Land & Partners Ltd

PROPOSED RESIDENTIAL DEVELOPMENT
Land West of Hook Norton Road, Sibford Ferris, Oxfordshire

Transport Statement^{V2}

August 2018

PROJECT DETAILS	
SITE	Land West of Hook Norton Road, Sibford Ferris
CLIENT	Land & Partners Ltd
PROJECT	Proposed Residential Development

	Name	Position	Date
Prepared By	Judith Goodwin	Senior Consultant	2 August 2018
Checked By	Del Tester	Managing Diredctor	2 August 2018
Authorised By	Del Tester	Managing Diredctor	2 August 2018

Status	Revision	Description	Date
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1.0 INTRODUCTION

1.1 Origin Transport Consultants Ltd has been commissioned by Land & Partners Ltd to prepare a Transport Statement in support of a planning application for 25 residential units and 0.21 hectares of allotments on Land West of Hook Norton Road, Sibford Ferris, Oxfordshire. A site location plan is provided in **Appendix A**.

1.2 The site has been identified as 'suitable' for residential development in the Housing and Economic Land Availability Assessment (HELAA) by Cherwell District Council (February 2018).

Structure of the report

1.3 This Transport Statement is structured as follows:

- Section 2 examines the existing conditions and includes a review of the site location, nearby road network, walking and cycling infrastructure, local bus and rail services and a review of Personal Injury Accident (PIA) data;
- Section 3 provides an overview of the relevant transport planning policy;
- Section 4 includes a description of the proposed development including parking;
- Section 5 reports on the transport impacts of the proposed development;
- Section 6 presents the conclusions of the Transport Statement.

2.0 EXISTING CONDITIONS

Site Location

2.1 The site is located in the village of Sibford Ferris in Oxfordshire. Sibford Ferris is located approximately 12 km south west of Banbury and has approximately 500 residents. The site lies in the southern part of the village to the west of Hook Norton Road. The site is currently an agricultural field and is bounded by Hook Norton Road to the east, residential dwellings and an agriculture field to the north, Woodway Road to the west and agriculture fields to the south.

2.2 A site location plan is included in **Appendix A**.

Pedestrian and Cycle Network

2.3 A footway is provided on the west side of Hook Norton Road and terminates outside the dwelling 'Woodway'. A footway is also provided on the east side of Hook Norton Road and terminates at the junction with Cotswold Close. There are no footways at the site frontage. Within the village of Sibford Ferris footways and footpaths are provided and connect local facilities although there are some gaps due to the historic nature of the village.

2.4 Within the village a number of public rights of way (PROW) exist. In the vicinity of the site PROW 347 6/10 links Hook Norton Road to a Bridleway to the east. PROW 345 /10 links Sibford Ferris with the nearby village of Sibford Gower. Within the village of Sibford Ferris there is also a Bridleway (347 18/40) which runs parallel to Main Street providing an off-road route for pedestrians and cyclists.

2.5 National Cycle Route 5 runs through the village and is a long distance cycle route connecting Reading with Holyhead. Through Sibford Ferris the route follows Main Street and Woodway Road. The route provides a mix of on road and traffic free routes to Banbury and Shipston-on-Stour and further afield.

Public Transport

2.6 The nearest bus stop is located on Main Street approximately 400 metres by foot to the north east of the site. The location of the bus stop is shown on the local facilities plan included in

Appendix B. The stop currently is marked with a bus stop with a bench and lighting and is served by the route 3A which operates a service to Stratford-upon-Avon, Shipston-on-Stour and Banbury, there are five services per day. A copy of the bus timetable is attached in **Appendix C**.

2.7 Banbury railway station is located approximately 13km to the north east of the site with direct services operated by Chiltern Railways, Cross Country and Great Western Railways to High Wycombe, London Marylebone, Leamington, Birmingham, Coventry and Oxford. Car parking and cycle parking is available at this station. A summary of services is shown in Table 1 below.

Destination	Frequency
High Wycombe	2 per hour
London Marylebone	3 per hour
Leamington	3 per hour
Birmingham	4 per hour
Coventry	2 per hour
Oxford	Up to 3 per hour

Table 1: Summary of rail services from Banbury

Existing Vehicle Access and Local Highway Network

2.8 The existing access to the site is from Hook Norton Road. Hook Norton Road is a rural road linking Main Street in Sibford Ferris to the Whichford Road. Street lighting is provided on the west side of Hook Norton Road at the northern end of the site. Immediately outside the site boundary Hook Norton Road is subject to a 30mph speed limit. This increases to the national speed limit 55 metres to the south of the existing site access.

2.9 On visiting the site there was a large number of vehicles parked on Hook Norton Road between the junction of Main Street and Cotswold Close, this effectively reduced the road to a single carriageway in places. The number of parked cars did not appear to affect the operation of the road and served to act as natural traffic calming.

Local facilities

2.10 Sibford Ferris is a small village which benefits form a village store which also contains a post office and dry cleaners. The Sibford Ferris village store and post office is located

approximately 650m (8min walk) from the site access. Sibford School, an independent school, is located immediately opposite the site.

2.11 The adjacent village of Sibford Gower benefits from a larger choice of facilities. These facilities include a primary school, village hall, two public houses, a church, a doctor's surgery with dispensary and a weekly fish van. Sibford Gower Primary school is located 1.2km from the site.

2.12 The Warriner Secondary school is located 9km to the east in the village of Bloxham. A small supermarket is also located in Bloxham.

2.13 A plan showing the location of local facilities is attached in **Appendix B**.

2.14 The walking times have been calculated using Google maps based on the advice in the CIHT Guidelines "Providing for journeys on Foot" which states that an average walking speed is roughly 1.4m/sec which equates to circa 400m walk in five minutes.

Traffic Flows

2.15 Automatic traffic count (ATC) surveys were carried out between Tuesday 6th June and Monday 11th June on Hook Norton Road. The ATC's were carried out in school term time for both Sibford Gower Endowed Primary School and Sibford School and avoided the inset day that took place at Sibford Gower Endowed Primary School on Monday 4th June.

2.16 The results show that two way flows on Hook Norton Road were 216 vehicles in the AM peak hour and 160 vehicles in the PM peak hour. A copy of the traffic surveys are included in **Appendix D**.

Road Safety

2.17 Personal injury collision data for the period 2012 to 2017 was obtained from www.crashmap.com for the village of Sibford Ferris and Hook Norton Road.

2.18 The data showed that no recorded personal injury collisions took place on Hook Norton Road for the 5 year period.

2.19 One accident was recorded at the crossroad junction of Main Street and Grange Lane which lies to the east of Sibford Ferris. The collision involved three vehicles and resulted in one serious injury.

2.20 The data shows that the number of collisions in the study area is very low. The collision data therefore does not indicate any specific highways concern or unusual collision patterns that would not be expected for roads of the nature in place in the vicinity of the site.

2.21 A summary of the personal injury collision data for the area is included in **Appendix E**.

3.0 PLANNING POLICY

National Planning Policy Framework - 2018

3.1 The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in July 2018 to replace National Planning Policy Framework 2012.

3.2 The NPPF incorporates policy proposals previously consulted on in the Housing White Paper and the Planning for the right homes in the right places consultation.

3.3 The plan maintains that plans and decisions should apply a presumption in favour of sustainable development.

3.4 NPPF states that Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

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

3.5 NPPF outlines the notion that maximum parking standards for residential and non-residential should only be set "*where there is a clear and compelling justification that they are necessary for managing the local road network*".

3.6 In relation to parking standards NPPF states that polices for local parking standards for residential and non-residential development, should take into account:

- *the accessibility of the development;*

- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles*.

3.7 The document states that ‘’*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*’.

3.8 It then goes on to state that “*within this context, applications for development should*:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*

Oxfordshire Local Transport Plan 4 (LTP4)

3.9 OCC LTP4 was adopted in 2015 and includes objectives and policies for improving transport in Oxfordshire to 2031. These objectives and policies look at, in addition to other issues, minimising the need to travel and encouraging active travel.

3.10 Policy 18 states that OCC will seek to ensure that the location, layout and design of new developments minimise the need for travel, encourage walking and cycling for local journeys and leisure, allow the developments to be served by high quality public transport and will support the development of travel plans to achieve this.

3.11 Policy 20 states that OCC will encourage the use of modes of travel associated with healthy and active lifestyles and will improve built and green infrastructure to support greater levels of walking and cycling.

Oxfordshire Transport for New Developments – Parking Standards for New Residential Developments

3.12 Transport for New Development by Oxfordshire County Council sets out off street parking standards for new residential development.

3.13 The document splits Oxfordshire into four areas of which the standards for 'Rest of Oxfordshire' apply for Sibford Ferris. Table 2 sets out the required parking for residential developments for 'Rest of Oxfordshire'.

Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated space per dwelling is provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		allocated spaces	unallocated spaces	allocated spaces	unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.8	1.6
3	2	2	0.4	1	0.9	1.8
¾	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4

Table 2: Parking Standards

The Cherwell Local Plan 2011 – 2031

3.14 The Cherwell Local Plan 2011 – 2031 was adopted in July 2015 and re-adopted in 2016 to incorporate Policy Bicester 13.

3.15 The plan set out broadly how the District will grow and change in the period up to 2031 and sets out the long term spatial vision for the District. The plan contains policies to shape the future development of the District.

3.16 Policy Villages 1: Village Categorisation classifies Sibford Gower/Sibford Ferris as a 'Category A village'. Policy Village 1 states that

"Proposals for residential development within the built-up limits of villages (including Kidlington) will be considered having regard to the categorisation below. Only Category A (Service Centres) and Category B (Satellite Villages will be considered to be suitable for minor development in addition to infilling and conversions."

Cherwell District Council - Housing & Economic Land Availability Assessment 2018

3.17 Cherwell District Council published its Housing & Economic Land Availability Assessment (HEELA) in February 2018. The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) require local planning authorities to assess the amount of land that is available for housing and economic development in their areas.

3.18 The Housing and Economic Land Availability Assessment (HELAA) is a technical study that determines the suitability, availability and achievability of land for development. Although it is an important evidence source to inform plan making, it does not in itself represent policy nor does it determine whether a site should be allocated for future development.

3.19 The HELAA identifies the north eastern part of the site as suitable for small scale residential development of approximately 10 dwellings fronting Hook Norton Road.

4.0 PROPOSED DEVELOPMENT

4.1 The proposed development will include total of 25 dwellings in total; of which 9 will be affordable and 0.21 hectares allotments. Table 3 demonstrates the development quantum. A plan showing an indicative masterplan is included in Appendix B. An indicative masterplan is attached in **Appendix F.**

	Market	Affordable	Total
1 Bedroom	0	2	2
2 Bedroom	4	5	9
3 Bedroom	6	2	8
4 Bedroom	3	0	3
5 Bedroom	3	0	3
Total	**16**	**9**	**25**

Table 3: Development Quantum

4.2 Access into the proposed development will be off Hook Norton Road. The proposed site access will be 130 metres south of the junction with Cotswold Close. A plan showing the proposed site access and road layout within the site is included in **Appendix G**.

4.3 As stated above, Hook Norton Road in this location is subject to a speed limit of 30mph. Current Manual for Streets guidance requires visibility splays from junctions in such locations to achieve a minimum of 2.4m x 43m in both directions, measured to the nearside edge of the carriageway.

4.4 Measurements taken on site show that the visibility splays achievable along Hook Norton Road from the proposed site access junction are 2.4m x 90m to the north (left on exit) and 2.4m x 55m to the south (right on exit). The visibility splays from the proposed access exceed the minimum distances stated in Manual for Streets and are therefore considered acceptable from a highway safety point of view.

4.5 **Appendix H** includes the site access drawings and demonstrates that visibility splays in line with Manual for Streets guidance for 30mph roads can be achieved at both the site accesses.

4.6 The site access road will be 5.5 metres wide with 1.8m wide footways on the both sides of the road.

4.7 The plan contained in **Appendix G** shows that a 10.2m refuse vehicle can safety access and serve the proposed development.

4.8 A pedestrian footpath will be formed through the site running north to south and will run parallel with Hook Norton Road. The footpath will then join the carriageway on Hook Norton Road at a point immediately north of the electricity sub-station. Here a dropped kerb will be provided, and a footway will be formed on the east side of Hook Norton Road to connect with the existing footway at the junction with Cotswold Close. The plan in **Appendix H** shows the location of the proposed footway and dropped kerbs.

4.9 **Appendix I** shows the highway boundary for Hook Norton Road and shows that there is sufficient space within the highway boundary to accommodate a 1.8m pedestrian footway. This will allow the site to be properly connected to the existing footway network within the village.

Parking

4.10 The proposed development will include parking in line with policy outlined in OCC's Transport for New Development, Parking Standards for New Residential developments (2011). According to this guidance, depending on the number of allocated spaces, between 46 and 58 spaces are required.

4.11 The Sibford Community Plan 2012 states that villagers want to see extra off-road parking provided as part of new development. It is therefore proposed to provide an additional 10 spaces to serve the allotments and serve as extra visitor parking. In addition, there are 3 visitor spaces proposed in the central green area.

5.0 TRAFFIC IMPACT

Trip Generation

5.1 There are only limited existing trips associated with the site, as the site is currently in agricultural use.

5.2 A TRICS® analysis has been undertaken to estimate the trip generation associated with the proposed residential development. The trip rate has been based on a TRICS® analysis of privately owned housing sites in England and excludes sites in Greater London. As the proposal will include 35% affordable dwellings, which typically have a lower trip rate, the TRICS® trip rates are likely to overestimate the likely trip generation associated with the proposals and adds to the robustness of this assessment.

5.3 Table 4 shows the trip rates and trips for the proposed development. As the table shows the proposed residential development will generate a total of 12 movements (two-way) during the AM peak hour (08.00-09.00) and 12 movements (two-way) during the PM Peak hour (16.00-17.00). The daily total number of movements, generated by the proposed development, will be 111 (two-way). A copy of the TRICS® output is included in **Appendix J**.

	AM Peak		PM Peak		Daily	
	IN	OUT	IN	OUT	IN	OUT
Trip Rate	0.131	0.373	0.321	0.152	2.193	2.25
Trips	3	9	8	4	55	56

Table 4: Privately Owned Dwellings TRICS Trip Rates and Trips - 25 Units

The trip generation for the proposed 0.21 hectares of allotments has been assumed to be outside of peak hours and therefore has not been included in the peak hour trip generation.

Trip Distribution

5.4 The distribution of development trips to and from the site has been derived from Census Travel to Work data 2011 for car drivers in Cherwell 009A area. Google Maps was then used to determine the most appropriate routes from the site to each destination. The distribution is included in Table 5 below.

Direction	%
North towards Sibford Ferris	17%
South towards Whichford Road	83%

Table 5: Distribution based on 2011 Census Data (Cherwell 009A)

5.5 The distribution shows that 17% of development traffic is likely to travel northbound towards Sibford Ferris village and 83% of development traffic will travel southbound towards the Whichford Road junction.

