49.1	56.6
Sun	3048	28	2940	11	61	1	1	0	1	4	1	0	0	254	8.3	61	2	17	0.6	49.1	56.6
<b>5 Day Ave.</b>	<b>5047</b>	<b>30</b>	<b>4633</b>	<b>30</b>	<b>296</b>	<b>15</b>	<b>27</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>289</b>	<b>5.7</b>	<b>61</b>	<b>1.2</b>	<b>18</b>	<b>0.4</b>	<b>47.6</b>	<b>55.1</b>
<b>7 Day Ave.</b>	<b>4529</b>	<b>28</b>	<b>4189</b>	<b>27</b>	<b>241</b>	<b>11</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>279</b>	<b>6.2</b>	<b>62</b>	<b>1.4</b>	<b>18</b>	<b>0.4</b>	<b>47.9</b>	<b>55.5</b>
--	<b>31706</b>	<b>197</b>	<b>29324</b>	<b>191</b>	<b>1686</b>	<b>79</b>	<b>139</b>	<b>21</b>	<b>23</b>	<b>20</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>1955</b>	<b>6.2</b>	<b>433</b>	<b>1.4</b>	<b>123</b>	<b>0.4</b>	<b>47.9</b>	<b>55.5</b>

Summary Graphs



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

05 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	21	0	0	0	0	0	1	1	1	6	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	0	0	0	0	1	4	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	0	1	0	0	1	2	1	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	1	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	12	0	0	0	0	0	1	0	1	0	2	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	38	0	0	0	0	0	0	1	2	7	9	6	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	117	0	0	0	0	0	0	0	7	14	23	39	20	9	2	1	1	1	0	0	0	0	0	0	0	0	0	0
0800	192	0	0	0	0	0	0	0	11	36	46	55	29	7	6	1	0	0	0	0	1	0	0	0	0	0	0	0
0900	237	0	0	2	0	0	0	0	11	41	73	68	25	8	7	1	1	0	0	0	0	0	0	0	0	0	0	0
<b>1000</b>	<b>265</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>26</b>	<b>62</b>	<b>62</b>	<b>54</b>	<b>28</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1100	256	0	0	0	1	2	2	6	21	55	58	52	46	8	2	3	0	0	0	0	0	0	0	0	0	0	0	0
<b>1200</b>	<b>313</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>39</b>	<b>107</b>	<b>68</b>	<b>50</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	275	0	0	0	0	0	1	4	14	53	88	50	36	15	11	3	0	0	0	0	0	0	0	0	0	0	0	0
1400	302	0	0	1	0	0	1	1	30	57	84	69	40	15	0	3	1	0	0	0	0	0	0	0	0	0	0	0
1500	289	0	0	0	1	0	0	8	26	60	93	55	30	10	5	0	0	1	0	0	0	0	0	0	0	0	0	0
1600	257	0	0	0	0	0	0	0	14	62	83	48	26	14	9	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	214	0	0	3	0	0	0	2	7	24	57	65	35	13	4	3	1	0	0	0	0	0	0	0	0	0	0	0
1800	214	0	0	0	0	0	0	4	14	42	56	57	28	8	2	2	0	0	0	1	0	0	0	0	0	0	0	0
1900	122	0	0	0	0	0	1	6	13	23	36	15	19	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0
2000	83	0	0	0	0	0	0	1	4	14	27	15	11	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	73	0	0	0	0	0	1	2	8	20	18	13	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	50	0	0	0	1	0	0	2	8	7	11	10	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	61	0	0	0	0	0	0	0	8	11	21	10	9	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2931</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>3</b>	<b>8</b>	<b>42</b>	<b>194</b>	<b>545</b>	<b>830</b>	<b>680</b>	<b>393</b>	<b>121</b>	<b>56</b>	<b>24</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3247</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>3</b>	<b>10</b>	<b>52</b>	<b>221</b>	<b>609</b>	<b>920</b>	<b>729</b>	<b>440</b>	<b>139</b>	<b>62</b>	<b>27</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3358</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>13</b>	<b>3</b>	<b>10</b>	<b>54</b>	<b>237</b>	<b>627</b>	<b>952</b>	<b>749</b>	<b>458</b>	<b>141</b>	<b>63</b>	<b>27</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3425</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>4</b>	<b>12</b>	<b>56</b>	<b>244</b>	<b>640</b>	<b>969</b>	<b>763</b>	<b>462</b>	<b>145</b>	<b>64</b>	<b>28</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

06 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	29	0	0	0	0	0	0	0	1	9	5	9	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	2	0	0	0	1	1	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	1	1	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	1	0	0	0	0	0	2	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	19	0	0	0	0	0	0	0	0	2	6	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	47	0	0	0	1	0	0	0	6	9	13	9	5	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0
0800	109	0	0	0	0	0	0	0	4	13	34	34	11	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0
0900	159	0	0	0	2	0	0	1	6	25	47	38	22	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0
1000	247	0	0	5	3	1	3	5	16	56	55	57	28	10	6	1	0	1	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>288</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>19</b>	<b>74</b>	<b>85</b>	<b>50</b>	<b>28</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>1200</b>	<b>321</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>22</b>	<b>54</b>	<b>81</b>	<b>77</b>	<b>34</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	262	0	0	0	4	0	3	3	14	59	63	59	36	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0
1400	226	0	0	1	0	0	3	2	10	34	77	50	23	13	7	5	0	1	0	0	0	0	0	0	0	0	0	0
1500	253	0	0	0	2	1	1	0	12	37	89	55	34	10	9	0	2	0	1	0	0	0	0	0	0	0	0	0
1600	266	0	0	1	0	0	1	3	7	56	73	63	40	16	3	1	1	1	0	0	0	0	0	0	0	0	0	0
1700	254	0	0	0	0	1	0	3	20	50	65	62	34	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	176	0	0	0	0	0	1	0	13	35	56	34	30	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	144	0	0	0	0	0	1	0	12	36	37	30	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	109	0	0	0	0	0	0	0	7	26	29	28	12	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	61	0	0	0	0	0	0	1	1	15	13	20	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	25	0	0	0	0	0	0	0	1	4	4	8	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	0	0	0	0	0	1	1	3	4	4	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2608</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>15</b>	<b>13</b>	<b>19</b>	<b>32</b>	<b>149</b>	<b>502</b>	<b>738</b>	<b>588</b>	<b>325</b>	<b>128</b>	<b>53</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2941</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>15</b>	<b>13</b>	<b>20</b>	<b>33</b>	<b>169</b>	<b>581</b>	<b>823</b>	<b>671</b>	<b>367</b>	<b>145</b>	<b>56</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2985</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>15</b>	<b>13</b>	<b>20</b>	<b>34</b>	<b>171</b>	<b>588</b>	<b>831</b>	<b>683</b>	<b>374</b>	<b>146</b>	<b>61</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3048</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>19</b>	<b>14</b>	<b>20</b>	<b>36</b>	<b>174</b>	<b>603</b>	<b>844</b>	<b>697</b>	<b>376</b>	<b>153</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

07 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	5	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	1	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	0	0	1	1	1	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	46	0	0	0	2	0	0	1	3	4	14	10	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	159	0	0	2	1	0	0	0	5	9	31	48	29	20	4	9	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	483	0	0	0	2	3	2	5	12	75	136	151	76	15	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>626</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>9</b>	<b>17</b>	<b>16</b>	<b>12</b>	<b>46</b>	<b>87</b>	<b>169</b>	<b>160</b>	<b>83</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	288	0	0	1	1	2	2	4	18	48	76	69	41	12	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1000	216	0	0	1	2	3	5	4	16	31	71	49	23	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	223	0	0	0	4	1	0	2	11	38	72	57	24	10	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1200	230	0	0	0	3	5	1	2	10	39	65	65	22	13	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
1300	272	0	2	1	6	10	10	4	21	59	61	56	29	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	289	0	0	1	2	0	2	1	26	60	81	61	33	9	7	0	2	0	2	2	0	0	0	0	0	0	0	0	0
1500	344	0	0	2	0	4	1	3	17	61	103	90	43	13	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	420	0	0	1	4	2	1	3	20	84	125	117	44	12	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>492</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>21</b>	<b>107</b>	<b>153</b>	<b>120</b>	<b>49</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	361	0	0	2	0	1	1	3	20	60	119	86	44	15	5	2	2	0	0	1	0	0	0	0	0	0	0	0	0
1900	183	0	0	0	0	0	2	1	10	32	56	44	23	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	105	0	0	0	2	3	1	0	14	18	28	25	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	89	0	0	0	0	1	0	1	5	14	24	21	12	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	38	0	0	0	0	0	0	3	4	8	11	5	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	32	0	0	0	0	0	0	2	5	4	4	5	10	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>4244</b>	<b>0</b>	<b>4</b>	<b>15</b>	<b>46</b>	<b>51</b>	<b>43</b>	<b>45</b>	<b>238</b>	<b>749</b>	<b>1231</b>	<b>1081</b>	<b>511</b>	<b>147</b>	<b>46</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4780</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>49</b>	<b>55</b>	<b>46</b>	<b>47</b>	<b>272</b>	<b>822</b>	<b>1370</b>	<b>1219</b>	<b>584</b>	<b>187</b>	<b>58</b>	<b>28</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>4850</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>49</b>	<b>55</b>	<b>46</b>	<b>52</b>	<b>281</b>	<b>834</b>	<b>1385</b>	<b>1229</b>	<b>597</b>	<b>189</b>	<b>60</b>	<b>28</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>4922</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>51</b>	<b>55</b>	<b>47</b>	<b>54</b>	<b>285</b>	<b>840</b>	<b>1402</b>	<b>1246</b>	<b>606</b>	<b>195</b>	<b>66</b>	<b>29</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