Traffic Growth

5.6 The junction assessments have been undertaken for the base year 2018 (year of planning application submission) and a future 5 years from the application (2023). The growth factors applied to the 2018 base traffic flows have been determined using the NTM growth model within TEMPro version 7.2 for the Cherwell 009 area. The proposed growth rates are shown in Table 6 below.

Time Period	AM	PM
2018-2023	1.1057	1.1078

Table 6: TEMPro Growth Rates

5.7 The site access junction has been assessed using PICADY models in the JUNCTIONS programme for the following scenarios:

- 2018 base + development; and
- 2023 base + development.

5.8 The results are presented in terms of Ratio of Flow to Capacity (RFC), seconds delay per passenger car unit (s/pcu) and Queue (number of vehicles). RFC is a measure of the volume of traffic making a turning movement at the junction compared to the capacity of that movement determined by the geometric measurements of the road layout. The generally agreed practical capacity of a junction is at an RFC 0.85 or 85%. While junctions can still operate within theoretical capacity with an RFC value of up to 1 (100%), as theoretical capacity approaches 100%, delays will increase significantly.

5.9 The proposed site access / Hook Norton Road junction has been modelled with the results summarised in Table 7 and Table 8. For the 2018 base + development traffic and for the 2023 base + development traffic the results demonstrate that the junction will operate with significant amount of spare capacity and queues of 1 vehicle during the AM peak hour and queues of 0 vehicles during the PM peak hour. A plan showing the traffic flow movements for 2018 base + development traffic and the 2023 base + development traffic is included in **Appendix K**. The results of the Junctions 8 output are included in **Appendix L**.

	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Hook Norton Road (South)	0.00	0	0.00	0.00	0	0.00
Site Access	0.02	1	7.78	0.00	0	0.00
Hook Norton Road (North)	0.00	0	5.77	0.00	0	5.81

Table 7: 2018 Base + Development

	AM Peak			PM Peak		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Hook Norton Road (South)	0.00	0	0.00	0.00	0	0.00
Site Access	0.02	1	7.86	0.00	0	0.00
Hook Norton Road (North)	0.00	0	5.75	0.00	0	5.79

Table 8: 2023 Base + Development

6.0 SUMMARY AND CONCLUSIONS

6.1 Origin Transport Consultants Ltd has been commissioned by Land & Partners Ltd to prepare a Transport Statement in support of a planning application for 25 residential units and 0.21 hectares of allotments on Land West of Hook Norton Road, Sibford Ferris.

6.2 The site has been identified as 'suitable' for residential development in the Housing and Economic Land Availability Assessment (HELAA) by Cherwell District Council (February 2018).

6.3 The nearest bus stop is located on Main Street approximately 400 metres by foot to the north east of the site. Banbury railway station is located approximately 13km to the north east of the site with direct services operated by Chiltern Railways, Cross Country and Great Western Railways to High Wycombe, London Marylebone, Leamington, Birmingham, Coventry and Oxford. National Cycle Route 5 runs through the village and is a long distance cycle route connecting Reading with Holyhead.

6.4 Access into the development site will be from Hook Norton Road 130 metres south of the junction with Cotswold Close. Hook Norton Road is a rural road linking Main Street in Sibford Ferris to the Whichford Road.

6.5 Visibility splays in line with Manual for Streets guidance for 30mph roads can be achieved for the site accesses.

6.6 A pedestrian footpath will be formed through the site running north to south and will run parallel with Hook Norton Road. The footpath will then join the carriageway on Hook Norton Road at a point immediately north of the electricity sub-station. Here a dropped kerb will be provided, and a footway will be formed on the east side of Hook Norton Road to connect with the existing footway at the junction with Cotswold Close. There is sufficient space within the highway boundary to accommodate a 1.8m pedestrian footway.

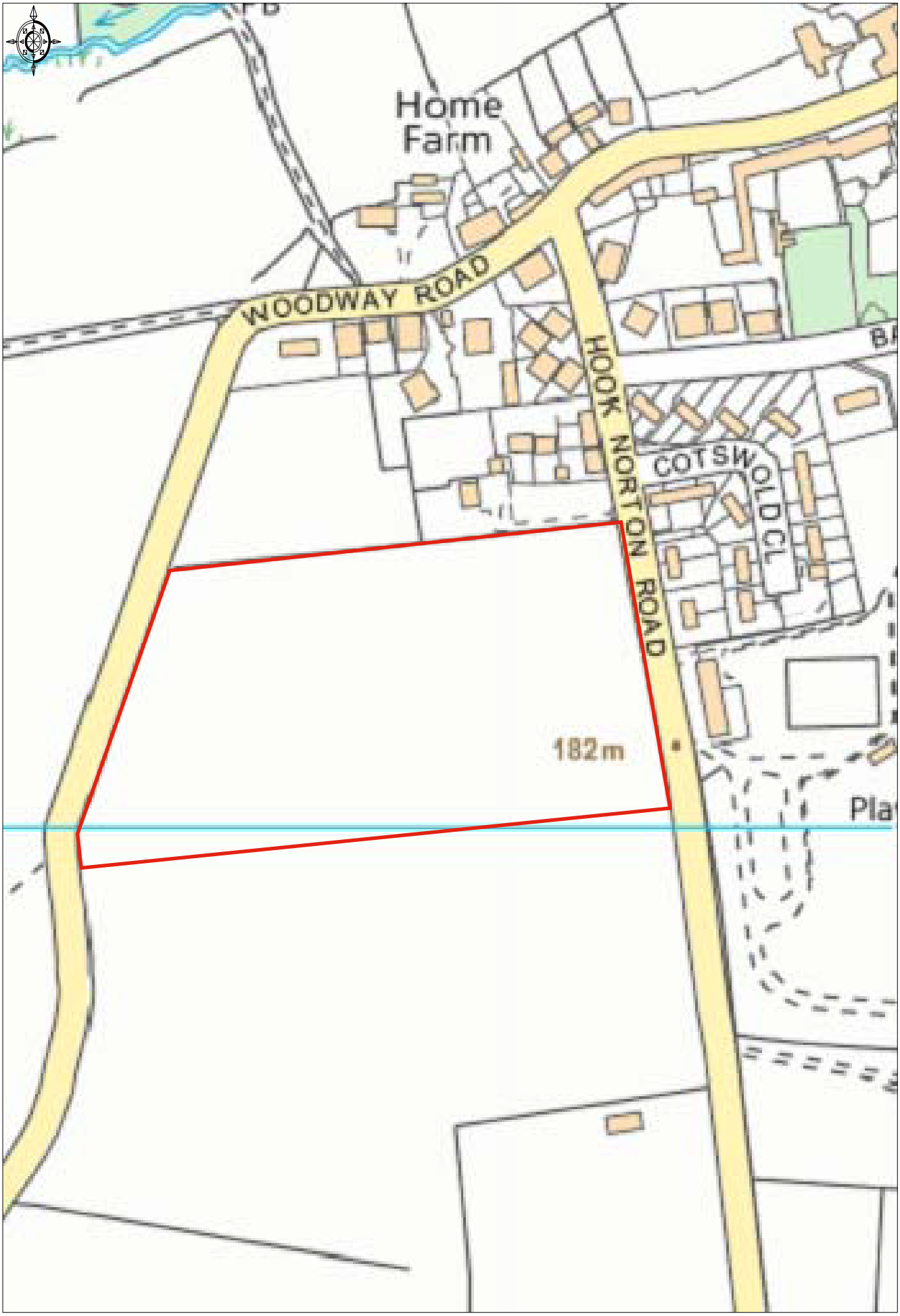
6.7 The proposed development will generate 12 vehicle movements in the AM peak hour, and 12 vehicles movements In the PM peak hour.

6.8 Junction modelling has demonstrated that the site access junction will operate with significant amount of spare capacity and a maximum queue length of 1 vehicle during the AM peak hour.

6.9 This Transport Assessment has demonstrated that the proposed development will not have any adverse effect on the local road network. There is therefore no reason, from a transport and highways perspective as to why the Local Highway Authority should not be able to provide a positive recommendation to the Local Planning Authority for approval of this application.

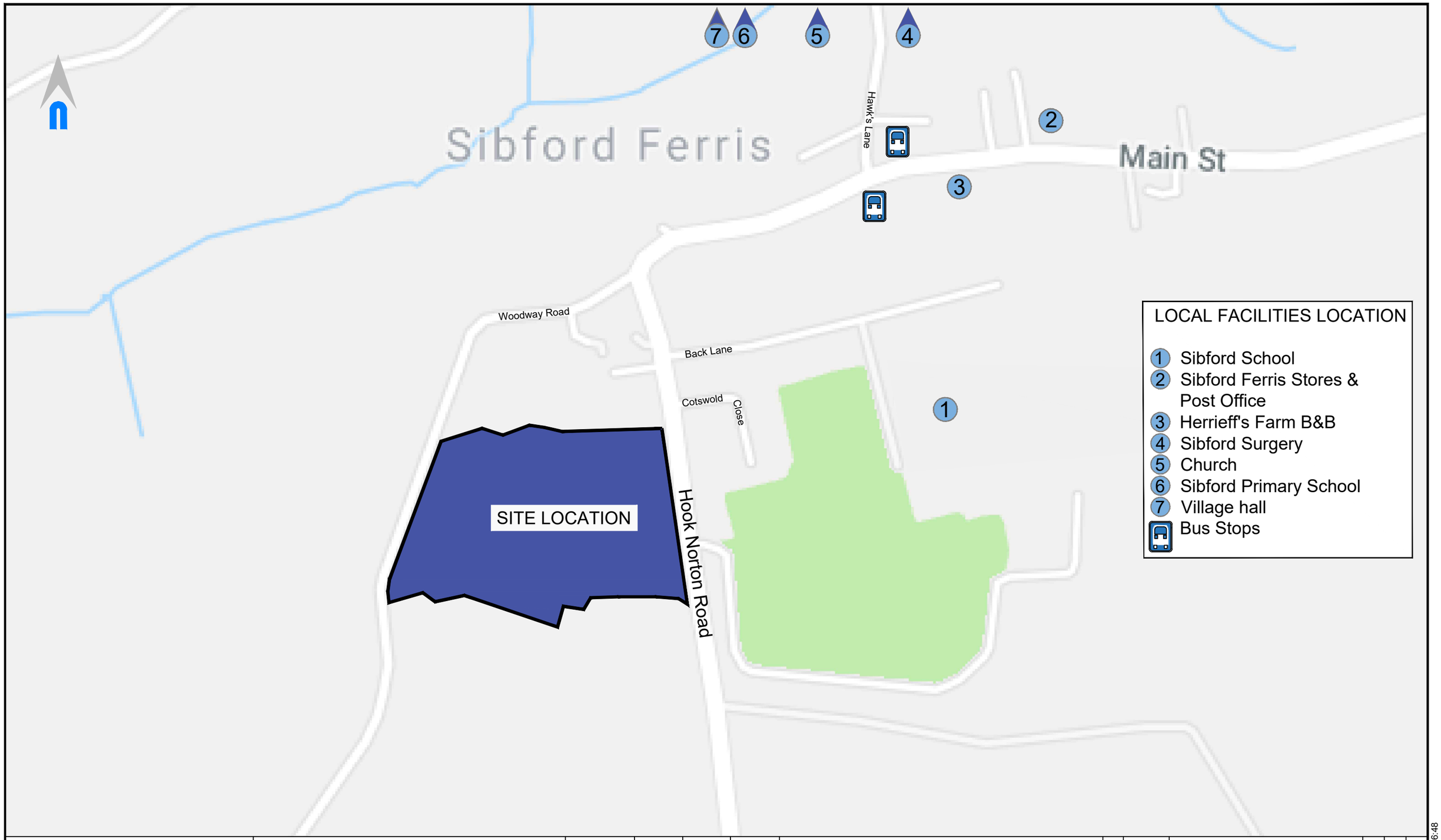
APPENDIX A

Land at Hook Norton Road, Sibford Ferris



Plotted at scale 1:2500

APPENDIX B



ORIGIN

Client: Land & Partners		Scale: NTS	Size: A3	Drawn: AB	Designed: JG
Project: Land West of Hook Norton Road		Drawing Status: FOR INFORMATION		Date: JUNE 18	
Drawing title: Local Facilities		Drawing No.: SK03		Rev.: -	

Rev	Date	Description	Drn	Chk	App
-	-	First issue	-	-	-

PLOT DATE: 02 August 2018 12:36:48

APPENDIX C

3/3A/3W Stratford upon Avon - Shipston on Stour - Banbury

Johnson's Excelbus

The information on this timetable is expected to be valid until at least 30th May 2018. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Mondays to Fridays

Service	3A	3	3	3A	3	3	3	3	3A	3	3	3A	3	3	3A	3	3	3
Service Restrictions		1	2											1		1	2	
Notes		NSch CA	Sch	Hal	CA	CA	CA	CA		CA	CA			NSch CA		NSch	Sch	CA
Stratford-upon-Avon, adj Stratford Girls Grammar School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1615	—
Stratford-upon-Avon, adj NatWest Bank	0615	0730	0730	0900	0935	1035	1135	1205	—	1235	1335	—	1405	1445	1605	1622	1622	1635
Stratford-upon-Avon, adj British Home Stores	0617	0732	0732	0902	0938	1038	1138	1208	—	1238	1338	—	1408	1448	1607	1625	1625	1638
Clifford Chambers, adj New Inn	|	0740	0740	|	0947	1047	1147	1217	—	1247	1347	—	1417	1457	|	1633	1635	1648
Lower Quinton, adj Londis	|	0748	0748	|	0956	1056	1156	1226	—	1256	1356	—	1426	1506	|	1641	1645	1656
Lower Quinton, adj Quinton Primary School	|	0754	0754	|	1000	1100	1200	1230	—	1300	1400	—	1430	1510	|	1645	1650	1700
Ilmington, adj Red Lion	|	—	0805	0920	—	—	—	—	1140	—	—	—	1442	—	1625	—	1701	—
Armscote, adj Fuzzy Duck	|	—	|	0926	—	—	—	—	|	—	—	—	—	—	|	—	|	—
Halford, opp Bridge Inn	|	—	|	0930	—	—	—	—	|	—	—	—	—	—	|	—	|	—
Newbold on Stour, opp Church	0631	—	|	|	—	—	—	—	|	—	—	—	—	—	|	—	|	—
Tredington, adj Bus Shelter	0633	—	|	0931	—	—	—	—	|	—	—	—	—	—	|	—	|	—
Shipston on Stour, adj Beecham Road	0637	—	|	0937	—	—	—	—	1147	—	—	—	—	—	1632	—	1708	—
Shipston on Stour, opp Pettiphers Garage arr	0640	—	|	0940	—	—	—	—	1150	—	—	—	—	—	1635	—	1710	—
Shipston on Stour, opp Pettiphers Garage dep	0640	—	|	0940	—	—	—	—	1150	—	—	1340	—	—	1635	—	1710	—
Lower Brailes, adj The Park	0650	—	|	0950	—	—	—	—	1200	—	—	1350	—	—	1645	—	|	—
Lower Brailes, opp The Park	|	—	|	|	—	—	—	—	|	—	—	|	—	—	|	—	1713	—
Sibford Ferris, School (E-bound)	0702	—	|	1002	—	—	—	—	1212	—	—	1402	—	—	1657	—	—	—
Lower Tadmarton, Fourways (E-bound)	0712	—	|	1012	—	—	—	—	1222	—	—	1412	—	—	1707	—	—	—
Banbury Town Centre, Bus Station (Bay 8)	0725	—	|	1025	—	—	—	—	1235	—	—	1425	—	—	1720	—	—	—
Shipston on Stour, adj Shipston High School	—	—	0815	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mondays to Fridays