08 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	7	0	0	0	0	0	0	0	1	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	1	0	2	0	3	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	45	0	0	0	0	0	0	0	2	4	9	14	6	5	2	1	0	0	1	0	0	1	0	0	0	0	0	0	0
0600	171	0	0	2	1	0	0	1	1	21	32	44	36	17	10	1	2	3	0	0	0	0	0	0	0	0	0	0	0
0700	434	0	0	0	3	2	2	3	32	80	135	112	43	16	2	1	1	0	1	0	0	1	0	0	0	0	0	0	0
<b>0800</b>	<b>579</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>11</b>	<b>14</b>	<b>22</b>	<b>33</b>	<b>129</b>	<b>202</b>	<b>103</b>	<b>38</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	310	0	2	1	1	2	5	6	27	68	103	62	26	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	193	0	0	0	0	0	1	0	11	59	51	37	20	8	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	222	0	0	1	1	4	4	4	18	45	59	51	23	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	242	0	0	1	3	1	1	3	27	50	66	44	29	8	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	263	0	0	3	8	15	1	8	18	62	67	43	18	11	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	286	0	0	0	3	3	4	11	37	62	71	49	24	14	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	360	0	0	1	2	0	1	10	28	102	94	69	35	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	465	0	0	2	1	2	2	4	16	109	156	105	44	11	9	3	0	0	0	1	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>522</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>122</b>	<b>164</b>	<b>103</b>	<b>47</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	341	0	0	1	0	0	2	2	26	77	118	63	30	16	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1900	187	0	0	1	0	0	0	3	19	39	61	37	14	8	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	116	0	0	0	0	0	0	1	10	25	34	14	17	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	111	0	0	0	0	0	0	1	13	15	32	18	22	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	56	0	0	0	0	0	0	0	4	6	14	19	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	52	0	0	0	0	0	0	0	11	16	12	7	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>4217</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>44</b>	<b>53</b>	<b>39</b>	<b>73</b>	<b>306</b>	<b>965</b>	<b>1286</b>	<b>841</b>	<b>377</b>	<b>129</b>	<b>54</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4802</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>45</b>	<b>53</b>	<b>39</b>	<b>79</b>	<b>349</b>	<b>1065</b>	<b>1445</b>	<b>954</b>	<b>466</b>	<b>172</b>	<b>71</b>	<b>25</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>4910</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>45</b>	<b>53</b>	<b>39</b>	<b>79</b>	<b>364</b>	<b>1087</b>	<b>1471</b>	<b>980</b>	<b>478</b>	<b>176</b>	<b>74</b>	<b>25</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>4990</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>45</b>	<b>57</b>	<b>41</b>	<b>79</b>	<b>369</b>	<b>1094</b>	<b>1485</b>	<b>1001</b>	<b>491</b>	<b>183</b>	<b>78</b>	<b>26</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
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 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

09 March 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	1	1	2	0	0	0	2	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	1	1	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	50	0	0	0	0	0	0	1	5	12	15	5	8	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0600	156	0	0	0	0	0	0	1	7	38	43	32	25	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	416	0	0	0	1	0	5	15	75	115	101	70	24	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>576</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>20</b>	<b>11</b>	<b>24</b>	<b>73</b>	<b>153</b>	<b>170</b>	<b>73</b>	<b>27</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	311	0	0	0	4	0	6	13	43	95	78	44	22	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	234	0	0	0	0	0	2	10	27	77	62	42	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	251	0	0	0	2	1	1	4	21	71	74	55	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	252	0	0	1	1	0	0	8	23	59	78	49	21	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	302	0	2	3	2	7	8	10	29	66	85	59	23	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	293	0	0	0	1	4	0	0	26	73	73	72	33	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	374	0	0	1	0	3	1	11	36	87	110	72	35	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	445	0	0	2	7	2	0	5	17	85	164	103	46	10	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>534</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>112</b>	<b>182</b>	<b>125</b>	<b>57</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	344	0	0	0	0	0	0	3	34	68	112	76	35	11	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1900	185	0	0	0	1	0	0	1	15	33	65	36	22	4	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	141	0	0	0	0	0	0	6	9	20	31	40	19	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	107	0	0	0	0	0	0	3	8	21	30	16	18	7	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	56	0	0	0	0	0	0	0	5	9	13	15	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	26	0	0	0	0	0	0	0	0	2	7	11	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>4332</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>38</b>	<b>43</b>	<b>36</b>	<b>103</b>	<b>420</b>	<b>1061</b>	<b>1289</b>	<b>840</b>	<b>353</b>	<b>98</b>	<b>25</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4921</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>39</b>	<b>43</b>	<b>36</b>	<b>114</b>	<b>459</b>	<b>1173</b>	<b>1458</b>	<b>964</b>	<b>437</b>	<b>126</b>	<b>34</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>5003</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>39</b>	<b>43</b>	<b>36</b>	<b>114</b>	<b>464</b>	<b>1184</b>	<b>1478</b>	<b>990</b>	<b>446</b>	<b>133</b>	<b>37</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>5083</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>40</b>	<b>46</b>	<b>39</b>	<b>116</b>	<b>471</b>	<b>1197</b>	<b>1503</b>	<b>1000</b>	<b>456</b>	<b>135</b>	<b>39</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>





Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

10 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	9	0	0	0	0	1	0	0	0	0	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	2	0	1	0	1	0	4	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	1	1	0	1	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	0	0	0	0	1	1	1	5	5	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	73	0	0	0	0	0	0	0	12	9	13	15	9	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	152	0	0	1	0	0	0	0	3	9	27	51	30	16	9	4	1	0	0	0	0	0	1	0	0	0	0	0
0700	447	0	0	0	2	1	2	3	25	80	133	126	48	20	5	1	0	1	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>561</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>9</b>	<b>10</b>	<b>15</b>	<b>16</b>	<b>44</b>	<b>120</b>	<b>158</b>	<b>128</b>	<b>36</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	293	0	1	0	4	0	4	2	16	74	83	66	31	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	235	0	0	2	1	4	0	5	25	54	61	51	21	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	256	0	0	0	0	1	1	6	50	64	61	40	15	9	4	3	1	1	0	0	0	0	0	0	0	0	0	0
1200	241	0	0	1	3	0	3	10	21	57	67	31	23	17	4	2	2	0	0	0	0	0	0	0	0	0	0	0
1300	273	0	2	0	9	9	5	2	29	51	79	58	17	8	2	1	0	1	0	0	0	0	0	0	0	0	0	0
1400	308	0	13	18	12	10	15	6	34	51	62	54	23	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	358	0	0	1	1	3	0	8	31	85	105	61	46	7	7	2	0	0	1	0	0	0	0	0	0	0	0	0
1600	462	0	0	2	1	4	0	8	13	91	139	128	51	17	6	1	0	0	1	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>501</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>28</b>	<b>101</b>	<b>148</b>	<b>96</b>	<b>63</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	341	0	0	1	1	0	1	3	20	86	100	67	40	18	1	1	1	0	0	1	0	0	0	0	0	0	0	0
1900	247	0	0	0	0	0	0	4	27	52	72	51	19	11	4	4	2	0	1	0	0	0	0	0	0	0	0	0
2000	126	0	0	1	0	0	1	0	14	26	28	25	17	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2100	97	0	0	0	1	0	0	2	3	18	26	24	10	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	74	0	0	0	0	0	2	3	3	19	20	13	5	3	3	1	0	1	0	0	1	0	0	0	0	0	0	0
2300	41	0	0	0	1	1	1	3	3	8	10	8	2	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0
<b>07-19</b>	<b>4276</b>	<b>0</b>	<b>23</b>	<b>27</b>	<b>59</b>	<b>50</b>	<b>50</b>	<b>73</b>	<b>336</b>	<b>914</b>	<b>1196</b>	<b>906</b>	<b>414</b>	<b>154</b>	<b>44</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4898</b>	<b>0</b>	<b>23</b>	<b>29</b>	<b>60</b>	<b>50</b>	<b>51</b>	<b>79</b>	<b>383</b>	<b>1019</b>	<b>1349</b>	<b>1057</b>	<b>490</b>	<b>199</b>	<b>64</b>	<b>27</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>5013</b>	<b>0</b>	<b>23</b>	<b>29</b>	<b>61</b>	<b>51</b>	<b>54</b>	<b>85</b>	<b>389</b>	<b>1046</b>	<b>1379</b>	<b>1078</b>	<b>497</b>	<b>203</b>	<b>68</b>	<b>29</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>5136</b>	<b>0</b>	<b>23</b>	<b>29</b>	<b>61</b>	<b>56</b>	<b>55</b>	<b>88</b>	<b>403</b>	<b>1057</b>	<b>1404</b>	<b>1105</b>	<b>508</b>	<b>220</b>	<b>71</b>	<b>32</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

11 March 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	7	0	0	0	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	2	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	1	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	0	0	0	4	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	44	0	0	1	0	0	1	4	12	11	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	124	0	0	1	0	0	0	1	13	24	38	23	13	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0700	379	0	0	0	4	0	2	9	51	86	119	68	32	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>518</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>15</b>	<b>16</b>	<b>25</b>	<b>88</b>	<b>132</b>	<b>148</b>	<b>62</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	293	0	0	1	1	1	4	7	48	106	82	34	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	252	0	0	1	0	1	1	8	26	48	64	60	26	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	229	0	0	2	1	3	2	2	17	44	52	50	34	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0
1200	247	0	0	0	1	1	2	5	15	42	69	61	30	9	8	3	1	0	0	0	0	0	0	0	0	0	0	0
1300	308	0	1	0	10	11	8	5	20	56	76	64	37	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0
1400	348	0	0	0	4	1	2	11	24	72	103	74	40	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1500	449	0	0	2	8	3	1	11	31	79	132	99	54	14	11	2	0	1	0	0	0	1	0	0	0	0	0	0
1600	486	0	0	1	5	6	4	8	28	93	149	119	50	17	4	1	1	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>493</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>80</b>	<b>157</b>	<b>124</b>	<b>61</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	339	0	0	0	0	2	0	2	26	73	98	81	35	14	2	5	0	1	0	0	0	0	0	0	0	0	0	0
1900	213	0	0	1	0	0	0	1	21	48	58	39	25	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	125	0	0	0	1	0	2	5	5	21	34	30	15	6	3	1	1	0	1	0	0	0	0	0	0	0	0	0
2100	113	0	0	0	0	0	2	2	11	26	28	22	12	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	56	0	0	0	0	0	0	1	7	12	13	11	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	49	0	0	0	0	0	0	3	4	6	17	7	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>4341</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>54</b>	<b>49</b>	<b>42</b>	<b>97</b>	<b>396</b>	<b>911</b>	<b>1249</b>	<b>896</b>	<b>421</b>	<b>135</b>	<b>53</b>	<b>20</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4916</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>55</b>	<b>49</b>	<b>46</b>	<b>106</b>	<b>446</b>	<b>1030</b>	<b>1407</b>	<b>1010</b>	<b>486</b>	<b>166</b>	<b>69</b>	<b>24</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>5021</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>55</b>	<b>49</b>	<b>46</b>	<b>110</b>	<b>457</b>	<b>1048</b>	<b>1437</b>	<b>1028</b>	<b>502</b>	<b>172</b>	<b>71</b>	<b>24</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>5102</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>57</b>	<b>49</b>	<b>50</b>	<b>121</b>	<b>476</b>	<b>1069</b>	<b>1451</b>	<b>1034</b>	<b>505</b>	<b>172</b>	<b>71</b>	<b>24</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	13	0	0	0	0	0	1	0	1	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	1	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	1	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	40	0	0	0	0	0	0	1	5	6	9	7	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	117	0	0	1	0	0	0	1	4	16	27	30	21	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0
0700	332	0	0	0	2	1	2	5	30	66	94	82	35	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>452</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>10</b>	<b>10</b>	<b>14</b>	<b>43</b>	<b>96</b>	<b>132</b>	<b>88</b>	<b>34</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	270	0	0	1	2	1	3	5	24	65	77	54	25	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	235	0	0	1	1	1	2	6	21	55	61	50	23	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	246	0	0	1	1	2	2	4	22	56	66	51	27	9	3	2	0	1	0	0	0	0	0	0	0	0	0	0
1200	264	0	0	1	3	2	2	6	19	49	76	56	30	12	4	2	1	1	0	0	0	0	0	0	0	0	0	0
1300	279	0	1	1	6	7	5	5	21	58	74	56	28	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0
1400	293	0	2	3	3	3	4	5	27	58	79	61	31	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0
1500	347	0	0	1	2	2	1	7	26	73	104	72	40	11	6	1	1	0	0	0	0	0	0	0	0	0	0	0
1600	400	0	0	1	3	2	1	4	16	83	127	98	43	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>430</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>21</b>	<b>85</b>	<b>132</b>	<b>99</b>	<b>49</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	302	0	0	1	0	0	1	2	22	63	94	66	35	12	2	2	1	0	0	0	0	0	0	0	0	0	0	0
1900	183	0	0	0	0	0	1	2	17	38	55	36	20	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0
2000	115	0	0	0	0	0	1	2	9	21	30	25	14	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	93	0	0	0	0	0	0	2	7	18	24	19	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	51	0	0	0	0	0	0	1	5	9	12	12	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	40	0	0	0	0	0	0	1	5	7	11	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>3850</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>38</b>	<b>37</b>	<b>34</b>	<b>66</b>	<b>291</b>	<b>807</b>	<b>1117</b>	<b>833</b>	<b>399</b>	<b>130</b>	<b>47</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4358</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>39</b>	<b>38</b>	<b>35</b>	<b>73</b>	<b>328</b>	<b>900</b>	<b>1253</b>	<b>943</b>	<b>467</b>	<b>162</b>	<b>59</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>4449</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>40</b>	<b>38</b>	<b>36</b>	<b>75</b>	<b>338</b>	<b>916</b>	<b>1276</b>	<b>962</b>	<b>479</b>	<b>166</b>	<b>62</b>	<b>24</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>4529</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>41</b>	<b>40</b>	<b>38</b>	<b>79</b>	<b>346</b>	<b>929</b>	<b>1294</b>	<b>978</b>	<b>486</b>	<b>172</b>	<b>65</b>	<b>25</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