Service	3	3
Notes	CA	
Stratford-upon-Avon, adj NatWest Bank	1735	1850
Stratford-upon-Avon, adj British Home Stores	1737	1852
Clifford Chambers, adj New Inn	1746	1901s
Lower Quinton, adj Londis	1755	1910s
Lower Quinton, adj Quinton Primary School	1758	1914

Saturdays

Service	3	3A	3	3	3	3	3A	3	3	3A	3	3	3A	3	3	3
Notes		Hal														
Stratford-upon-Avon, adj NatWest Bank	0730	0900	0935	1035	1135	1205	—	1235	1335	—	1405	1445	1605	1622	1735	1850
Stratford-upon-Avon, adj British Home Stores	0732	0902	0938	1038	1138	1208	—	1238	1338	—	1408	1448	1607	1625	1737	1852
Clifford Chambers, adj New Inn	0740	|	0947	1047	1147	1217	—	1247	1347	—	1417	1457	|	1633	1746	1901s
Lower Quinton, adj Londis	0748	|	0956	1056	1156	1226	—	1256	1356	—	1426	1506	|	1641	1755	1910s
Lower Quinton, adj Quinton Primary School	0754	|	1000	1100	1200	1230	—	1300	1400	—	1430	1510	|	1645	1758	1914
Ilmington, adj Red Lion	—	0920	—	—	—	—	1140	—	—	—	1442	—	1625	—	—	—
Armscote, adj Fuzzy Duck	—	0926	—	—	—	—	|	—	—	—	—	—	|	—	—	—
Halford, opp Bridge Inn	—	0930	—	—	—	—	|	—	—	—	—	—	|	—	—	—
Tredington, adj Bus Shelter	—	0931	—	—	—	—	|	—	—	—	—	—	|	—	—	—
Shipston on Stour, adj Beecham Road	—	0937	—	—	—	—	1147	—	—	1326	—	—	1632	—	—	—
Shipston on Stour, opp Pettiphers Garage arr	—	0940	—	—	—	—	1150	—	—	1329	—	—	1635	—	—	—
Shipston on Stour, opp Pettiphers Garage dep	—	0940	—	—	—	—	1150	—	—	1340	—	—	1635	—	—	—
Lower Brailes, adj The Park	—	0950	—	—	—	—	1200	—	—	1350	—	—	1645	—	—	—
Sibford Ferris, School (E-bound)	—	1002	—	—	—	—	1212	—	—	1402	—	—	1657	—	—	—
Lower Tadmarton, Fourways (E-bound)	—	1012	—	—	—	—	1222	—	—	1412	—	—	1707	—	—	—
Banbury Town Centre, Bus Station (Bay 8)	—	1025	—	—	—	—	1235	—	—	1425	—	—	1720	—	—	—

Sundays

no service

Spring Bank Holiday (Monday 28th May)

no service

Service Restrictions:
1 - only 29.5.18 to 1.6., 23.7. to 31.8.
2 - not 29.5.18 to 1.6., 23.7. to 31.8.

Notes:
CA - Lwr Quinton terminus is College Arms
Hal - serves Halstead
NSch - School Holidays
Sch - Schooldays only
s - sets down only

3/3A/3W Banbury - Shipston on Stour - Stratford upon Avon

Johnson's Excelbus

The information on this timetable is expected to be valid until at least 30th May 2018. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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

Mondays to Fridays

Service	3W	3W	3W	3	3	3	3A	3	3	3A	3	3	3	3	3	3A	3A	3
Service Restrictions		2	1											2	1	1	2	
Notes	CA	Sch	NSch CA	CA	CA	CA		CA	CA		CA	CA	CA	Sch	NSch	GC NSch	GC Sch	CA
Banbury Town Centre, Bus Station (Bay 8)	—	—	—	—	—	—	1030	—	—	1240	—	—	—	—	—	1430	1430	—
Lower Tadmarton, Fourways (W-bound)	—	—	—	—	—	—	1043	—	—	1253	—	—	—	—	—	1443	1443	—
Sibford Ferris, School (W-bound)	—	—	—	—	—	—	1053	—	—	1303	—	—	—	—	—	1453	1453	—
Lower Brailes, opp The Park	—	0713	—	—	—	—	1106	—	—	1316	—	—	—	—	—	1506	1506	—
Shipston on Stour, opp Pettiphers Garage	—	|	—	—	—	—	|	—	—	1329	—	—	—	—	—	|	|	—
Shipston on Stour, adj Pettiphers Garage	—	0724	—	—	—	—	1116	—	—	—	—	—	—	1516	1516	1516	1516	—
Shipston on Stour, adj Shipston High School	—	|	—	—	—	—	|	—	—	—	—	—	—	1519	|	—	—	—
Halford, opp Bridge Inn	—	|	—	—	—	—	1126	—	—	—	—	—	—	|	|	—	—	—
Ilmington, adj Red Lion	—	0733	—	—	—	—	1136	—	—	—	—	—	1445	1531	1531	—	—	—
Lower Quinton, adj Surgery	0655	0744	0757	0842	1005	1105	—	1205	1235	—	1305	1405	1455	1540	1540	—	—	1705
Lower Quinton, adj Londis	0658	0748	0801	|	1009	1109	—	1209	1239	—	1309	1409	1459	1545	1545	—	—	1709
Clifford Chambers, adj New Inn	0706	0757	0810	0850	1018	1118	—	1218	1248	—	1318	1418	1508	1553	1553	—	—	1718
Stratford-upon-Avon, adj Betjeman Road	0714	0807	0818	|	|	|	—	|	|	—	|	|	|	|	|	—	—	|
Stratford-upon-Avon, adj McDonalds	0722	0818	0826	0900	1026	1126	—	1226	1256	—	1326	1426	1516	1600	1600	—	—	1728
Stratford-upon-Avon, adj Oxfam	0725	0820	0830	0904	1030	1130	—	1230	1300	—	1330	1430	1520	1603	1603	—	—	1732
Stratford-upon-Avon, adj Stratford Girls Grammar School	—	0845	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mondays to Fridays

Service	3	3A
Banbury Town Centre, Bus Station (Bay 8)	—	1730
Lower Tadmarton, Fourways (W-bound)	—	1743
Sibford Ferris, School (W-bound)	—	1753
Lower Brailes, opp The Park	—	1806
Shipston on Stour, adj Pettiphers Garage	—	1816
Newbold on Stour, adj Church	—	1825s
Lower Quinton, adj Surgery	1805	|
Lower Quinton, adj Londis	1809	|
Clifford Chambers, adj New Inn	1818	|
Stratford-upon-Avon, adj McDonalds	1828	1841
Stratford-upon-Avon, adj Oxfam	1832	1844

Saturdays

Service	3W	3	3	3A	3	3	3	3	3	3	3A	3	3	3A
Banbury Town Centre, Bus Station (Bay 8)	—	—	—	1030	—	—	—	—	—	—	1430	—	—	1730
Lower Tadmarton, Fourways (W-bound)	—	—	—	1043	—	—	—	—	—	—	1443	—	—	1743
Sibford Ferris, School (W-bound)	—	—	—	1053	—	—	—	—	—	—	1453	—	—	1753
Lower Brailes, opp The Park	—	—	—	1106	—	—	—	—	—	—	1506	—	—	1806
Shipston on Stour, adj Pettiphers Garage	—	—	—	1116	—	—	—	—	—	1516	1516	—	—	1816
Newbold on Stour, adj Church	—	—	—	|	—	—	—	—	—	|	—	—	1825s
Halford, opp Bridge Inn	—	—	—	1126	—	—	—	—	—	—	—	—	—	|
Ilmington, adj Red Lion	—	—	—	1136	—	—	—	—	1445	1531	—	—	—	|
Lower Quinton, adj Surgery	0757	1005	1105	—	1205	1235	1305	1405	1455	1540	—	1705	1805	|
Lower Quinton, adj Londis	0801	1009	1109	—	1209	1239	1309	1409	1459	1545	—	1709	1809	|
Clifford Chambers, adj New Inn	0810	1018	1118	—	1218	1248	1318	1418	1508	1553	—	1718	1818	|
Stratford-upon-Avon, adj Betjeman Road	0818	|	|	—	|	|	|	|	|	|	—	|	|	|
Stratford-upon-Avon, adj McDonalds	0826	1026	1126	—	1226	1256	1326	1426	1516	1600	—	1728	1828	1841
Stratford-upon-Avon, adj Oxfam	0830	1030	1130	—	1230	1300	1330	1430	1520	1603	—	1732	1832	1844

Sundays

no service

Spring Bank Holiday (Monday 28th May)

no service

Service Restrictions:
1 - only 29.5.18 to 1.6., 23.7. to 31.8.
2 - not 29.5.18 to 1.6., 23.7. to 31.8.

Notes:
CA - Lwr Quinton terminus is College Arms
GC - 3A becomes 3 in Shipston - stay seated
NSch - School Holidays
Sch - Schooldays only
s - sets down only

3/3A/3W Stratford upon Avon - Shipston on Stour - Banbury

Johnson's Excelbus

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

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

SMS Code	Stop Name	Street	ATCO Code
wardjdam	Stratford-upon-Avon, adj Stratford Girls Grammar School	Private Grounds	4200F148550
waragdja	Stratford-upon-Avon, adj NatWest Bank	Wood Street	4200F067200
warajdam	Stratford-upon-Avon, adj British Home Stores	Bridge Street	4200F065201
warapdjp	Stratford-upon-Avon, adj Shell Garage	Shipston Road	4200F106201
warapdjw	Stratford-upon-Avon, opp Old Tramway	Shipston Road	4200F106301
waradmjt	Stratford-upon-Avon, opp Clifford Road	Shipston Road	4200F128552
wardjajt	Preston on Stour, opp Turn	Shipston Road	4200F053201
wardjdpm	Wimpstone, opp Turn	Shipston Road	4200F149231
waramtjg	Clifford Chambers, adj New Inn	Clifford Road	4200F016000
wardjpdj	Clifford Chambers, opp Garden Centre	Campden Road	4200F152242
wardmwpt	Willicote, opp Willicote Pastures	Campden Road	4200F163042
wardpdtp	Lower Quinton, adj Londis	Wellington Avenue	4200F165500
wardjapw	Lower Quinton, opp The Fordway	Main Road	4200F148171
waratjwp	Lower Quinton, adj Quinton Primary School	Main Road	4200F041100
wardjapt	Lower Quinton, adj The Close	Main Road	4200F041302
wardajpm	Ilmington, adj Armscote Road	Front Street	4200F029201
warapdgm	Ilmington, adj Red Lion	Front Street	4200F029400
waratgdp	Armscote, adj Fuzzy Duck	Ilmington Road	4200F002400
wardjtpg	Halford, opp Bridge Inn	Fosse Way	4200F153740
wardgwdt	Alderminster, opp Church	Shipston Road	4200F001200
wardjdta	Alderminster, adj Tithe Farm	Shipston Road	4200F149292
wardjgmg	Crimscote, opp Turn	Stratford Road	4200F125141
waratpdt	Newbold on Stour, adj Newbold Stores	Stratford Road	4200F045101
wardjdtg	Newbold on Stour, opp Church	Stratford Road	4200F149372
wardmjda	Armscote, opp Turn	Shipston Road	4200F154702
waragmgw	Tredington, adj Bus Shelter	Shipston Road	4200F070200
wardmtat	Darlingscott, adj Potters Lane	Darlingscott Road	4200F161080
wardmawp	Shipston on Stour, adj Beecham Road	Tilemans Lane	4200F125103
warapjtj	Shipston on Stour, opp Pettiphers Garage	Church Street	4200F087400
wardmdjw	Shipston on Stour, opp Mill Court	Mill Street	4200F156752
waragpjp	Upper Brailes, adj Fountain	Fant Hill	4200F071500
waragpjd	Upper Brailes, adj The Gate	Main Road	4200F071300
wardmawj	Lower Brailes, opp Sutton Lane	High Street	4200F071401
waratjwg	Lower Brailes, adj Church	High Street	4200F040800
wardmawg	Lower Brailes, adj The Park	Holloway Hill	4200F040901
waratjwj	Lower Brailes, opp The Park	Holloway Hill	4200F040900
oxfgtjwm	Sibford Gower, opp High Meadow	Pound Lane	340001481OPP
oxfaptmj	Sibford Gower, o/s School	Acre Ditch	340000668SCH
oxfagpmg	Burdrop, opp Acre Ditch	Village Road	340001480OPC
oxfaptmp	Sibford Ferris, School (E-bound)	Main Street	340000667SCH
oxfapawj	Swalcliffe, o/s Church	Swalcliffe Road B4035	340000735CH
oxfagtjw	Tadmarton, Swalcliffe Road East (E-bound)	Swalcliffe Road	340001478OPB
oxfamwap	Tadmarton, opp Church	Main Street	340000780V
oxfgmwga	Tadmarton, o/s Brookfield Rise	Main Street	340001477CNR
oxfapjpm	Lower Tadmarton, Fourways (E-bound)	Broughton Road	340000502V
oxfagtwd	Broughton, opp Wykham Lane	Main Road	340001475CNR
oxfagtwg	Broughton, opp Danvers Road	Main Road	340001474OPP
oxfatmdm	Poets Corner, Broughton Road (NE-bound)	Broughton Road	340003150CNR
oxfgpjmg	Neithrop, adj Hornbeam Close	Broughton Road	340001440CNR
oxfagtgj	Neithrop, West Bar Street (NE-bound)	West Bar Street	340001455OPP
oxfagwgm	Banbury Town Centre, High Street (NE-bound)	High Street	340001460PO
oxfagwda	Banbury Town Centre, George Street (E-bound)	George Street	340001457CCC
oxfamjpd	Banbury Town Centre, Bus Station (Bay 8)	Bus Station	3400000728
wardmwgw	Shipston on Stour, adj Shipston High School	Private Road	4200F162600

3/3A/3W Banbury - Shipston on Stour - Stratford upon Avon

Johnson's Excelbus

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

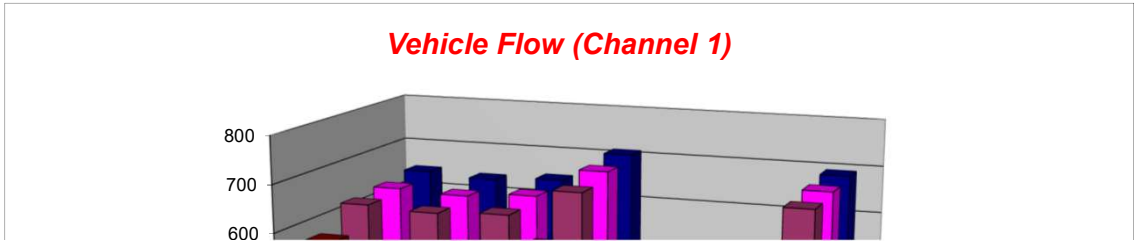
SMS Code	Stop Name	Street	ATCO Code
oxfamjpd	Banbury Town Centre, Bus Station (Bay 8)	Bus Station	3400000728
oxfagtgm	Neithrop, West Bar Street (SW-bound)	West Bar Street	340001455CNR
oxfgptmg	Neithrop, opp Hornbeam Close	Broughton Road	340001440OPP
oxfatjgt	Poets Corner, Broughton Road (SW-bound)	Broughton Road	340003150OPP
oxfagtwj	Broughton, adj Danvers Road	Main Road	340001474CNR
oxfagtdw	Broughton, adj Wykham Lane	Main Road	340001475OPP
oxfagpja	Lower Tadmarton, Fourways (W-bound)	Broughton Road	340001476HMF
oxfwtgat	Tadmarton, opp Brookfield Rise	Main Street	340004132OPP
oxfagpmp	Tadmarton, o/s Church	Main Street	340001479OUT
oxfagpmt	Tadmarton, Swalcliffe Road East (W-bound)	Swalcliffe Road	340001478USH
oxfgapgj	Swalcliffe, opp Church	Swalcliffe Road B4035	340000735OCH
oxfgapgm	Sibford Ferris, School (W-bound)	Main Street	340000667SCO
oxfagpmj	Burdrop, adj Acre Ditch	Hawks Lane	340001480CHU
oxfgapgp	Sibford Gower, opp School	Acre Ditch	340000668OPP
oxfgtjwj	Sibford Gower, adj High Meadow	Pound Lane	340001481CNR
waratjwj	Lower Brailes, opp The Park	Holloway Hill	4200F040900
waratjwm	Lower Brailes, adj The George	High Street	4200F041000
waragpjm	Upper Brailes, adj Sutton Lane	High Street	4200F071400
waragpjt	Upper Brailes, opp The Gate	Main Road	4200F071600
waragpjg	Upper Brailes, opp Castle Hill	Fant Hill	4200F071301
waradgdj	Barcheston, adj Turn	Shipston Road	4200F005200
wardmdjt	Shipston on Stour, adj Mill Court	Mill Street	4200F156751
wardmawp	Shipston on Stour, adj Beecham Road	Tilemans Lane	4200F125103
warapjtj	Shipston on Stour, opp Pettiphers Garage	Church Street	4200F087400
waragwpd	Shipston on Stour, adj Pettiphers Garage	Church Road	4200F062100
wardatjp	Shipston on Stour, opp Badger Valley	Tilemans Lane	4200F125100
wardpjgt	Shipston on Stour, adj Darlingscote Road	Tilemans Lane	4200F125104
wardgmgw	Armscote, adj Turn	Shipston Road	4200F154701
wardjdwj	Newbold on Stour, adj Church	Stratford Road	4200F149371
wardjdtd	Newbold on Stour, opp Newbold Stores	Stratford Road	4200F045102
wardatma	Crimscote, adj Turn	Stratford Road	4200F125140
wardjdpw	Alderminster, opp Tithe Farm	Shipston Road	4200F149291
wardjdtm	Alderminster, adj Church	Shipston Road	4200F001201
warajapa	Alderminster, nr Bell	Shipston Road	4200F157102
wardjdpt	Wimpstone, adj Turn	Shipston Road	4200F149232
wardadtd	Preston on Stour, adj Turn	Shipston Road	4200F053200
wardmjdj	Atherstone on Stour, adj Turn	Shipston Road	4200F158632
wardmwgw	Shipston on Stour, adj Shipston High School	Private Road	4200F162600
warapagj	Darlingscott, adj Crossroads	Darlingscott Road	4200F018600
wardmjam	Tredington, adj Manor Farm Road	Blackwell Road	4200F158610
waragmja	Tredington, adj White Lion	Shipston Road	4200F070400
wardjtpg	Halford, opp Bridge Inn	Fosse Way	4200F153740
waradadm	Armscote, opp Fuzzy Duck	Ilmington Road	4200F002500
warapdgm	Ilmington, adj Red Lion	Front Street	4200F029400
warapdgj	Ilmington, adj Howard Arms	Front Street	4200F029300
wardpagm	Lower Quinton, opp Back Lane	Main Road	4200F163510
waratmag	Lower Quinton, opp The Close	Main Road	4200F041301
waratjwt	Lower Quinton, adj Surgery	Main Road	4200F041200
wardjata	Lower Quinton, adj The Fordway	Main Road	4200F148172
wardpdtp	Lower Quinton, adj Londis	Wellington Avenue	4200F165500
wardmwpm	Willicote, adj Willicote Pastures	Campden Road	4200F163041
wardjpdg	Clifford Chambers, adj Garden Centre	Campden Road	4200F152241
waramtjg	Clifford Chambers, adj New Inn	Clifford Road	4200F016000
waradmjp	Stratford-upon-Avon, adj Clifford Road	Shipston Road	4200F128551
warapdmd	Stratford-upon-Avon, opp Avon View Hotel	Shipston Road	4200F106402
warapdjt	Stratford-upon-Avon, opp Shell Garage	Shipston Road	4200F106202
wardmapw	Stratford-upon-Avon, adj Betjeman Road	Wordsworth Avenue	4200F155790
wardmata	Stratford-upon-Avon, opp Amis Way	Wordsworth Avenue	4200F155810
warawgpw	Stratford-upon-Avon, nr Rushbrook Road	Byron Road	4200F130230
warajdag	Stratford-upon-Avon, adj Shell Garage	Banbury Road	4200F065100
warajdaj	Stratford-upon-Avon, adj McDonalds	Bridge Street	4200F065200
waragdjm	Stratford-upon-Avon, adj Oxfam	Wood Street	4200F067203
wardjdam	Stratford-upon-Avon, adj Stratford Girls Grammar School	Private Grounds	4200F148550

APPENDIX D

Sibford Ferris ATC, Northern Site

Channel 1 - Northbound | **Vehicle Flow** | **Week 1**

Hr Ending	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	0	0
4	2	1	1	2	2	0	1	1	1
5	0	2	2	1	1	0	0	1	1
6	9	6	3	7	4	3	4	6	5
7	9	8	8	6	3	1	14	9	7
8	48	39	42	39	14	4	44	42	33
9	97	106	109	106	44	22	139	111	89
10	31	27	33	33	21	11	27	30	26
11	31	36	32	36	32	24	26	32	31
12	35	43	32	28	34	31	25	33	33
13	31	25	27	35	31	26	28	29	29
14	36	22	34	33	35	25	33	32	31
15	39	33	28	38	33	27	22	32	31
16	60	48	60	56	49	37	96	64	58
17	74	70	78	85	53	40	75	76	68
18	65	78	51	67	38	29	48	62	54
19	34	35	39	49	29	22	44	40	36
20	18	26	24	37	19	15	26	26	24
21	10	13	22	28	16	15	26	20	19
22	10	12	9	9	7	8	10	10	9
23	7	6	8	10	6	4	4	7	6
24	0	2	3	6	2	1	2	3	2
7-19	581	562	565	605	413	298	607	584	519
6-22	628	621	628	685	458	337	683	649	577
6-24	635	629	639	701	466	342	689	659	586
0-24	646	638	646	711	473	345	694	667	593



Sibford Ferris ATC, Northern Site

Channel 1 - Northbound **Average Speed** **Week 1**

Hr Ending	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	33.0	-	-	-	-
4	29.2	25.5	25.5	29.2	25.5	-	25.5
5	-	25.5	34.2	25.5	33.0	-	-
6	30.5	32.2	28.0	28.7	24.9	25.5	38.0
7	24.1	36.1	25.2	33.0	22.2	33.0	23.4
8	26.3	28.5	25.6	25.8	28.0	17.9	28.2
9	18.5	18.9	19.0	18.1	26.8	25.1	19.1
10	27.7	27.5	29.4	28.9	23.9	24.3	26.2
11	27.6	24.9	26.4	26.5	24.7	22.7	26.3
12	28.1	25.4	27.6	26.6	26.0	24.3	26.5
13	27.7	28.9	29.5	27.6	25.3	25.1	29.2
14	28.0	27.3	25.3	25.0	24.3	24.6	27.2
15	28.0	29.2	28.1	26.9	25.2	23.8	26.3
16	23.3	26.1	25.1	25.8	25.5	23.4	21.4
17	20.0	23.3	22.1	18.8	26.1	24.6	23.0
18	22.9	24.8	21.5	24.1	24.3	24.3	20.2
19	26.6	30.1	26.7	26.7	25.1	23.4	28.0
20	26.9	32.3	27.8	26.2	26.4	25.8	24.4
21	24.2	24.7	28.6	25.8	25.5	24.8	25.8
22	25.0	27.2	31.6	28.3	25.1	22.6	27.5
23	29.4	30.1	31.1	30.2	23.8	24.9	22.4
24	-	38.0	33.8	27.6	25.5	33.0	38.0
10-12	27.9	25.2	27.0	26.6	25.4	23.6	26.4
14-16	25.1	27.4	26.0	26.2	25.4	23.6	22.3
0-24	24.3	25.6	24.8	24.3	25.4	24.2	23.7

Average	24.6

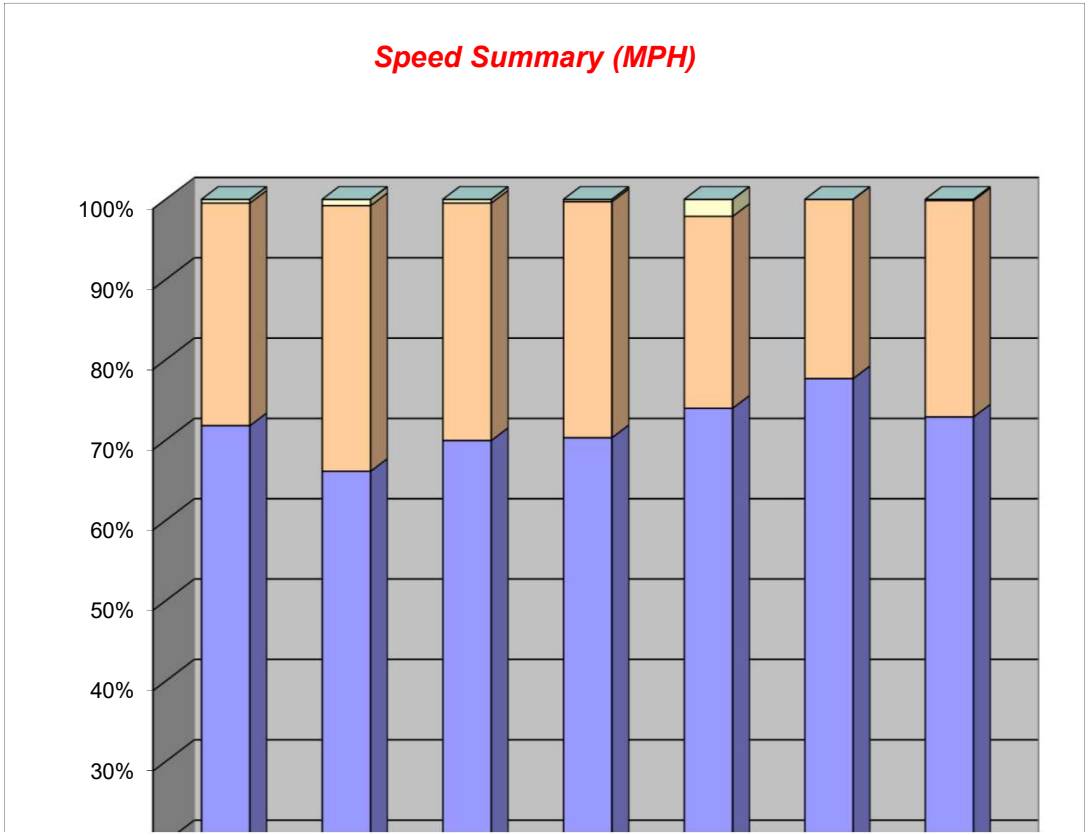
Channel 1 - Northbound **85th Percentile**

Hr Ending	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	33.5	-	-	33.1	25.7	-	-
5	-	26.3	43.8	-	-	-	-
6	33.3	43.3	43.4	39.0	33.1	25.7	38.5
7	33.6	48.0	33.3	43.1	25.8	-	38.2
8	38.6	38.3	38.9	43.4	38.1	25.6	38.3

Sibford Ferris ATC, Northern Site

Channel 1 - Northbound | **Speed Summary** | **Week 1**

Speed (MPH)	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday
0-30	464	422	452	500	350	268	506
31-45	179	211	191	209	113	77	187
46-60	3	5	3	2	10	0	1
61-	0	0	0	0	0	0	0
TOTAL	**646**	**638**	**646**	**711**	**473**	**345**	**694**



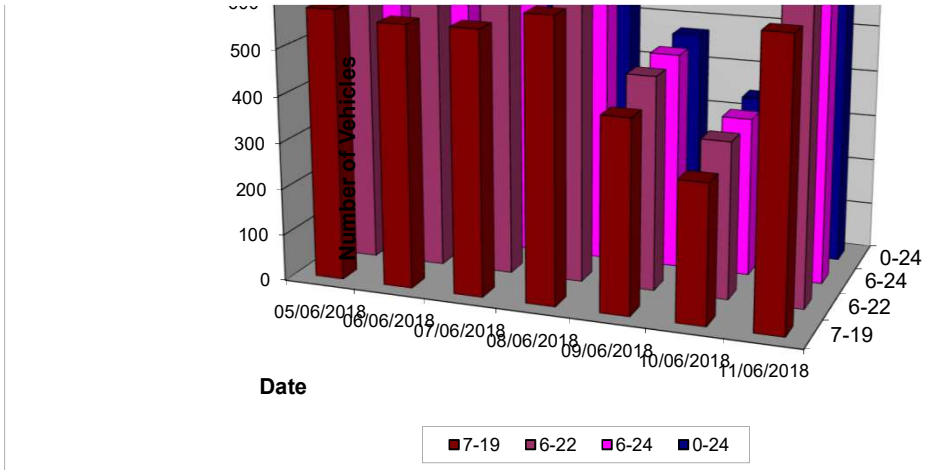
Sibford Ferris ATC, Northern Site

Channel 1 - Northbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
05/06/2018				
7-19	504	74	3	581
6-22	550	75	3	628
6-24	557	75	3	635
0-24	568	75	3	646
06/06/2018				
7-19	494	66	2	562
6-22	550	69	2	621
6-24	558	69	2	629
0-24	567	69	2	638
07/06/2018				
7-19	493	70	2	565
6-22	548	77	3	628
6-24	559	77	3	639
0-24	566	77	3	646
08/06/2018				
7-19	540	65	0	605
6-22	618	67	0	685
6-24	632	69	0	701
0-24	642	69	0	711
09/06/2018				
7-19	371	42	0	413
6-22	414	44	0	458
6-24	422	44	0	466
0-24	429	44	0	473
10/06/2018				
7-19	273	25	0	298
6-22	310	27	0	337
6-24	315	27	0	342
0-24	318	27	0	345
11/06/2018				
7-19	531	69	7	607
6-22	603	72	8	683
6-24	607	74	8	689
0-24	612	74	8	694