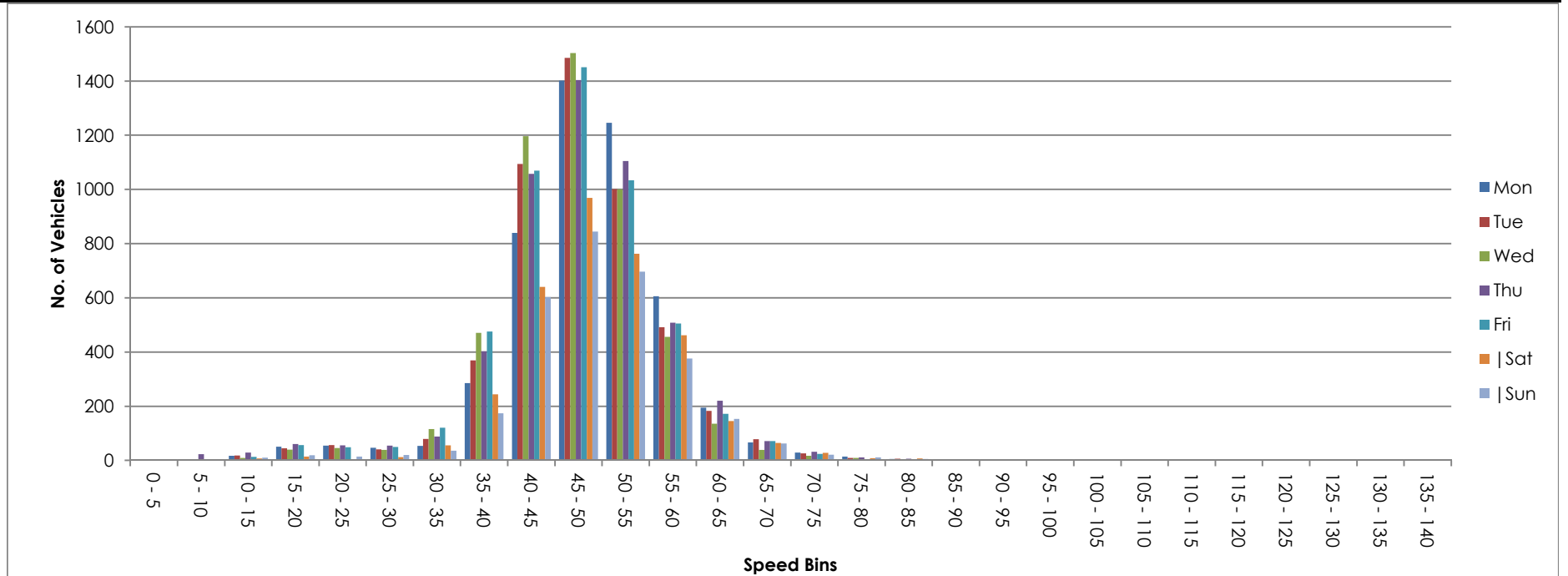
Site 1  
 Location Milton Road, Att - Tree, OSGR:  
 Direction Two way

6059 / Adderbury  
 March 2016  
 Automatic Traffic Count












Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	4922	0	4	17	51	55	47	54	285	840	1402	1246	606	195	66	29	14	5	3	3	0	0	0	0	0	0	0	0	0	0
Tue	4990	0	3	18	45	57	41	79	369	1094	1485	1001	491	183	78	26	9	6	2	1	0	2	0	0	0	0	0	0	0	
Wed	5083	0	3	9	40	46	39	116	471	1197	1503	1000	456	135	39	17	9	2	1	0	0	0	0	0	0	0	0	0	0	
Thu	5136	0	23	29	61	56	55	88	403	1057	1404	1105	508	220	71	32	11	6	3	1	1	0	2	0	0	0	0	0	0	
Fri	5102	0	2	13	57	49	50	121	476	1069	1451	1034	505	172	71	24	4	2	1	0	0	1	0	0	0	0	0	0	0	
Sat	3425	0	0	7	14	4	12	56	244	640	969	763	462	145	64	28	8	7	0	1	1	0	0	0	0	0	0	0	0	
Sun	3048	0	1	10	19	14	20	36	174	603	844	697	376	153	63	21	11	5	1	0	0	0	0	0	0	0	0	0	0	
<b>5 Day Ave.</b>	<b>5047</b>	<b>0</b>	<b>7</b>	<b>17</b>	<b>51</b>	<b>53</b>	<b>46</b>	<b>92</b>	<b>401</b>	<b>1051</b>	<b>1449</b>	<b>1077</b>	<b>513</b>	<b>181</b>	<b>65</b>	<b>26</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>4529</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>41</b>	<b>40</b>	<b>38</b>	<b>79</b>	<b>346</b>	<b>929</b>	<b>1294</b>	<b>978</b>	<b>486</b>	<b>172</b>	<b>65</b>	<b>25</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
--	<b>31706</b>	<b>0</b>	<b>36</b>	<b>103</b>	<b>287</b>	<b>281</b>	<b>264</b>	<b>550</b>	<b>2422</b>	<b>6500</b>	<b>9058</b>	<b>6846</b>	<b>3404</b>	<b>1203</b>	<b>452</b>	<b>177</b>	<b>66</b>	<b>33</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Summary Graphs



**ATC VEHICLE CATEGORIES**

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

**ATC SPEED BINS & DATA HEADINGS**

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

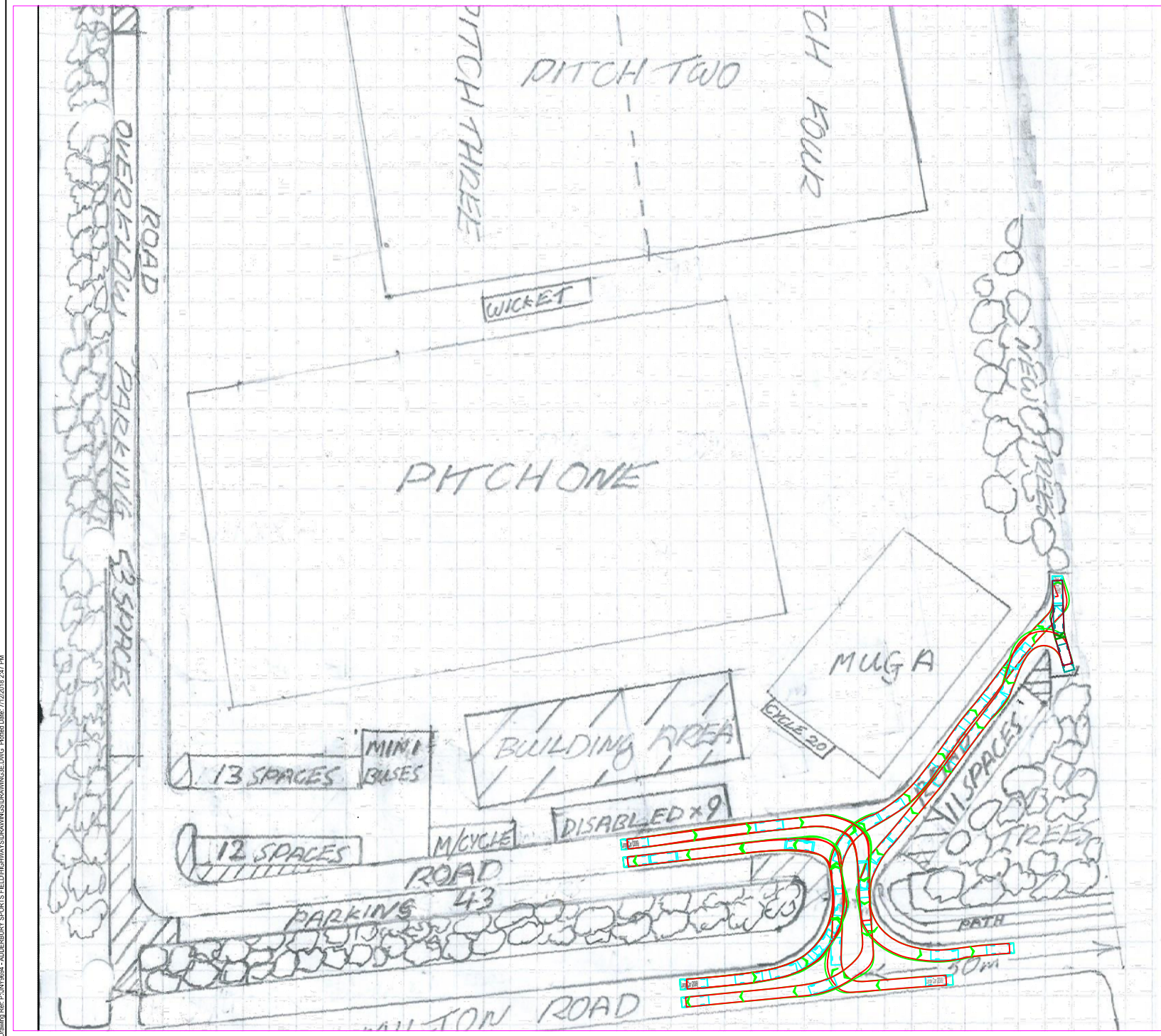
Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DfT (Department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