Average				
7-19	458	59	2	519
6-22	513	62	2	577
6-24	521	62	2	586
0-24	529	62	2	593

Sibford Ferris ATC, Northern Site



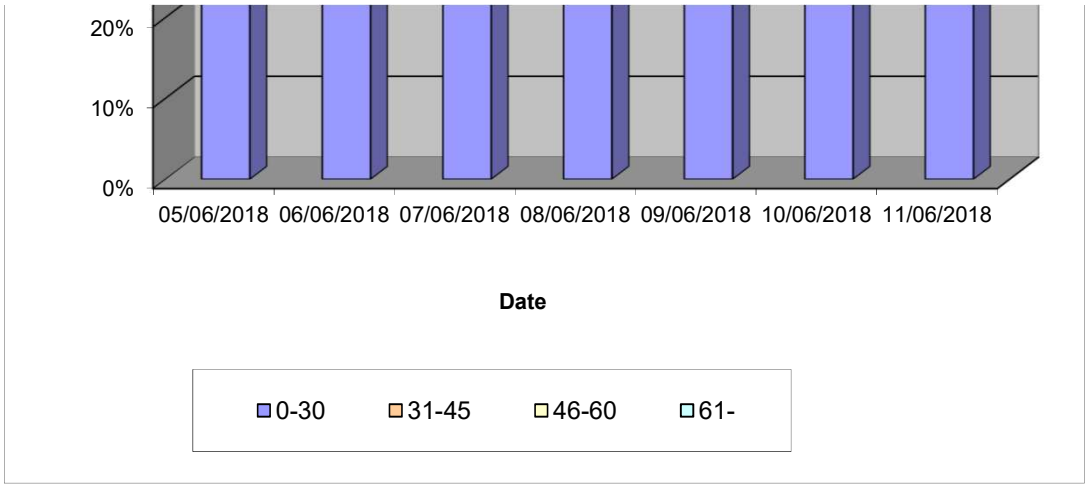
Sibford Ferris ATC, Northern Site

9	25.8	33.4	26.1	33.4	38.0	33.6	25.6
10	33.3	38.3	38.6	38.5	33.5	33.2	33.6
11	33.8	33.9	38.4	33.2	38.7	33.9	38.2
12	33.8	34.0	38.1	38.5	38.5	33.1	38.9
13	38.6	38.4	38.6	33.3	38.8	33.4	38.1
14	39.0	38.3	33.7	33.6	33.1	33.3	33.4
15	38.9	38.2	33.9	33.5	33.2	33.9	26.4
16	33.2	33.2	38.8	33.2	33.7	33.8	33.9
17	33.7	33.6	33.0	33.9	38.5	33.3	33.8
18	34.0	38.4	26.0	38.7	33.4	33.7	25.8
19	38.2	38.4	33.9	33.5	33.1	33.3	33.7
20	38.5	38.7	38.4	33.4	38.7	33.1	33.3
21	25.6	33.3	38.7	38.1	33.9	33.0	33.1
22	34.0	38.6	38.5	38.8	26.0	25.8	33.0
23	33.7	38.2	38.5	38.5	38.1	33.8	33.3
24	-	38.2	38.5	38.8	26.3	-	38.8

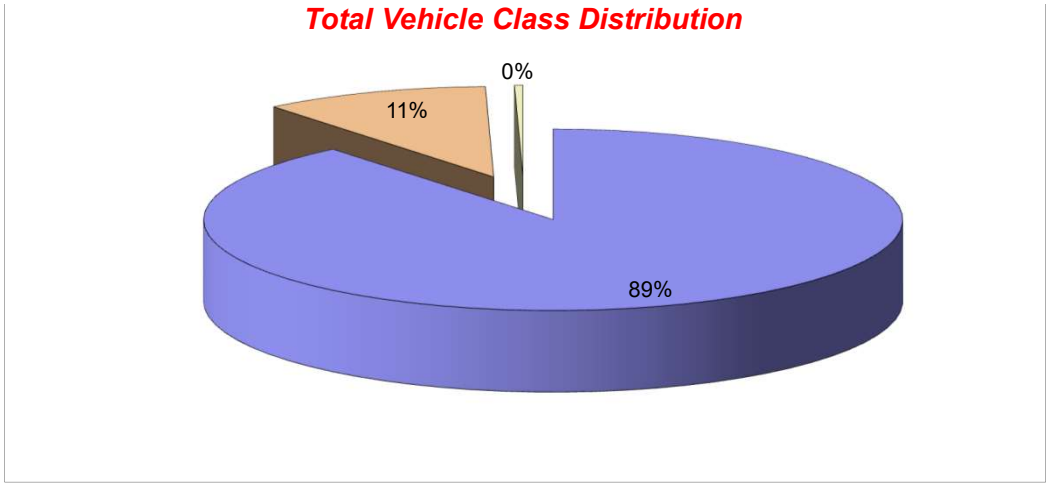
10-12	33.0	33.6	38.4	38.6	38.4	33.2	38.3
14-16	33.6	33.1	38.4	33.8	33.5	33.5	33.2
0-24	33.1	38.5	38.3	33.0	38.5	33.3	33.5

85th %ile	35.5

Sibford Ferris ATC, Northern Site



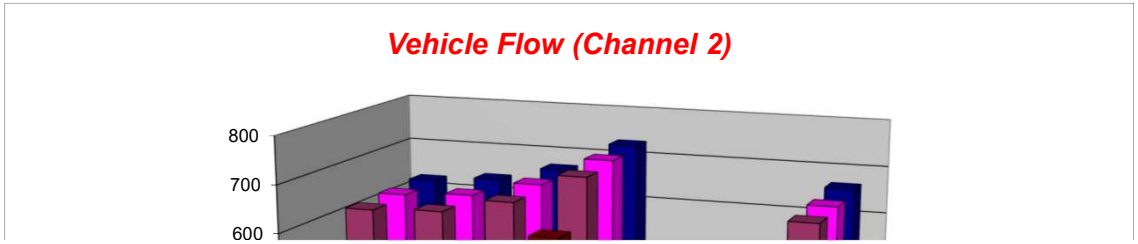
Sibford Ferris ATC, Northern Site



Sibford Ferris ATC, Northern Site

Channel 2 - Southbound | **Vehicle Flow** | **Week 1**

Hr Ending	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday	5 Day Ave	7 Day Ave
1	0	1	0	1	2	3	0	0	1
2	0	0	0	1	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0
4	1	0	0	0	0	0	4	1	1
5	0	1	0	0	0	0	2	1	0
6	3	5	5	4	2	2	2	4	3
7	14	14	17	8	6	1	14	13	11
8	35	27	33	36	10	3	41	34	26
9	95	100	85	82	39	21	126	98	78
10	37	27	33	39	23	13	25	32	28
11	30	37	38	32	35	25	37	35	33
12	34	34	40	43	38	33	44	39	38
13	26	42	40	33	37	30	23	33	33
14	35	39	36	38	37	26	17	33	33
15	28	28	27	38	30	24	36	31	30
16	42	42	50	57	39	28	56	49	45
17	84	80	96	106	66	49	91	91	82
18	77	68	69	61	43	32	69	69	60
19	32	39	43	59	27	20	24	39	35
20	33	18	31	35	23	16	30	29	27
21	10	20	9	42	16	14	17	20	18
22	6	10	8	8	6	7	6	8	7
23	4	5	8	3	4	2	2	4	4
24	0	1	1	5	2	1	1	2	2
7-19	555	563	590	624	424	304	589	584	521
6-22	618	625	655	717	475	342	656	654	584
6-24	622	631	664	725	481	345	659	660	590
0-24	626	638	669	732	485	350	667	666	595



Sibford Ferris ATC, Northern Site

Channel 2 - Southbound **Average Speed** **Week 1**

Hr Ending	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday
1	-	43.0	-	38.0	25.5	25.5	-
2	-	-	-	33.0	-	-	-
3	-	-	-	43.0	-	-	-
4	33.0	-	-	-	-	-	33.0
5	-	33.0	-	-	-	-	33.0
6	35.5	31.0	34.5	31.8	25.5	25.5	35.5
7	31.9	32.2	32.0	27.3	25.1	25.5	36.4
8	27.0	33.5	28.6	32.7	26.4	22.2	33.9
9	20.1	22.1	21.6	21.2	26.0	25.2	20.9
10	27.8	33.3	30.2	32.2	25.4	24.5	34.7
11	28.9	27.6	28.5	28.4	25.5	24.2	30.2
12	29.3	26.8	30.5	29.6	26.4	25.9	27.0
13	27.8	27.8	29.4	29.4	26.6	24.7	29.7
14	28.1	29.5	28.0	28.7	26.6	24.5	23.6
15	29.4	31.3	30.3	24.6	25.1	25.6	29.2
16	28.2	30.7	28.5	29.8	25.6	23.8	27.1
17	22.1	22.7	21.7	20.4	26.1	24.2	18.5
18	24.6	24.4	23.1	24.1	26.1	24.1	22.9
19	28.0	31.1	27.7	25.8	26.2	23.7	21.6
20	24.8	32.7	27.2	28.2	22.5	22.0	23.4
21	19.0	24.6	30.8	23.8	24.7	24.6	25.6
22	30.1	23.0	27.1	25.8	21.7	22.2	15.5
23	31.1	43.0	37.1	29.7	20.5	25.5	48.0
24	-	43.0	43.0	33.0	25.5	33.0	25.5
10-12	29.1	27.2	29.5	29.1	26.0	25.2	28.5
14-16	28.7	31.0	29.2	27.7	25.4	24.6	27.9
0-24	25.5	27.2	26.5	26.1	25.7	24.4	25.1

Average	25.8

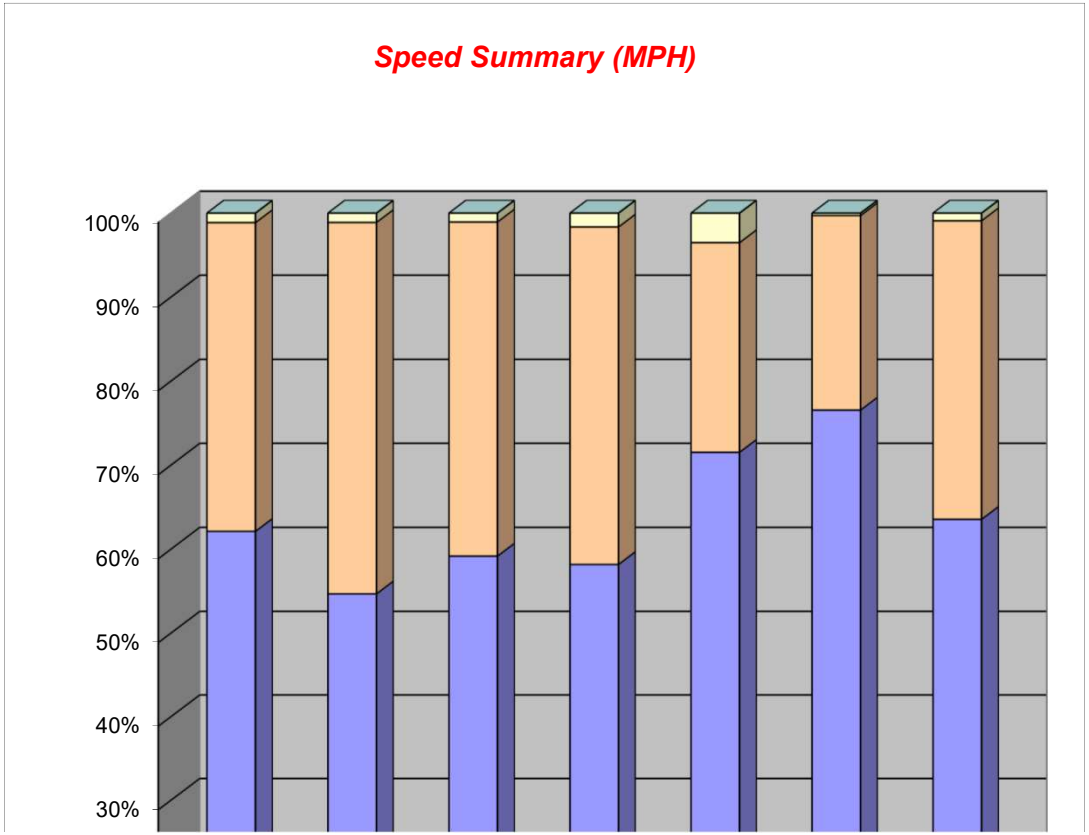
Channel 2 - Southbound **85th Percentile**

Hr Ending	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday
1	-	-	-	-	26.0	26.3	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	33.8
5	-	-	-	-	-	-	33.8
6	43.5	38.4	43.4	43.7	25.6	26.2	38.3
7	43.4	43.3	38.5	38.4	33.5	-	44.0
8	38.8	38.3	38.1	43.7	39.0	26.4	38.8

Sibford Ferris ATC, Northern Site

Channel 2 - Southbound | **Speed Summary** | **Week 1**

Speed (MPH)	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday
0-30	389	349	396	426	347	268	424
31-45	230	282	266	294	121	81	237
46-60	7	7	7	12	17	1	6
61-	0	0	0	0	0	0	0
TOTAL	**626**	**638**	**669**	**732**	**485**	**350**	**667**



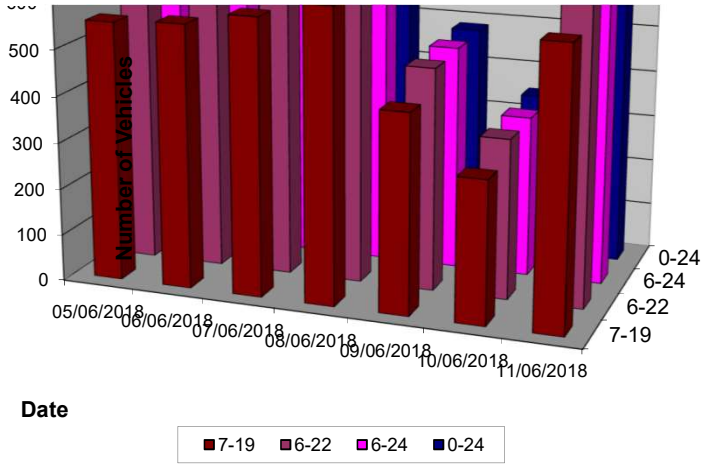
Sibford Ferris ATC, Northern Site

Channel 2 - Southbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
05/06/2018				
7-19	496	59	0	555
6-22	552	66	0	618
6-24	556	66	0	622
0-24	560	66	0	626
06/06/2018				
7-19	500	62	1	563
6-22	558	66	1	625
6-24	563	67	1	631
0-24	570	67	1	638
07/06/2018				
7-19	518	70	2	590
6-22	576	77	2	655
6-24	584	78	2	664
0-24	588	79	2	669
08/06/2018				
7-19	571	53	0	624
6-22	654	63	0	717
6-24	662	63	0	725
0-24	669	63	0	732
09/06/2018				
7-19	383	40	1	424
6-22	429	45	1	475
6-24	435	45	1	481
0-24	439	45	1	485
10/06/2018				
7-19	283	21	0	304
6-22	320	22	0	342
6-24	323	22	0	345
0-24	328	22	0	350
11/06/2018				
7-19	532	53	4	589
6-22	588	62	6	656
6-24	590	62	7	659
0-24	595	63	9	667

Average				
7-19	469	51	1	521
6-22	525	57	1	584
6-24	530	58	2	590
0-24	536	58	2	595

Sibford Ferris ATC, Northern Site



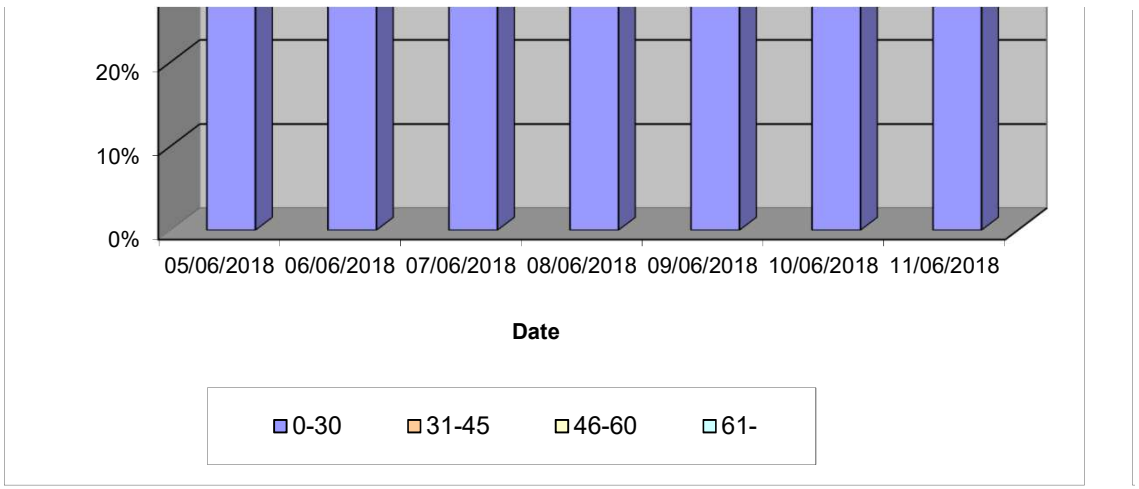
Sibford Ferris ATC, Northern Site

9	33.8	33.2	33.1	33.3	38.6	38.4	33.7
10	38.7	43.5	38.2	38.4	38.9	33.1	38.9
11	38.7	33.2	38.0	38.4	33.7	34.0	38.9
12	39.0	38.6	38.7	38.9	38.4	38.8	38.4
13	33.3	38.4	38.5	38.1	38.7	33.7	33.1
14	38.5	38.9	38.6	38.6	38.1	33.4	34.0
15	38.4	38.5	43.2	38.3	33.8	33.0	38.8
16	38.7	38.2	38.5	38.1	38.7	33.2	38.7
17	38.2	33.7	33.7	33.2	38.5	38.2	25.9
18	38.4	38.7	38.8	38.1	38.2	33.5	33.0
19	43.5	38.6	38.4	38.4	33.2	33.4	33.2
20	38.8	43.8	38.9	39.0	25.8	25.6	38.2
21	38.5	38.2	38.7	38.5	33.8	33.3	38.5
22	43.4	33.8	33.1	33.5	33.1	26.1	15.9
23	38.5	48.2	43.6	39.0	26.0	26.3	48.1
24	-	-	-	43.2	26.3	-	-

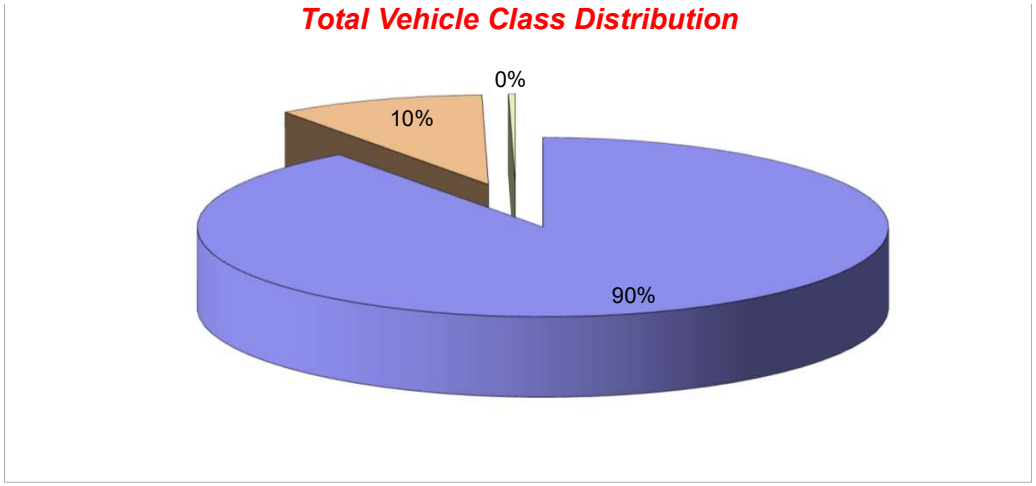
10-12	38.2	33.1	38.0	38.4	38.8	33.2	38.6
14-16	38.6	38.1	38.4	38.4	38.3	33.9	38.8
0-24	38.5	38.8	38.4	38.3	39.0	33.4	38.5

85th %ile	37.8

Sibford Ferris ATC, Northern Site



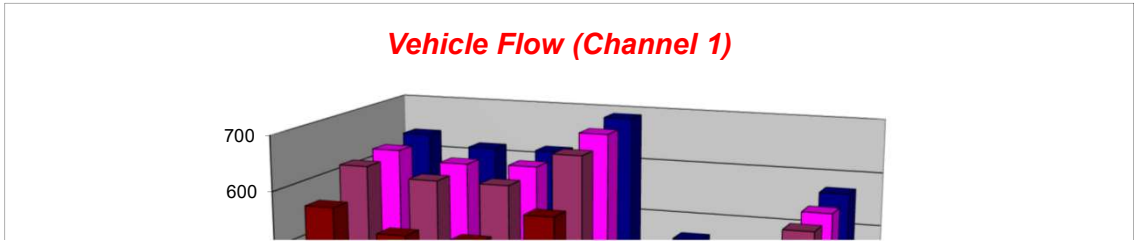
Sibford Ferris ATC, Northern Site



Sibford Ferris ATC, Southern Site

Channel 1 - Northbound | **Vehicle Flow** | **Week 1**

Hr Ending	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	0	0
4	2	2	1	2	2	0	1	2	1
5	0	1	2	1	1	1	0	1	1
6	8	5	2	6	3	2	9	6	5
7	6	8	6	6	2	1	2	6	4
8	37	33	31	31	14	3	31	33	26
9	80	80	87	84	43	22	84	83	69
10	32	27	29	35	21	12	20	29	25
11	30	33	27	33	32	22	37	32	31
12	38	39	33	30	35	32	25	33	33
13	33	27	31	35	34	26	24	30	30
14	33	27	27	30	33	24	38	31	30
15	39	34	29	41	35	28	25	34	33
16	63	41	47	50	43	35	46	49	46
17	92	86	80	104	54	41	103	93	80
18	60	70	58	48	36	27	38	55	48
19	33	32	48	61	28	22	37	42	37
20	20	30	37	38	20	15	18	29	25
21	16	17	24	27	17	16	20	21	20
22	9	19	9	12	7	9	11	12	11
23	8	6	8	10	6	4	3	7	6
24	0	2	3	7	2	1	2	3	2
7-19	570	529	527	582	408	294	508	543	488
6-22	621	603	603	665	454	335	559	610	549
6-24	629	611	614	682	462	340	564	620	557
0-24	639	619	620	691	468	343	574	629	565



Sibford Ferris ATC, Southern Site

Channel 1 - Northbound **Average Speed** **Week 1**

Hr Ending	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	33.0	-	-	-	-
4	25.5	25.5	25.5	29.2	20.5	-	25.5
5	-	25.5	31.8	25.5	33.0	-	-
6	28.0	30.5	34.2	29.7	25.5	25.5	28.3
7	25.5	31.4	26.8	26.8	25.5	33.0	20.5
8	27.8	26.9	28.5	28.7	27.8	15.3	27.6
9	24.1	25.1	25.2	25.6	24.4	23.0	23.9
10	26.0	27.5	27.8	27.1	31.0	24.4	26.6
11	25.8	26.8	27.4	24.9	25.1	25.7	24.9
12	24.6	25.4	27.4	26.6	25.2	24.3	27.1
13	24.7	26.4	27.0	24.9	25.5	23.7	26.1
14	25.4	26.1	24.8	24.6	24.8	23.5	25.9
15	25.8	27.5	27.8	24.8	26.8	23.8	25.5
16	25.5	26.3	26.7	26.3	25.5	22.6	25.5
17	22.5	25.5	24.5	25.2	25.6	25.0	23.0
18	26.7	27.6	25.4	26.8	24.2	24.6	22.7
19	25.3	27.5	26.1	25.3	25.3	25.6	25.4
20	25.1	27.6	23.7	25.5	24.0	22.9	28.4
21	24.9	27.7	27.0	27.7	23.5	24.1	24.8
22	26.3	21.5	26.3	27.2	22.2	21.8	26.2
23	26.8	23.4	27.4	27.0	25.1	24.9	28.0
24	-	33.0	32.2	27.3	25.5	33.0	25.5
10-12	25.2	26.0	27.4	25.7	25.1	24.9	25.8
14-16	25.6	26.8	27.1	25.6	26.1	23.1	25.5
0-24	25.1	26.4	26.1	25.9	25.4	24.0	25.0

Average	25.4

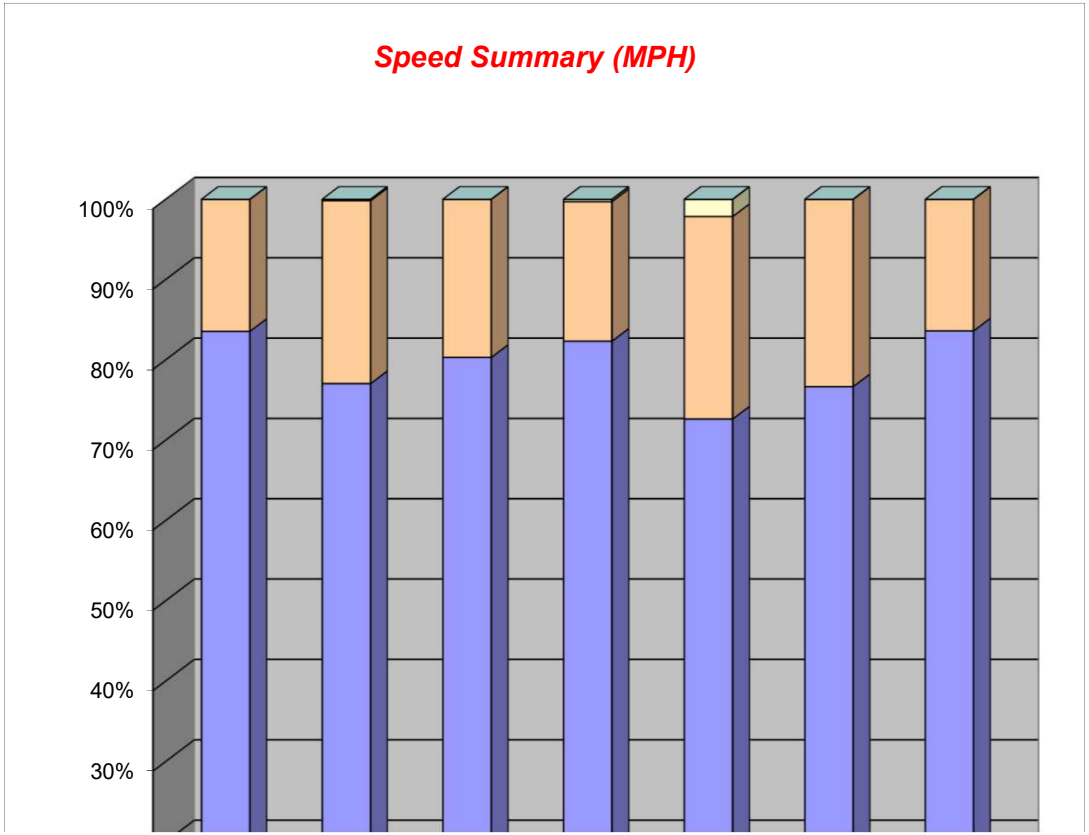
Channel 1 - Northbound **85th Percentile**

Hr Ending	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	26.1	25.8	-	34.0	25.6	-	-
5	-	-	38.3	-	-	-	-
6	33.6	43.3	43.9	38.4	25.6	25.6	33.2
7	25.8	38.4	33.6	33.4	25.5	-	25.8
8	33.3	33.3	33.6	33.5	33.5	25.7	33.1

Sibford Ferris ATC, Southern Site

Channel 1 - Northbound | **Speed Summary** | **Week 1**

Speed (MPH)	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday
0-30	534	477	498	569	340	263	480
31-45	105	141	122	120	118	80	94
46-60	0	1	0	2	10	0	0
61-	0	0	0	0	0	0	0
TOTAL	**639**	**619**	**620**	**691**	**468**	**343**	**574**