# APPENDIX 3: SWEEP PATH ANALYSIS

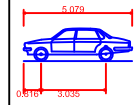
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Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock-to-lock time	5.900m
Curb to Curb Turning Radius	

Rev	Description	Date	Initial	Checked



20 Milton Park  
 Abingdon, Oxfordshire, OX14 4SH.  
 T: +44(0)1235 432 190 E: transport@rpsgroup.com F: +44(0)1235 834 698

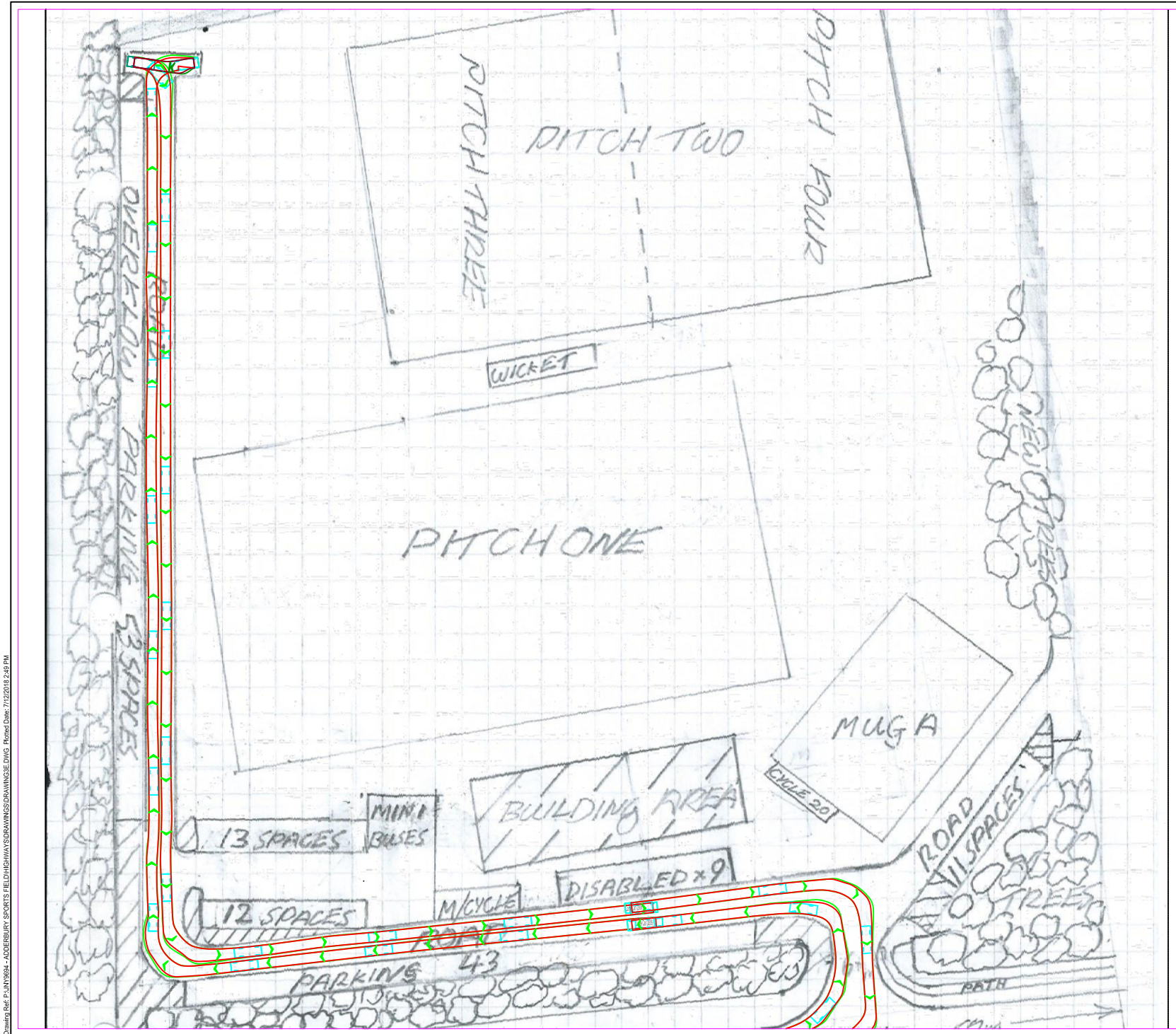
Client Adderbury Parish Council

Project Adderbury Sports Field

Title Car Swept Path Analysis

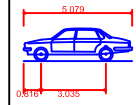
Status	Drawn By	Checked by
Preliminary	CM	DA
Project Number	Scale @ A4	Date Created
JNY9494	1:1000	12.07.2018

Drawing Number	Rev
JNY9694-01	B



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Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock-to-lock time	5.900m
Curb to Curb Turning Radius	

Rev	Description	Date	Initial	Checked



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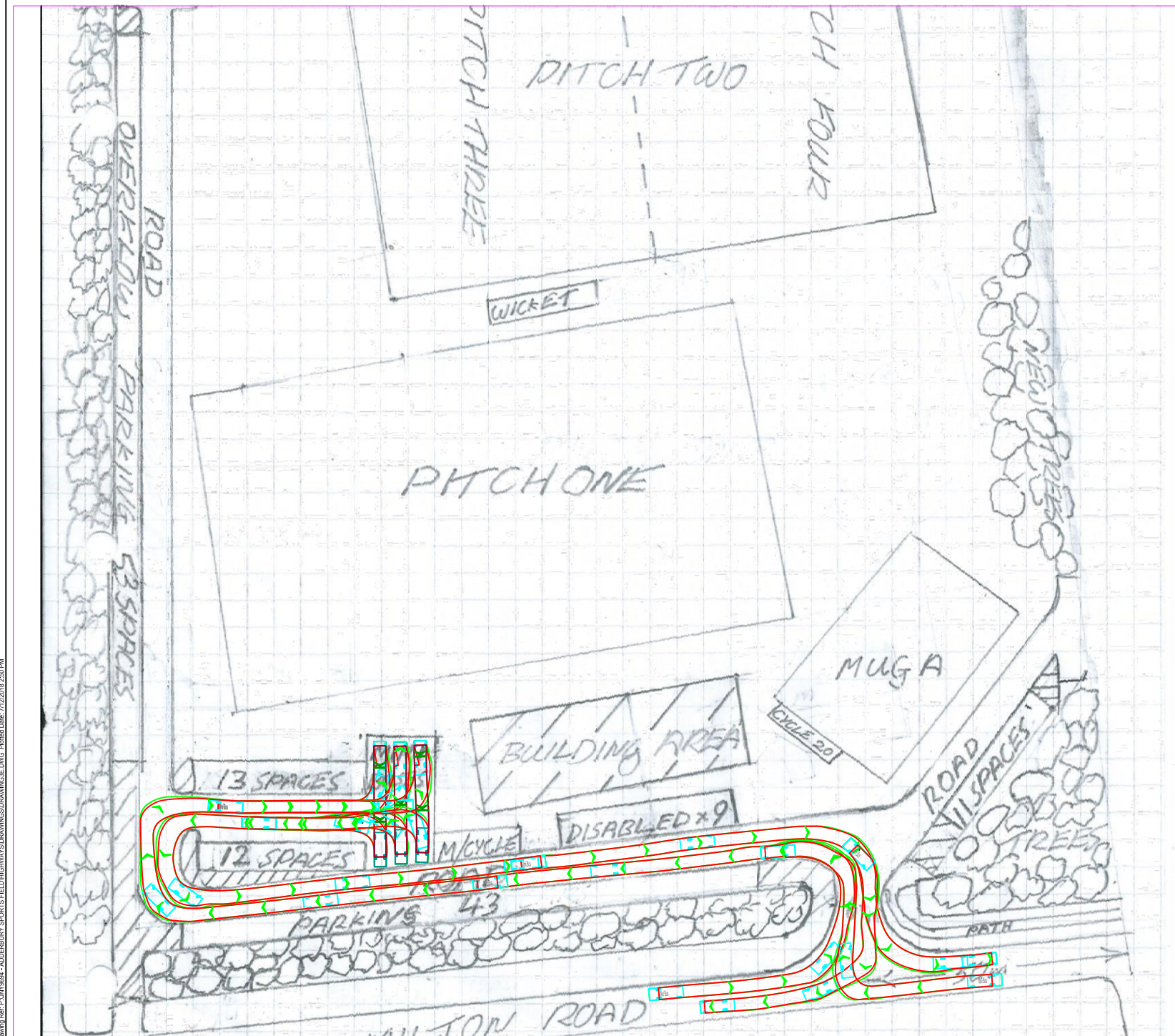
Client Adderbury Parish Council

Project Adderbury Sports Field

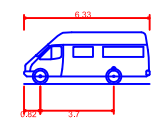
Title Car Swept Path Analysis

Status	Drawn By	Checked by
Preliminary	CM	DA
Project Number	Scale @ A4	Date Created
JNY9494	1:1000	12.07.2018

Drawing Number	Rev
JNY9694-02	B



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Mini Bus	6.330m
Overall Length	2.192m
Overall Width	2.601m
Overall Body Height	0.374m
Min Body Ground Clearance	2.192m
Track Width	4.00s
Lock-to-lock time	6.450m
Curb to curb Turning Radius	

Rev	Description	Date	Initial	Checked



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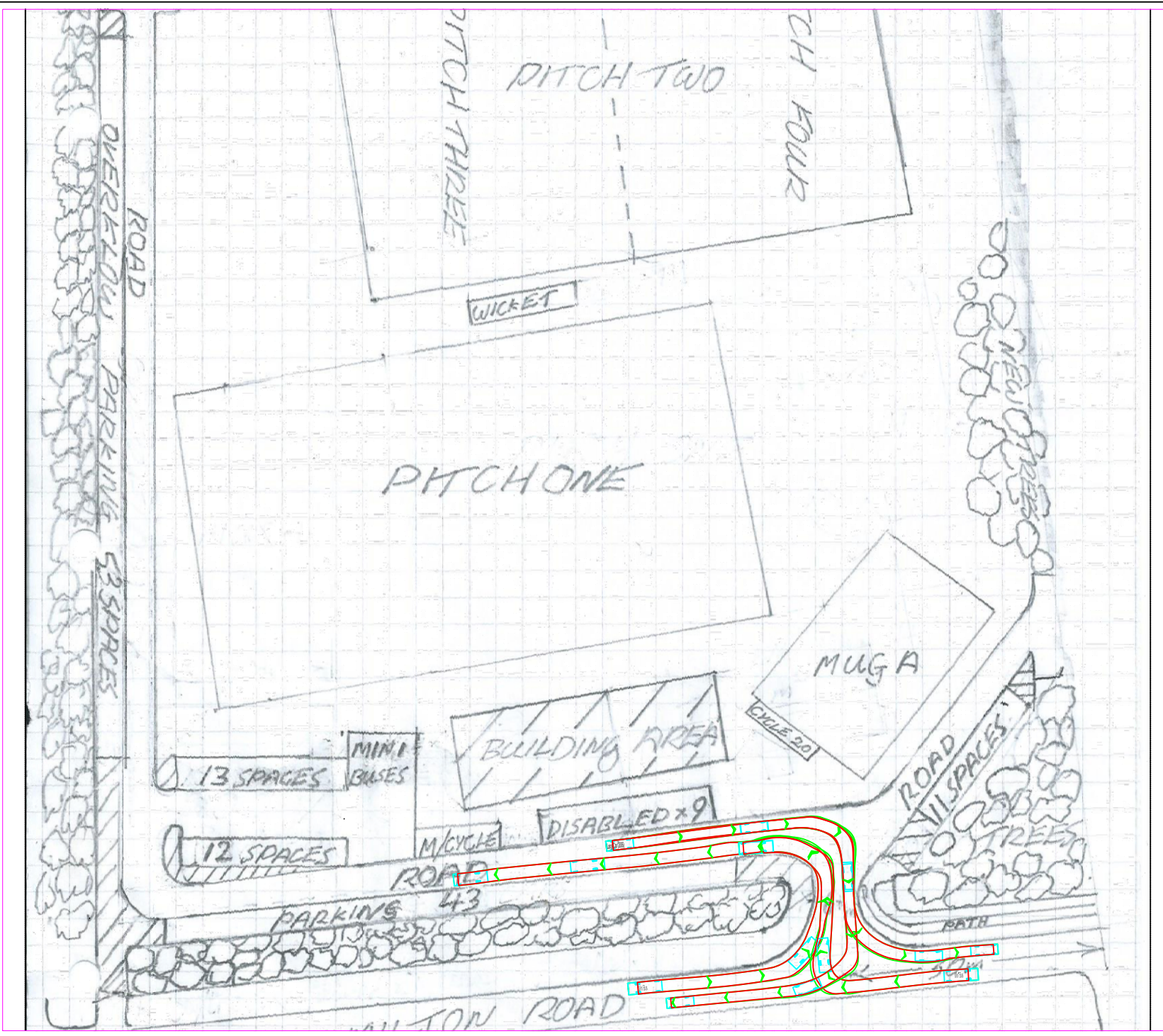
Project Adderbury Sports Field

Title Minibus Swept Path Analysis

Status	Drawn By	Checked by
Preliminary	CM	DA
Project Number	Scale @ A4	Date Created
JNY9494	1:1000	12.07.2018

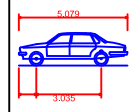
Drawing Number	Rev
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Drawing Ref: P:\JNY9694 - ADDERBURY SPORTS FIELD HIGHWAYS DRAWINGS\DRAWING.DWG Plotted Date: 7/12/2018 2:52 PM

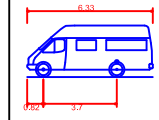


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Large Car (2006)  
 Overall Length 5.079m  
 Overall Width 1.872m  
 Overall Body Height 1.525m  
 Min Body Ground Clearance 0.310m  
 Max Track Width 1.831m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 5.900m



Mini Bus  
 Overall Length 6.330m  
 Overall Width 2.192m  
 Overall Body Height 2.601m  
 Min Body Ground Clearance 0.374m  
 Track Width 2.192m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 6.450m

Rev	Description	Date	Initial	Checked



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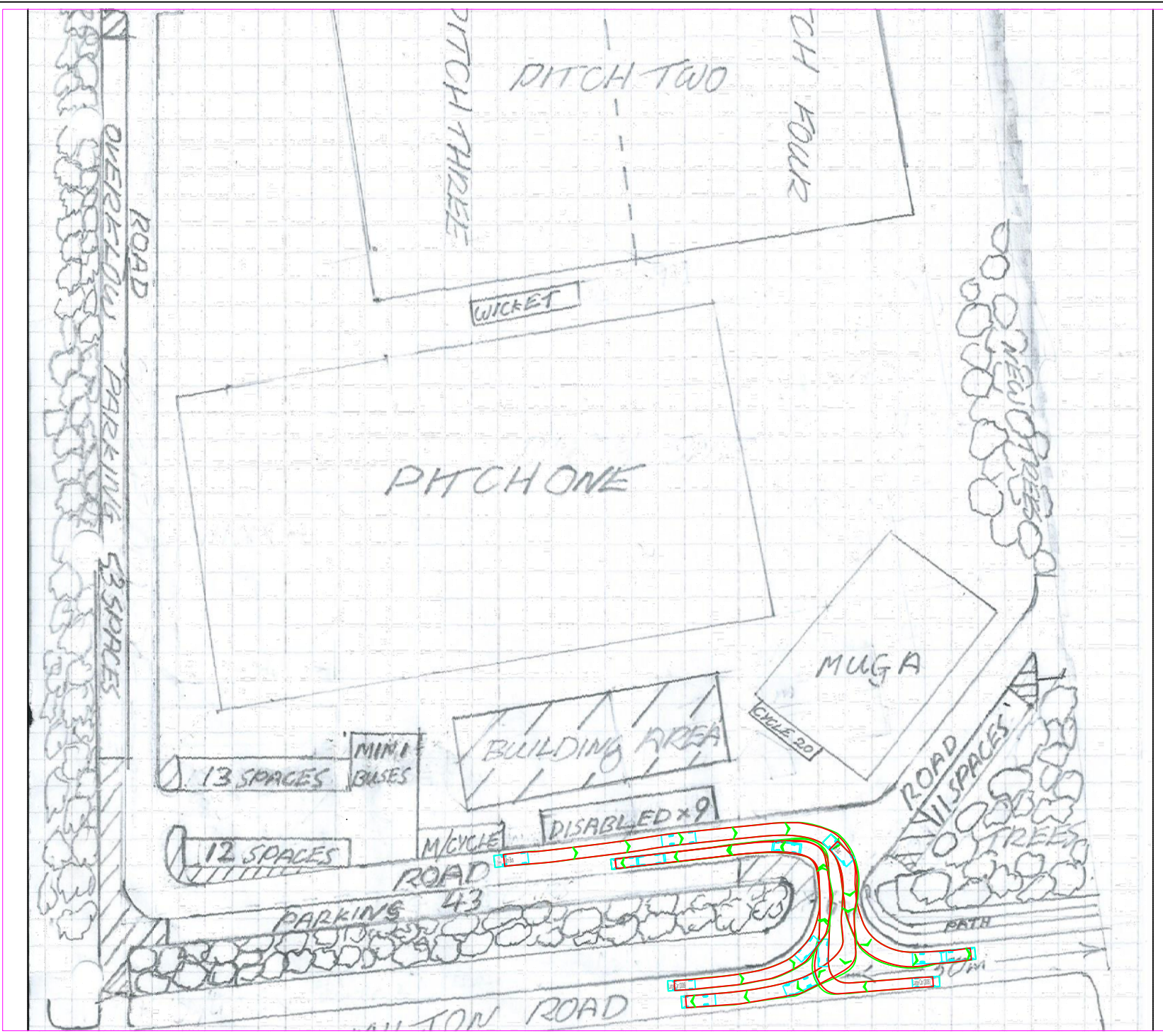
Project Adderbury Sports Field

Title Car Exit / Minibus Entry  
 Swept Path Analysis

Status	Drawn By	Checked by
Preliminary	CM	DA
Project Number	Scale @ A4	Date Created
JNY9494	1:1000	12.07.2018

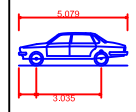
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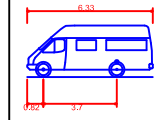


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Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock-to-lock time	5.900m
Curb to Curb Turning Radius	



Mini Bus	6.330m
Overall Length	2.192m
Overall Width	2.601m
Overall Body Height	0.374m
Min Body Ground Clearance	2.192m
Track Width	4.00s
Lock-to-lock time	6.450m
Curb to Curb Turning Radius	

Rev	Description	Date	Initial	Checked



20 Milton Park  
Abingdon, Oxfordshire, OX14 4SH,  
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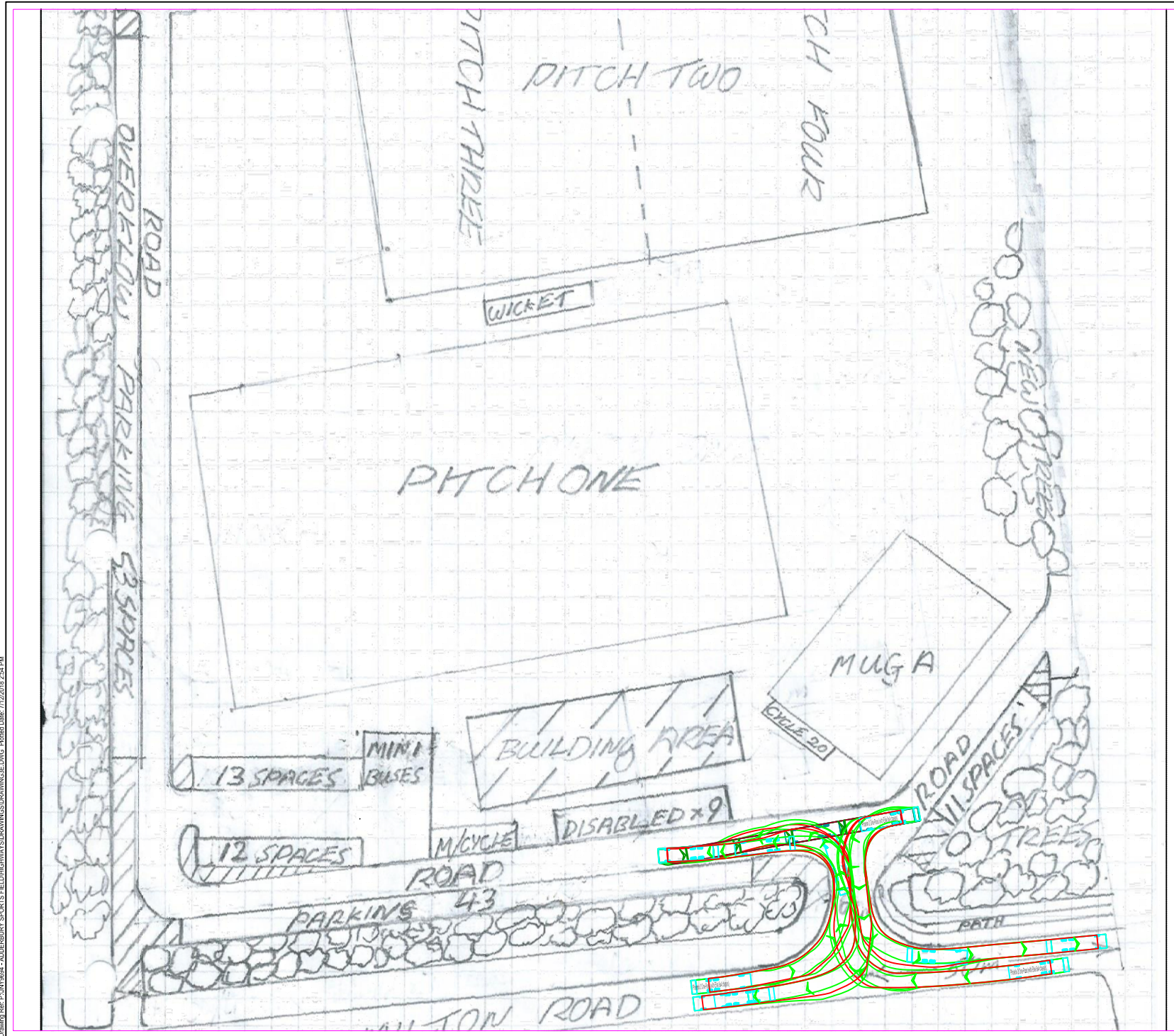
Client Adderbury Parish Council