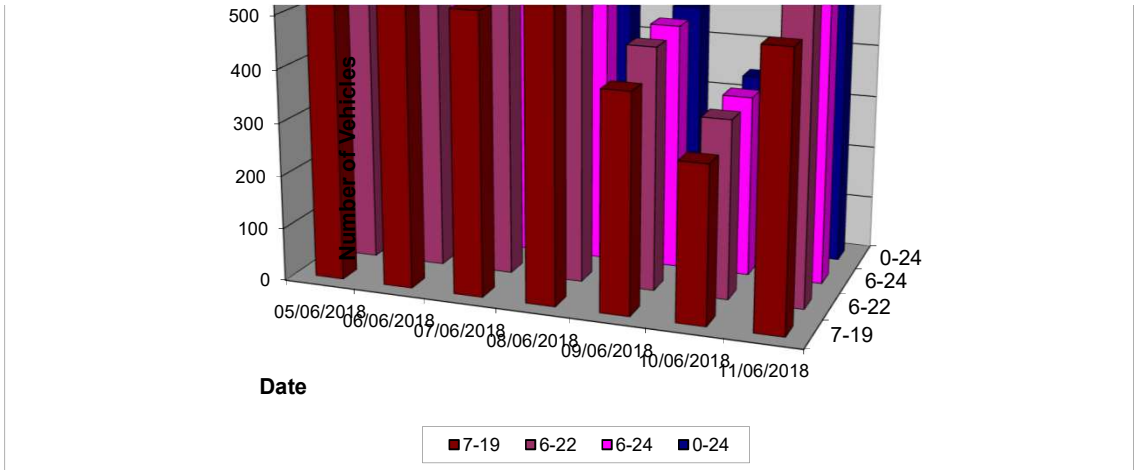
Sibford Ferris ATC, Southern Site

Channel 1 - Northbound **Vehicle Class** **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
05/06/2018				
7-19	490	77	3	570
6-22	539	79	3	621
6-24	547	79	3	629
0-24	557	79	3	639
06/06/2018				
7-19	470	58	1	529
6-22	540	62	1	603
6-24	548	62	1	611
0-24	556	62	1	619
07/06/2018				
7-19	466	60	1	527
6-22	536	66	1	603
6-24	547	66	1	614
0-24	553	66	1	620
08/06/2018				
7-19	520	62	0	582
6-22	601	64	0	665
6-24	616	66	0	682
0-24	625	66	0	691
09/06/2018				
7-19	363	45	0	408
6-22	407	47	0	454
6-24	415	47	0	462
0-24	421	47	0	468
10/06/2018				
7-19	267	27	0	294
6-22	306	29	0	335
6-24	311	29	0	340
0-24	314	29	0	343
11/06/2018				
7-19	444	62	2	508
6-22	493	64	2	559
6-24	497	65	2	564
0-24	505	67	2	574

Average				
7-19	431	56	1	488
6-22	489	59	1	549
6-24	497	59	1	557
0-24	504	59	1	565

Sibford Ferris ATC, Southern Site



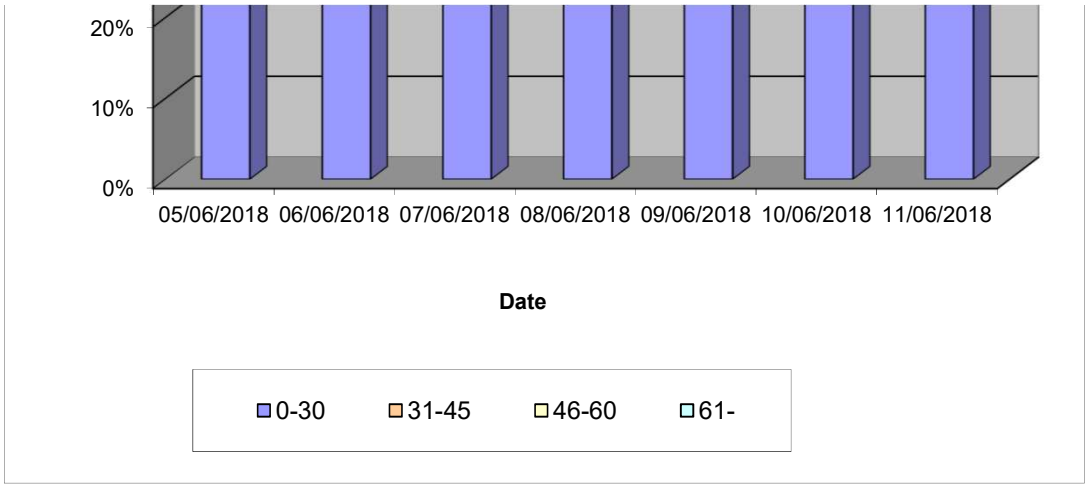
Sibford Ferris ATC, Southern Site

9	26.3	33.9	25.9	33.2	38.7	33.9	26.1
10	33.8	34.0	33.1	33.5	48.5	33.1	26.7
11	33.6	33.4	33.6	25.8	33.8	33.4	33.9
12	26.5	25.8	33.7	33.6	38.1	33.3	33.1
13	26.4	33.2	33.9	26.0	38.2	33.9	33.4
14	33.2	33.2	33.8	25.7	33.7	33.8	26.0
15	33.7	33.6	33.0	26.4	43.5	33.3	33.9
16	34.0	33.4	33.5	33.7	38.4	33.7	33.8
17	25.7	33.4	26.4	26.0	33.1	33.3	25.8
18	33.5	33.7	25.9	33.4	38.7	33.1	26.2
19	25.6	33.3	33.7	33.1	38.9	33.0	33.3
20	26.5	33.6	26.0	33.8	33.5	33.3	33.1
21	26.2	33.2	33.5	33.5	33.1	33.8	25.5
22	26.4	25.7	26.4	33.8	26.3	25.8	26.2
23	33.6	33.6	33.4	33.6	33.4	33.2	33.8
24	-	33.1	38.4	27.4	26.0	-	25.8

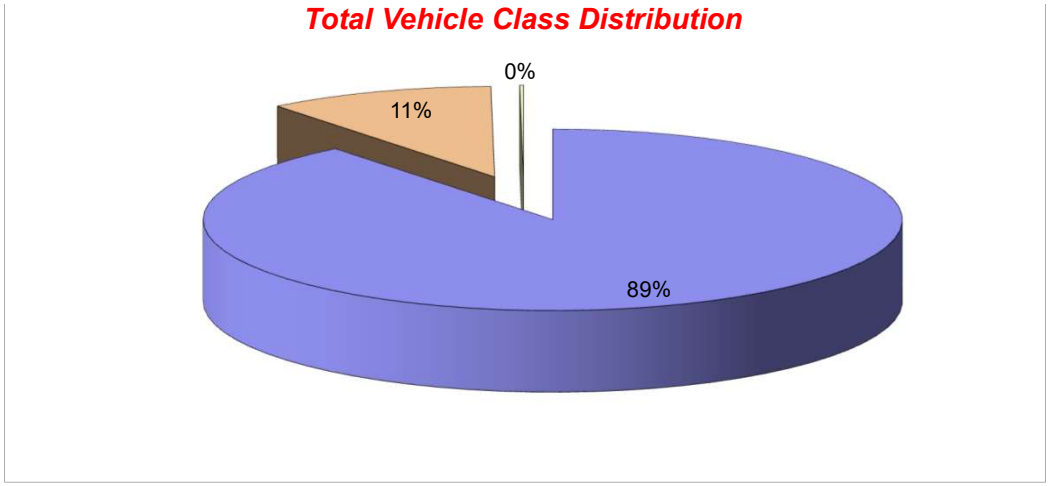
10-12	33.1	26.1	33.3	33.0	33.5	33.3	33.2
14-16	33.1	33.9	33.1	33.2	38.2	33.3	33.5
0-24	33.8	33.3	33.2	33.1	38.3	33.0	33.3

85th %ile	34.0

Sibford Ferris ATC, Southern Site



Sibford Ferris ATC, Southern Site

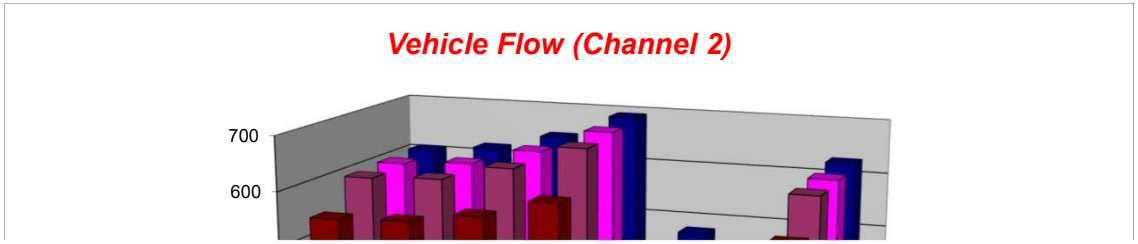


Sibford Ferris ATC, Southern Site

Channel 2 - Southbound | **Vehicle Flow** | **Week 1**

Hr Ending	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday	5 Day Ave	7 Day Ave
1	0	1	0	1	2	3	0	0	1
2	0	0	0	2	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	1	0	0
5	0	1	0	0	0	0	2	1	0
6	3	5	5	4	2	2	3	4	3
7	15	14	16	11	6	1	21	15	12
8	31	29	32	42	9	3	15	30	23
9	96	93	89	82	37	21	91	90	73
10	35	36	28	39	24	15	64	40	34
11	29	39	39	30	35	25	46	37	35
12	39	33	41	43	38	36	29	37	37
13	27	40	38	36	37	31	41	36	36
14	33	36	32	38	36	25	27	33	32
15	33	29	26	35	31	24	43	33	32
16	63	52	58	74	41	30	79	65	57
17	75	50	74	97	65	47	57	71	66
18	58	79	73	49	43	32	54	63	55
19	30	38	43	41	26	21	19	34	31
20	27	20	30	32	22	15	19	26	24
21	5	12	9	23	15	13	14	13	13
22	4	6	6	6	5	7	2	5	5
23	4	5	8	3	4	2	2	4	4
24	0	1	1	5	2	1	1	2	2

7-19	549	554	573	606	422	310	565	569	511
6-22	600	606	634	678	470	346	621	628	565
6-24	604	612	643	686	476	349	624	634	571
0-24	608	619	648	693	480	354	630	640	576



Sibford Ferris ATC, Southern Site

Channel 2 - Southbound **Average Speed** **Week 1**

Hr Ending	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday
1	-	38.0	-	33.0	25.5	25.5	-
2	-	-	-	29.2	-	-	-
3	-	-	-	-	-	-	-
4	33.0	-	-	-	-	-	33.0
5	-	33.0	-	-	-	-	33.0
6	32.2	25.5	29.5	30.5	25.5	25.5	24.7
7	29.0	29.1	28.5	30.3	21.7	33.0	30.0
8	25.7	28.5	28.1	28.4	26.6	22.2	27.5
9	25.3	26.3	25.6	25.7	25.2	25.5	26.7
10	26.9	27.6	27.9	28.3	24.8	23.3	28.1
11	27.1	26.5	27.6	25.2	27.7	23.8	25.2
12	25.9	28.3	27.1	27.0	25.6	24.3	27.0
13	25.1	25.5	26.1	25.8	27.1	25.0	27.2
14	26.9	27.3	25.9	24.7	26.2	24.7	27.2
15	24.1	28.3	28.9	26.1	25.1	25.0	26.1
16	24.9	26.1	26.5	26.7	25.1	25.2	26.1
17	25.1	23.8	23.2	26.4	24.7	24.3	25.6
18	27.0	24.3	25.5	27.3	24.6	24.9	24.0
19	28.0	24.6	28.3	27.3	26.0	25.7	26.3
20	26.5	29.1	25.4	28.2	24.8	25.8	30.1
21	24.4	27.3	26.9	28.1	25.8	24.7	26.6
22	33.6	28.8	30.5	26.3	27.0	23.7	29.2
23	26.0	36.5	32.1	26.3	24.9	25.5	43.0
24	-	38.0	38.0	28.0	25.5	25.5	25.5

10-12	26.4	27.3	27.3	26.2	26.6	24.1	25.9
14-16	24.7	26.9	27.3	26.5	25.1	25.1	26.1
0-24	26.0	26.4	26.4	26.8	25.5	24.7	26.7

Average	26.1

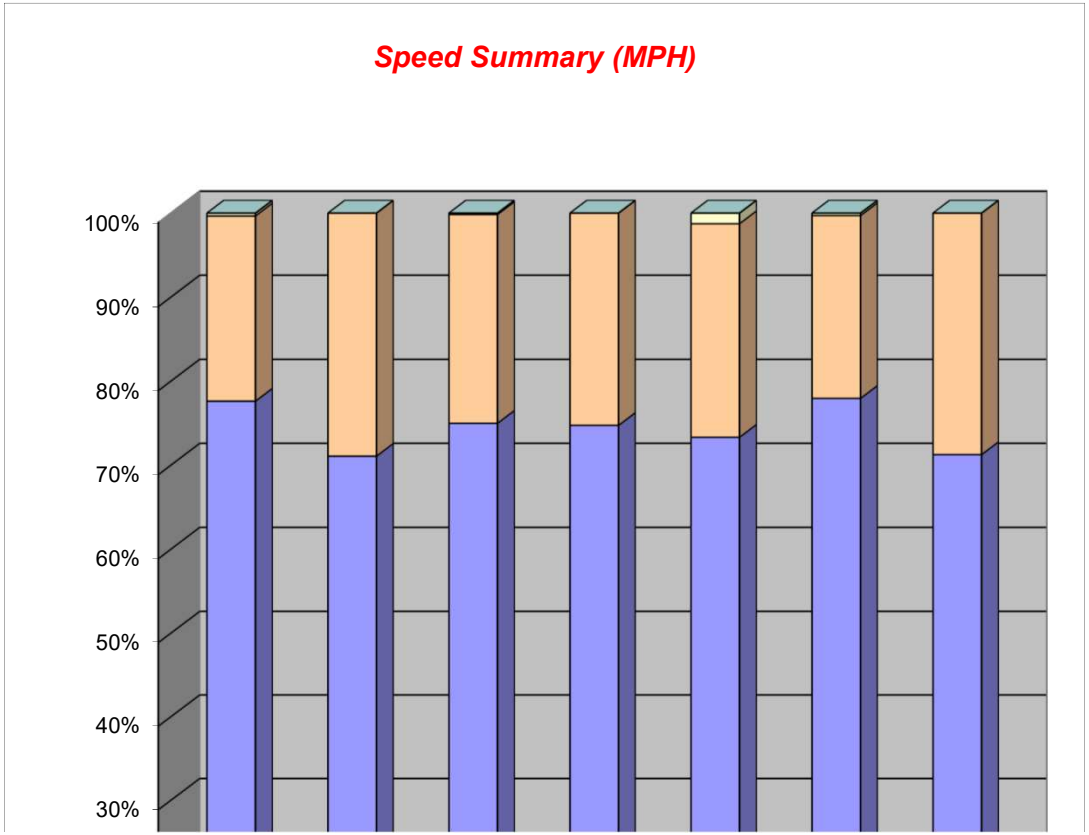
Channel 2 - Southbound **85th Percentile**

Hr Ending	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday
1	-	-	-	-	25.8	26.5	-
2	-	-	-	34.0	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	33.8
6	38.5	38.4	38.4	38.8	26.0	26.3	33.3
7	38.4	38.3	38.5	38.7	33.1	-	39.0
8	33.8	38.3	33.1	38.4	33.5	26.4	38.8

Sibford Ferris ATC, Southern Site

Channel 2 - Southbound | **Speed Summary** | **Week 1**

Speed (MPH)	05/06/2018 Tuesday	06/06/2018 Wednesday	07/06/2018 Thursday	08/06/2018 Friday	09/06/2018 Saturday	10/06/2018 Sunday	11/06/2018 Monday
0-30	472	440	486	518	352	276	449
31-45	134	179	161	175	122	77	181
46-60	2	0	1	0	6	1	0
61-	0	0	0	0	0	0	0
TOTAL	**608**	**619**	**648**	**693**	**480**	**354**	**630**