Project Adderbury Sports Field

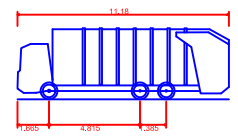
Title Car Entry / Minibus Exit Swept Path Analysis

Status	Drawn By	Checked by
Preliminary	CM	DA
Project Number	Scale @ A4	Date Created
JNY9494	1:1000	12.07.2018

Drawing Number	Rev
JNY9694-05	B



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Phoenix 2 One-Pass (with Elite 6x4 chassis)  
 Overall Length 11.180m  
 Overall Width 2.550m  
 Overall Body Height 3.760m  
 Min Body Ground Clearance 0.312m  
 Track Width 2.550m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 10.150m

Rev	Description	Date	Initial	Checked



20 Milton Park  
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 T: +44(0)1235 432 190 E: transport@rpsgroup.com F: +44(0)1235 834 698

Client Adderbury Parish Council

Project Adderbury Sports Field

Title Refuse Swept Path Analysis

Status	Drawn By	Checked by
Preliminary	CM	DA
Project Number	Scale @ A4	Date Created
JNY9494	1:1000	12.07.2018

Drawing Number	Rev
JNY9694-06	B

# APPENDIX 4: CLASS D2 TRICS REPORT

---

Calculation Reference: AUDIT-515501-180618-0642

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : L - FOOTBALL (5-a-side)  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

## Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of pitches  
 Actual Range: 11 to 12 (units: )  
 Range Selected by User: 9 to 18 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 18/07/12

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town	2
--------------	---

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone	1
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

D2	2 days
----	--------

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



## Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

250,001 to 500,000	2 days
--------------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
----	--------

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	HC-07-L-01	GOALS		HAMPSHIRE
	MILLBROOK POINT ROAD			
	SOUTHAMPTON			
	Edge of Town			
	Industrial Zone			
	Total Number of pitches:		11	
	<i>Survey date: WEDNESDAY</i>		<i>21/11/07</i>	<i>Survey Type: MANUAL</i>
2	TV-07-L-02	GOALS		TEES VALLEY
	STOCKTON ROAD			
	MIDDLESBROUGH			
	Edge of Town			
	No Sub Category			
	Total Number of pitches:		12	
	<i>Survey date: TUESDAY</i>		<i>18/09/07</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	12	2.348	2	12	0.478	2	12	2.826
09:00 - 10:00	2	12	0.261	2	12	0.087	2	12	0.348
10:00 - 11:00	2	12	0.261	2	12	0.217	2	12	0.478
11:00 - 12:00	2	12	0.522	2	12	0.348	2	12	0.870
12:00 - 13:00	2	12	0.696	2	12	0.348	2	12	1.044
13:00 - 14:00	2	12	0.478	2	12	0.478	2	12	0.956
14:00 - 15:00	2	12	0.870	2	12	2.000	2	12	2.870
15:00 - 16:00	2	12	1.565	2	12	0.652	2	12	2.217
16:00 - 17:00	2	12	1.652	2	12	1.565	2	12	3.217
17:00 - 18:00	2	12	4.217	2	12	2.478	2	12	6.695
18:00 - 19:00	2	12	4.130	2	12	2.565	2	12	6.695
19:00 - 20:00	2	12	4.609	2	12	5.043	2	12	9.652
20:00 - 21:00	2	12	3.391	2	12	3.870	2	12	7.261
21:00 - 22:00	2	12	1.478	2	12	3.913	2	12	5.391
22:00 - 23:00	2	12	0.565	2	12	2.957	2	12	3.522
23:00 - 24:00	1	12	0.000	1	12	0.000	1	12	0.000
<b>Total Rates:</b>			<b>27.043</b>			<b>26.999</b>			<b>54.042</b>

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

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

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#### Parameter summary

Trip rate parameter range selected:	11 - 12 (units: )
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL TAXIS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	12	0.000	2	12	0.000	2	12	0.000
09:00 - 10:00	2	12	0.000	2	12	0.000	2	12	0.000
10:00 - 11:00	2	12	0.000	2	12	0.000	2	12	0.000
11:00 - 12:00	2	12	0.000	2	12	0.000	2	12	0.000
12:00 - 13:00	2	12	0.000	2	12	0.000	2	12	0.000
13:00 - 14:00	2	12	0.000	2	12	0.000	2	12	0.000
14:00 - 15:00	2	12	0.000	2	12	0.000	2	12	0.000
15:00 - 16:00	2	12	0.000	2	12	0.000	2	12	0.000
16:00 - 17:00	2	12	0.000	2	12	0.000	2	12	0.000
17:00 - 18:00	2	12	0.043	2	12	0.043	2	12	0.086
18:00 - 19:00	2	12	0.043	2	12	0.043	2	12	0.086
19:00 - 20:00	2	12	0.261	2	12	0.261	2	12	0.522
20:00 - 21:00	2	12	0.043	2	12	0.043	2	12	0.086
21:00 - 22:00	2	12	0.043	2	12	0.043	2	12	0.086
22:00 - 23:00	2	12	0.261	2	12	0.261	2	12	0.522
23:00 - 24:00	1	12	0.000	1	12	0.000	1	12	0.000
<b>Total Rates:</b>			0.694			0.694			1.388

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

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

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#### Parameter summary

Trip rate parameter range selected:	11 - 12 (units: )
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL OGVS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	12	0.043	2	12	0.043	2	12	0.086
09:00 - 10:00	2	12	0.000	2	12	0.000	2	12	0.000
10:00 - 11:00	2	12	0.000	2	12	0.000	2	12	0.000
11:00 - 12:00	2	12	0.043	2	12	0.043	2	12	0.086
12:00 - 13:00	2	12	0.043	2	12	0.043	2	12	0.086
13:00 - 14:00	2	12	0.000	2	12	0.000	2	12	0.000
14:00 - 15:00	2	12	0.000	2	12	0.000	2	12	0.000
15:00 - 16:00	2	12	0.000	2	12	0.000	2	12	0.000
16:00 - 17:00	2	12	0.043	2	12	0.043	2	12	0.086
17:00 - 18:00	2	12	0.000	2	12	0.000	2	12	0.000
18:00 - 19:00	2	12	0.000	2	12	0.000	2	12	0.000
19:00 - 20:00	2	12	0.000	2	12	0.000	2	12	0.000
20:00 - 21:00	2	12	0.000	2	12	0.000	2	12	0.000
21:00 - 22:00	2	12	0.000	2	12	0.000	2	12	0.000
22:00 - 23:00	2	12	0.000	2	12	0.000	2	12	0.000
23:00 - 24:00	1	12	0.000	1	12	0.000	1	12	0.000
<b>Total Rates:</b>			0.172			0.172			0.344

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

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#### Parameter summary

Trip rate parameter range selected:	11 - 12 (units: )
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*



TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL PSVS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	12	0.000	2	12	0.000	2	12	0.000
09:00 - 10:00	2	12	0.000	2	12	0.000	2	12	0.000
10:00 - 11:00	2	12	0.000	2	12	0.000	2	12	0.000
11:00 - 12:00	2	12	0.000	2	12	0.000	2	12	0.000
12:00 - 13:00	2	12	0.000	2	12	0.000	2	12	0.000
13:00 - 14:00	2	12	0.000	2	12	0.000	2	12	0.000
14:00 - 15:00	2	12	0.000	2	12	0.000	2	12	0.000
15:00 - 16:00	2	12	0.000	2	12	0.000	2	12	0.000
16:00 - 17:00	2	12	0.000	2	12	0.000	2	12	0.000
17:00 - 18:00	2	12	0.000	2	12	0.000	2	12	0.000
18:00 - 19:00	2	12	0.000	2	12	0.000	2	12	0.000
19:00 - 20:00	2	12	0.000	2	12	0.000	2	12	0.000
20:00 - 21:00	2	12	0.000	2	12	0.000	2	12	0.000
21:00 - 22:00	2	12	0.000	2	12	0.000	2	12	0.000
22:00 - 23:00	2	12	0.000	2	12	0.000	2	12	0.000
23:00 - 24:00	1	12	0.000	1	12	0.000	1	12	0.000
<b>Total Rates:</b>			0.000			0.000			0.000

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

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#### Parameter summary

Trip rate parameter range selected:	11 - 12 (units: )
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL CYCLISTS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	12	0.043	2	12	0.000	2	12	0.043
09:00 - 10:00	2	12	0.043	2	12	0.043	2	12	0.086
10:00 - 11:00	2	12	0.000	2	12	0.000	2	12	0.000
11:00 - 12:00	2	12	0.000	2	12	0.000	2	12	0.000
12:00 - 13:00	2	12	0.000	2	12	0.000	2	12	0.000
13:00 - 14:00	2	12	0.043	2	12	0.000	2	12	0.043
14:00 - 15:00	2	12	0.000	2	12	0.043	2	12	0.043
15:00 - 16:00	2	12	0.000	2	12	0.043	2	12	0.043
16:00 - 17:00	2	12	0.043	2	12	0.000	2	12	0.043
17:00 - 18:00	2	12	0.043	2	12	0.087	2	12	0.130
18:00 - 19:00	2	12	0.130	2	12	0.000	2	12	0.130
19:00 - 20:00	2	12	0.043	2	12	0.000	2	12	0.043
20:00 - 21:00	2	12	0.000	2	12	0.000	2	12	0.000
21:00 - 22:00	2	12	0.000	2	12	0.043	2	12	0.043
22:00 - 23:00	2	12	0.043	2	12	0.130	2	12	0.173
23:00 - 24:00	1	12	0.000	1	12	0.083	1	12	0.083
<b>Total Rates:</b>			0.431			0.472			0.903

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

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

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#### Parameter summary

Trip rate parameter range selected:	11 - 12 (units: )
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	12	2.783	2	12	0.522	2	12	3.305
09:00 - 10:00	2	12	0.304	2	12	0.130	2	12	0.434
10:00 - 11:00	2	12	0.304	2	12	0.261	2	12	0.565
11:00 - 12:00	2	12	0.696	2	12	0.391	2	12	1.087
12:00 - 13:00	2	12	1.130	2	12	0.478	2	12	1.608
13:00 - 14:00	2	12	0.696	2	12	0.826	2	12	1.522
14:00 - 15:00	2	12	1.652	2	12	3.435	2	12	5.087
15:00 - 16:00	2	12	2.391	2	12	0.783	2	12	3.174
16:00 - 17:00	2	12	2.043	2	12	2.174	2	12	4.217
17:00 - 18:00	2	12	6.870	2	12	2.478	2	12	9.348
18:00 - 19:00	2	12	7.391	2	12	3.130	2	12	10.521
19:00 - 20:00	2	12	6.652	2	12	8.174	2	12	14.826
20:00 - 21:00	2	12	5.565	2	12	6.913	2	12	12.478
21:00 - 22:00	2	12	2.087	2	12	6.304	2	12	8.391
22:00 - 23:00	2	12	0.217	2	12	5.652	2	12	5.869
23:00 - 24:00	1	12	0.000	1	12	0.000	1	12	0.000
<b>Total Rates:</b>			40.781			41.651			82.432

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

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#### Parameter summary

Trip rate parameter range selected:	11 - 12 (units: )
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	12	0.435	2	12	0.435	2	12	0.870
09:00 - 10:00	2	12	0.391	2	12	0.261	2	12	0.652
10:00 - 11:00	2	12	0.130	2	12	0.130	2	12	0.260
11:00 - 12:00	2	12	0.261	2	12	0.130	2	12	0.391
12:00 - 13:00	2	12	0.348	2	12	0.391	2	12	0.739
13:00 - 14:00	2	12	0.130	2	12	0.348	2	12	0.478
14:00 - 15:00	2	12	0.391	2	12	0.348	2	12	0.739
15:00 - 16:00	2	12	0.957	2	12	0.391	2	12	1.348
16:00 - 17:00	2	12	0.391	2	12	0.652	2	12	1.043
17:00 - 18:00	2	12	0.739	2	12	0.478	2	12	1.217
18:00 - 19:00	2	12	1.696	2	12	0.478	2	12	2.174
19:00 - 20:00	2	12	0.696	2	12	1.174	2	12	1.870
20:00 - 21:00	2	12	0.696	2	12	0.609	2	12	1.305
21:00 - 22:00	2	12	0.087	2	12	0.130	2	12	0.217
22:00 - 23:00	2	12	0.217	2	12	0.696	2	12	0.913
23:00 - 24:00	1	12	0.000	1	12	0.000	1	12	0.000
<b>Total Rates:</b>			7.565			6.651			14.216

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

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

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#### Parameter summary

Trip rate parameter range selected:	11 - 12 (units: )
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*



TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	12	0.000	2	12	0.000	2	12	0.000
09:00 - 10:00	2	12	0.000	2	12	0.000	2	12	0.000
10:00 - 11:00	2	12	0.000	2	12	0.000	2	12	0.000
11:00 - 12:00	2	12	0.000	2	12	0.000	2	12	0.000
12:00 - 13:00	2	12	0.000	2	12	0.000	2	12	0.000
13:00 - 14:00	2	12	0.000	2	12	0.000	2	12	0.000
14:00 - 15:00	2	12	0.000	2	12	0.000	2	12	0.000
15:00 - 16:00	2	12	0.000	2	12	0.000	2	12	0.000
16:00 - 17:00	2	12	0.000	2	12	0.000	2	12	0.000
17:00 - 18:00	2	12	0.000	2	12	0.000	2	12	0.000
18:00 - 19:00	2	12	0.000	2	12	0.000	2	12	0.000
19:00 - 20:00	2	12	0.000	2	12	0.000	2	12	0.000
20:00 - 21:00	2	12	0.000	2	12	0.000	2	12	0.000
21:00 - 22:00	2	12	0.000	2	12	0.000	2	12	0.000
22:00 - 23:00	2	12	0.000	2	12	0.000	2	12	0.000
23:00 - 24:00	1	12	0.000	1	12	0.000	1	12	0.000
<b>Total Rates:</b>			0.000			0.000			0.000

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

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

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#### Parameter summary

Trip rate parameter range selected:	11 - 12 (units: )
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	12	0.000	2	12	0.000	2	12	0.000
09:00 - 10:00	2	12	0.000	2	12	0.000	2	12	0.000
10:00 - 11:00	2	12	0.000	2	12	0.000	2	12	0.000
11:00 - 12:00	2	12	0.000	2	12	0.000	2	12	0.000
12:00 - 13:00	2	12	0.000	2	12	0.000	2	12	0.000
13:00 - 14:00	2	12	0.000	2	12	0.000	2	12	0.000
14:00 - 15:00	2	12	0.000	2	12	0.000	2	12	0.000
15:00 - 16:00	2	12	0.000	2	12	0.000	2	12	0.000
16:00 - 17:00	2	12	0.000	2	12	0.000	2	12	0.000
17:00 - 18:00	2	12	0.000	2	12	0.000	2	12	0.000
18:00 - 19:00	2	12	0.000	2	12	0.000	2	12	0.000
19:00 - 20:00	2	12	0.000	2	12	0.000	2	12	0.000
20:00 - 21:00	2	12	0.000	2	12	0.000	2	12	0.000
21:00 - 22:00	2	12	0.000	2	12	0.000	2	12	0.000
22:00 - 23:00	2	12	0.000	2	12	0.000	2	12	0.000
23:00 - 24:00	1	12	0.000	1	12	0.000	1	12	0.000
<b>Total Rates:</b>			0.000			0.000			0.000

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

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#### Parameter summary

Trip rate parameter range selected:	11 - 12 (units: )
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	12	0.000	2	12	0.000	2	12	0.000
09:00 - 10:00	2	12	0.000	2	12	0.000	2	12	0.000
10:00 - 11:00	2	12	0.000	2	12	0.000	2	12	0.000
11:00 - 12:00	2	12	0.000	2	12	0.000	2	12	0.000
12:00 - 13:00	2	12	0.000	2	12	0.000	2	12	0.000
13:00 - 14:00	2	12	0.000	2	12	0.000	2	12	0.000
14:00 - 15:00	2	12	0.000	2	12	0.000	2	12	0.000
15:00 - 16:00	2	12	0.000	2	12	0.000	2	12	0.000
16:00 - 17:00	2	12	0.000	2	12	0.000	2	12	0.000
17:00 - 18:00	2	12	0.000	2	12	0.000	2	12	0.000
18:00 - 19:00	2	12	0.000	2	12	0.000	2	12	0.000
19:00 - 20:00	2	12	0.000	2	12	0.000	2	12	0.000
20:00 - 21:00	2	12	0.000	2	12	0.000	2	12	0.000
21:00 - 22:00	2	12	0.000	2	12	0.000	2	12	0.000
22:00 - 23:00	2	12	0.000	2	12	0.000	2	12	0.000
23:00 - 24:00	1	12	0.000	1	12	0.000	1	12	0.000
<b>Total Rates:</b>			0.000			0.000			0.000

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

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#### Parameter summary

Trip rate parameter range selected:	11 - 12 (units: )
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	12	0.000	2	12	0.000	2	12	0.000
09:00 - 10:00	2	12	0.000	2	12	0.000	2	12	0.000
10:00 - 11:00	2	12	0.000	2	12	0.000	2	12	0.000
11:00 - 12:00	2	12	0.000	2	12	0.000	2	12	0.000
12:00 - 13:00	2	12	0.000	2	12	0.000	2	12	0.000
13:00 - 14:00	2	12	0.000	2	12	0.000	2	12	0.000
14:00 - 15:00	2	12	0.000	2	12	0.000	2	12	0.000
15:00 - 16:00	2	12	0.000	2	12	0.000	2	12	0.000
16:00 - 17:00	2	12	0.000	2	12	0.000	2	12	0.000
17:00 - 18:00	2	12	0.000	2	12	0.000	2	12	0.000
18:00 - 19:00	2	12	0.000	2	12	0.000	2	12	0.000
19:00 - 20:00	2	12	0.000	2	12	0.000	2	12	0.000
20:00 - 21:00	2	12	0.000	2	12	0.000	2	12	0.000
21:00 - 22:00	2	12	0.000	2	12	0.000	2	12	0.000
22:00 - 23:00	2	12	0.000	2	12	0.000	2	12	0.000
23:00 - 24:00	1	12	0.000	1	12	0.000	1	12	0.000
<b>Total Rates:</b>			0.000			0.000			0.000

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

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#### Parameter summary

Trip rate parameter range selected:	11 - 12 (units: )
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*



TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	12	3.261	2	12	0.957	2	12	4.218
09:00 - 10:00	2	12	0.739	2	12	0.435	2	12	1.174
10:00 - 11:00	2	12	0.435	2	12	0.391	2	12	0.826
11:00 - 12:00	2	12	0.957	2	12	0.522	2	12	1.479
12:00 - 13:00	2	12	1.478	2	12	0.870	2	12	2.348
13:00 - 14:00	2	12	0.870	2	12	1.174	2	12	2.044
14:00 - 15:00	2	12	2.043	2	12	3.826	2	12	5.869
15:00 - 16:00	2	12	3.348	2	12	1.217	2	12	4.565
16:00 - 17:00	2	12	2.478	2	12	2.826	2	12	5.304
17:00 - 18:00	2	12	7.652	2	12	3.043	2	12	10.695
18:00 - 19:00	2	12	9.217	2	12	3.609	2	12	12.826
19:00 - 20:00	2	12	7.391	2	12	9.348	2	12	16.739
20:00 - 21:00	2	12	6.261	2	12	7.522	2	12	13.783
21:00 - 22:00	2	12	2.174	2	12	6.478	2	12	8.652
22:00 - 23:00	2	12	0.478	2	12	6.478	2	12	6.956
23:00 - 24:00	1	12	0.000	1	12	0.083	1	12	0.083
<b>Total Rates:</b>			<b>48.782</b>			<b>48.779</b>			<b>97.561</b>

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

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

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#### Parameter summary

Trip rate parameter range selected:	11 - 12 (units: )
Survey date date range:	01/01/07 - 18/07/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

# APPENDIX 5: CLASS D1 TRICS REPORT

---

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : Q - COMMUNITY CENTRE  
 MULTI-MODAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days

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

## Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Site area  
 Actual Range: 0.10 to 1.72 (units: hect)  
 Range Selected by User: 0.10 to 2.50 (units: hect)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 10/05/17

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

Selected survey days:

Wednesday 2 days

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

Selected survey types:

Manual count 2 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

D2 2 days

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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
----	--------

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

- |   |  |                  |                            |
|---|--|------------------|----------------------------|
| 1 | CV-07-Q-01<br>KILLYMOONEY DRIVE  | COMMUNITY CENTRE | CAVAN                      |
|   | CAVAN<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Site area: 1.72 hect                    |                  |                            |
|   | <i>Survey date: WEDNESDAY</i>  |                  | <i>19/12/12</i>            |
|   |  |                  | <i>Survey Type: MANUAL</i> |
| 2 | NY-07-Q-01<br>SHUTE ROAD   | COMMUNITY CENTRE | NORTH YORKSHIRE            |
|   | CATTERRICK GARRISON<br>Neighbourhood Centre (PPS6 Local Centre)<br>No Sub Category<br>Total Site area: 0.10 hect |                  |                            |
|   | <i>Survey date: WEDNESDAY</i>  |                  | <i>10/05/17</i>            |
|   |  |                  | <i>Survey Type: MANUAL</i> |

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DL-07-Q-01	Different to site
SH-07-Q-01	Different to site
ST-07-Q-01	Different to site
SW-07-Q-01	Different to site

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.10	20.000	1	0.10	0.000	1	0.10	20.000
08:00 - 09:00	2	0.91	3.846	2	0.91	1.099	2	0.91	4.945
09:00 - 10:00	2	0.91	2.747	2	0.91	0.000	2	0.91	2.747
10:00 - 11:00	2	0.91	0.549	2	0.91	1.099	2	0.91	1.648
11:00 - 12:00	2	0.91	1.099	2	0.91	2.747	2	0.91	3.846
12:00 - 13:00	2	0.91	0.000	2	0.91	0.549	2	0.91	0.549
13:00 - 14:00	2	0.91	1.099	2	0.91	1.648	2	0.91	2.747
14:00 - 15:00	2	0.91	0.549	2	0.91	0.549	2	0.91	1.098
15:00 - 16:00	2	0.91	0.549	2	0.91	2.198	2	0.91	2.747
16:00 - 17:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
17:00 - 18:00	1	1.72	0.000	1	1.72	1.744	1	1.72	1.744
18:00 - 19:00	1	1.72	1.744	1	1.72	0.000	1	1.72	1.744
19:00 - 20:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
20:00 - 21:00	1	1.72	0.000	1	1.72	1.744	1	1.72	1.744
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>32.182</b>			<b>13.377</b>			<b>45.559</b>

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

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

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#### Parameter summary

Trip rate parameter range selected:	0.10 to 1.72 (units: hect)
Survey date date range:	01/01/10 - 10/05/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*



TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL TAXIS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.10	0.000	1	0.10	0.000	1	0.10	0.000
08:00 - 09:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
09:00 - 10:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
10:00 - 11:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
11:00 - 12:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
12:00 - 13:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
13:00 - 14:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
14:00 - 15:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
15:00 - 16:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
16:00 - 17:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
17:00 - 18:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
18:00 - 19:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
19:00 - 20:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
20:00 - 21:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.000			0.000			0.000

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

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

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#### Parameter summary

Trip rate parameter range selected:	0.10 to 1.72 (units: hect)
Survey date date range:	01/01/10 - 10/05/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL OGVS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.10	0.000	1	0.10	0.000	1	0.10	0.000
08:00 - 09:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
09:00 - 10:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
10:00 - 11:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
11:00 - 12:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
12:00 - 13:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
13:00 - 14:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
14:00 - 15:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
15:00 - 16:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
16:00 - 17:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
17:00 - 18:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
18:00 - 19:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
19:00 - 20:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
20:00 - 21:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.000			0.000			0.000

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

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#### Parameter summary

Trip rate parameter range selected:	0.10 to 1.72 (units: hect)
Survey date date range:	01/01/10 - 10/05/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL PSVS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.10	0.000	1	0.10	0.000	1	0.10	0.000
08:00 - 09:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
09:00 - 10:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
10:00 - 11:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
11:00 - 12:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
12:00 - 13:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
13:00 - 14:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
14:00 - 15:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
15:00 - 16:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
16:00 - 17:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
17:00 - 18:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
18:00 - 19:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
19:00 - 20:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
20:00 - 21:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.000			0.000			0.000

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

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#### Parameter summary

Trip rate parameter range selected:	0.10 to 1.72 (units: hect)
Survey date date range:	01/01/10 - 10/05/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL CYCLISTS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.10	0.000	1	0.10	0.000	1	0.10	0.000
08:00 - 09:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
09:00 - 10:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
10:00 - 11:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
11:00 - 12:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
12:00 - 13:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
13:00 - 14:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
14:00 - 15:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
15:00 - 16:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
16:00 - 17:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
17:00 - 18:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
18:00 - 19:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
19:00 - 20:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
20:00 - 21:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.000			0.000			0.000

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

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

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#### Parameter summary

Trip rate parameter range selected:	0.10 to 1.72 (units: hect)
Survey date date range:	01/01/10 - 10/05/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*



TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.10	20.000	1	0.10	0.000	1	0.10	20.000
08:00 - 09:00	2	0.91	4.945	2	0.91	1.648	2	0.91	6.593
09:00 - 10:00	2	0.91	3.846	2	0.91	0.000	2	0.91	3.846
10:00 - 11:00	2	0.91	0.549	2	0.91	1.099	2	0.91	1.648
11:00 - 12:00	2	0.91	1.648	2	0.91	3.846	2	0.91	5.494
12:00 - 13:00	2	0.91	0.000	2	0.91	1.099	2	0.91	1.099
13:00 - 14:00	2	0.91	1.099	2	0.91	1.648	2	0.91	2.747
14:00 - 15:00	2	0.91	0.549	2	0.91	0.549	2	0.91	1.098
15:00 - 16:00	2	0.91	0.549	2	0.91	1.648	2	0.91	2.197
16:00 - 17:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
17:00 - 18:00	1	1.72	0.000	1	1.72	2.907	1	1.72	2.907
18:00 - 19:00	1	1.72	2.907	1	1.72	0.000	1	1.72	2.907
19:00 - 20:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
20:00 - 21:00	1	1.72	0.000	1	1.72	2.907	1	1.72	2.907
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>36.092</b>			<b>17.351</b>			<b>53.443</b>

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

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

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#### Parameter summary

Trip rate parameter range selected:	0.10 to 1.72 (units: hect)
Survey date date range:	01/01/10 - 10/05/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.10	0.000	1	0.10	0.000	1	0.10	0.000
08:00 - 09:00	2	0.91	1.648	2	0.91	1.099	2	0.91	2.747
09:00 - 10:00	2	0.91	3.297	2	0.91	0.000	2	0.91	3.297
10:00 - 11:00	2	0.91	0.000	2	0.91	1.099	2	0.91	1.099
11:00 - 12:00	2	0.91	1.648	2	0.91	3.297	2	0.91	4.945
12:00 - 13:00	2	0.91	1.099	2	0.91	1.099	2	0.91	2.198
13:00 - 14:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
14:00 - 15:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
15:00 - 16:00	2	0.91	0.000	2	0.91	1.099	2	0.91	1.099
16:00 - 17:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
17:00 - 18:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
18:00 - 19:00	1	1.72	4.070	1	1.72	0.000	1	1.72	4.070
19:00 - 20:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
20:00 - 21:00	1	1.72	0.000	1	1.72	4.070	1	1.72	4.070
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			11.762			11.763			23.525

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

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

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#### Parameter summary

Trip rate parameter range selected:	0.10 to 1.72 (units: hect)
Survey date date range:	01/01/10 - 10/05/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.10	0.000	1	0.10	0.000	1	0.10	0.000
08:00 - 09:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
09:00 - 10:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
10:00 - 11:00	2	0.91	11.538	2	0.91	0.000	2	0.91	11.538
11:00 - 12:00	2	0.91	2.198	2	0.91	2.198	2	0.91	4.396
12:00 - 13:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
13:00 - 14:00	2	0.91	0.549	2	0.91	3.297	2	0.91	3.846
14:00 - 15:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
15:00 - 16:00	2	0.91	0.000	2	0.91	8.791	2	0.91	8.791
16:00 - 17:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
17:00 - 18:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
18:00 - 19:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
19:00 - 20:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
20:00 - 21:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			14.285			14.286			28.571

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

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

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#### Parameter summary

Trip rate parameter range selected:	0.10 to 1.72 (units: hect)
Survey date date range:	01/01/10 - 10/05/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.10	0.000	1	0.10	0.000	1	0.10	0.000
08:00 - 09:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
09:00 - 10:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
10:00 - 11:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
11:00 - 12:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
12:00 - 13:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
13:00 - 14:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
14:00 - 15:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
15:00 - 16:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
16:00 - 17:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
17:00 - 18:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
18:00 - 19:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
19:00 - 20:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
20:00 - 21:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.000			0.000			0.000

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

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

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#### Parameter summary

Trip rate parameter range selected:	0.10 to 1.72 (units: hect)
Survey date date range:	01/01/10 - 10/05/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*



TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.10	0.000	1	0.10	0.000	1	0.10	0.000
08:00 - 09:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
09:00 - 10:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
10:00 - 11:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
11:00 - 12:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
12:00 - 13:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
13:00 - 14:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
14:00 - 15:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
15:00 - 16:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
16:00 - 17:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
17:00 - 18:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
18:00 - 19:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
19:00 - 20:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
20:00 - 21:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.000			0.000			0.000

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

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

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#### Parameter summary

Trip rate parameter range selected:	0.10 to 1.72 (units: hect)
Survey date date range:	01/01/10 - 10/05/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE  
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.10	0.000	1	0.10	0.000	1	0.10	0.000
08:00 - 09:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
09:00 - 10:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
10:00 - 11:00	2	0.91	11.538	2	0.91	0.000	2	0.91	11.538
11:00 - 12:00	2	0.91	2.198	2	0.91	2.198	2	0.91	4.396
12:00 - 13:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
13:00 - 14:00	2	0.91	0.549	2	0.91	3.297	2	0.91	3.846
14:00 - 15:00	2	0.91	0.000	2	0.91	0.000	2	0.91	0.000
15:00 - 16:00	2	0.91	0.000	2	0.91	8.791	2	0.91	8.791
16:00 - 17:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
17:00 - 18:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
18:00 - 19:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
19:00 - 20:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
20:00 - 21:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			14.285			14.286			28.571

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

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

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#### Parameter summary

Trip rate parameter range selected:	0.10 to 1.72 (units: hect)
Survey date date range:	01/01/10 - 10/05/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.10	20.000	1	0.10	0.000	1	0.10	20.000
08:00 - 09:00	2	0.91	6.593	2	0.91	2.747	2	0.91	9.340
09:00 - 10:00	2	0.91	7.143	2	0.91	0.000	2	0.91	7.143
10:00 - 11:00	2	0.91	12.088	2	0.91	2.198	2	0.91	14.286
11:00 - 12:00	2	0.91	5.495	2	0.91	9.341	2	0.91	14.836
12:00 - 13:00	2	0.91	1.099	2	0.91	2.198	2	0.91	3.297
13:00 - 14:00	2	0.91	1.648	2	0.91	4.945	2	0.91	6.593
14:00 - 15:00	2	0.91	0.549	2	0.91	0.549	2	0.91	1.098
15:00 - 16:00	2	0.91	0.549	2	0.91	11.538	2	0.91	12.087
16:00 - 17:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
17:00 - 18:00	1	1.72	0.000	1	1.72	2.907	1	1.72	2.907
18:00 - 19:00	1	1.72	6.977	1	1.72	0.000	1	1.72	6.977
19:00 - 20:00	1	1.72	0.000	1	1.72	0.000	1	1.72	0.000
20:00 - 21:00	1	1.72	0.000	1	1.72	6.977	1	1.72	6.977
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			62.141			43.400			105.541

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