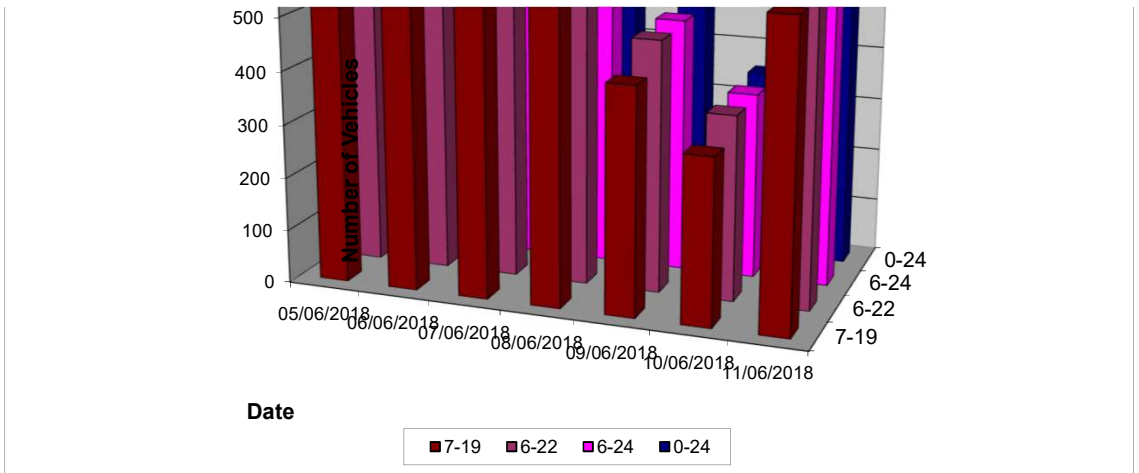
Sibford Ferris ATC, Southern Site

Channel 2 - Southbound **Vehicle Class** **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
05/06/2018				
7-19	490	57	2	549
6-22	537	61	2	600
6-24	541	61	2	604
0-24	545	61	2	608
06/06/2018				
7-19	505	48	1	554
6-22	554	51	1	606
6-24	560	51	1	612
0-24	567	51	1	619
07/06/2018				
7-19	510	61	2	573
6-22	568	64	2	634
6-24	577	64	2	643
0-24	581	65	2	648
08/06/2018				
7-19	560	46	0	606
6-22	625	53	0	678
6-24	633	53	0	686
0-24	640	53	0	693
09/06/2018				
7-19	381	40	1	422
6-22	423	46	1	470
6-24	429	46	1	476
0-24	433	46	1	480
10/06/2018				
7-19	282	28	0	310
6-22	316	30	0	346
6-24	319	30	0	349
0-24	324	30	0	354
11/06/2018				
7-19	503	54	8	565
6-22	553	59	9	621
6-24	555	59	10	624
0-24	558	62	10	630

Average				
7-19	462	48	2	511
6-22	511	52	2	565
6-24	516	52	2	571
0-24	521	53	2	576

Sibford Ferris ATC, Southern Site



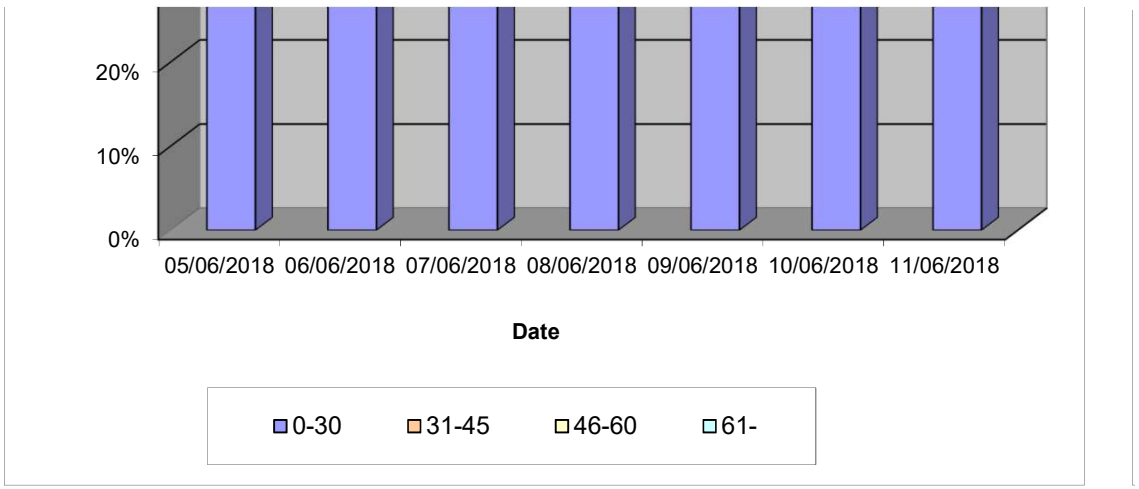
Sibford Ferris ATC, Southern Site

9	26.3	33.2	25.6	26.2	34.0	33.9	33.7
10	33.7	33.5	33.2	38.3	38.6	33.4	33.9
11	33.7	33.2	33.0	33.4	38.9	33.1	33.9
12	34.0	38.6	33.7	33.4	33.7	34.0	33.4
13	33.3	33.4	33.5	26.4	38.4	33.8	33.1
14	33.5	33.9	33.6	25.6	38.7	33.7	34.0
15	25.9	38.5	33.2	33.6	38.1	33.4	33.8
16	33.7	33.2	33.5	33.3	38.8	33.0	33.7
17	33.2	33.7	26.2	33.1	33.7	33.2	33.4
18	38.4	33.7	33.8	38.2	33.5	33.2	33.0
19	33.5	33.6	33.4	33.1	38.2	33.5	33.2
20	33.8	33.8	33.9	33.4	33.2	33.4	38.2
21	33.5	38.2	33.7	34.0	33.3	33.1	38.5
22	38.4	38.8	33.1	33.5	33.8	25.8	33.4
23	33.5	43.2	38.6	38.5	33.1	26.1	43.1
24	-	-	-	39.0	26.0	-	-

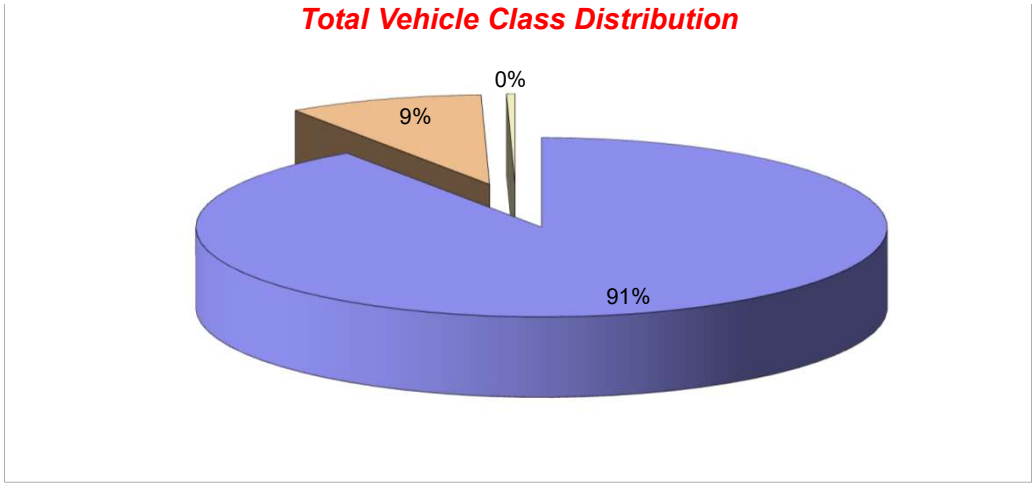
10-12	33.2	33.1	33.0	33.2	38.8	33.5	33.6
14-16	33.6	33.1	33.4	33.4	38.8	33.2	33.8
0-24	33.5	33.8	33.4	33.4	33.3	33.9	33.5

85th %ile	33.5

Sibford Ferris ATC, Southern Site



Sibford Ferris ATC, Southern Site



APPENDIX E

crashmap.co.uk

2017 data is provisional and is subject to change

Crash Date:	Friday, January 20, 2017	**Time of Crash:**	8:48:00 AM	**Crash Reference:**	**2017430028715**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Oxfordshire			**Number of Vehicles:**	3
Local Authority:	Cherwell District			**OS Grid Reference:**	436540 237545
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

2017 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	25-34	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	55-64	Vehicle is parked in the carriageway	Unknown	Journey as part of work	None	None
3	Car (excluding private hire)	-1	Unknown	NK	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	25-34	Unknown or other	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

APPENDIX F

NOTES:

DIMENSIONS ARE NOT TO BE SCALED FROM THIS DRAWING.

ALL DIMENSIONS ARE TO BE CHECKED AGAINST ACTUAL SITE DIMENSIONS BEFORE ANY WORK IS FABRICATED.

REVISIONS

Rev.	Date	Description

Client :
SIBFORD FERRIS BANBURY

Job :
LAND AND PARTNERS LTD.

Drawing Title:
Concept Schematic

Scale:
1:1000 @ A1

Date:	Drawn By	Checked
July 2018	MPF	BDN

Drawing No: 3361.101

Revision: -

PRELIMINARY

The White Barn, Manor Farm, Manor Road
Wantage, Oxfordshire, OX12 8HE
T: 01235 765322 F: 01235 765373

The Mansion House, Hartham Park, Corsham,
Wiltshire, SN13 0RP
T: 01249 700489 F: 01249 470077

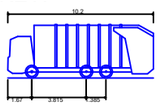
info@bhpharwood.co.uk - www.bhpharwood.co.uk

BHP HARWOOD
ARCHITECTS

APPENDIX G

ORIGIN	Client: LAND & PARTNERS LTD	Scale: 1:1250	Size: A3	Drawn: AB	Designed: -
	Project: SIBFORD FERRIS	Drawing Status: FOR INFORMATION		Date: JULY 18	
	Drawing title: ROAD DESIGN & SWEPT PATH ANALYSIS FOR A 10.2m REFUSE VEHICLE	Drawing No.: SK02		Rev.: -	

KEY:



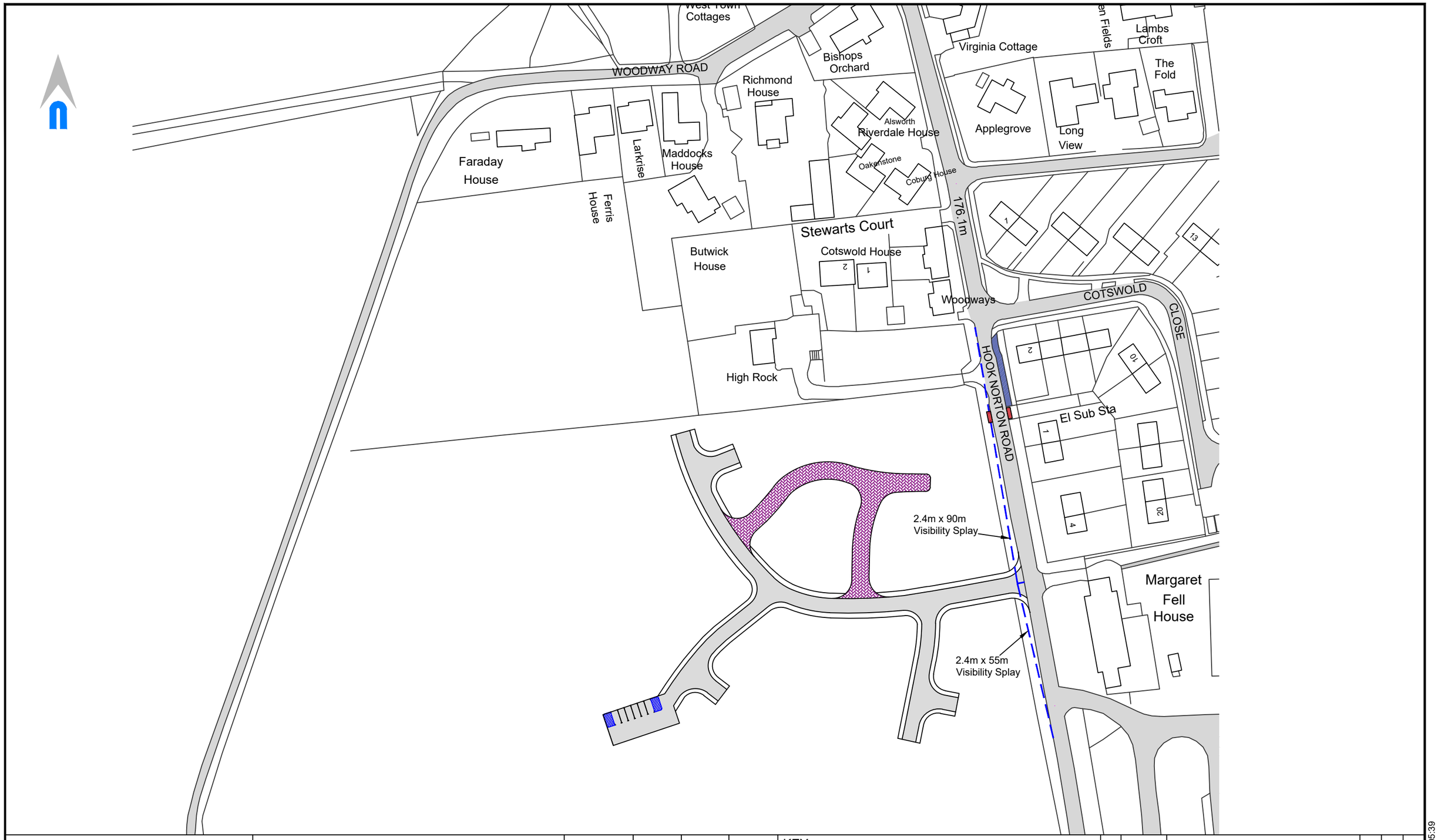
Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

Rev	Date	Description	Drn	Chk	App
-	-	First issue	-	-	-

PLOT DATE: 20 July 2018 14:29:48

APPENDIX H



Client: LAND & PARTNERS LTD		Scale: 1:250	Size: A3	Drawn: AB	Designed: -
Project: SIBFORD FERRIS		Drawing Status: FOR INFORMATION		Date: AUG 18	
Drawing title: VISIBILITY SPLAYS & LOCATION OF OFF-SITE HIGHWAY WORKS		Drawing No.: SK04		Rev.: A	

KEY:
- VISIBILITY SPLAYS
- LOCATION OF DROPPED CROSSING
- EXTENSION OF FOOTWAY

Rev	Date	Description	Drn	Chk	App
A	17.08.18	Location of dropped crossing & Extension of footway added	AB	JG	TT
-	02.08.18	First issue	AB	JG	TT

PLOT DATE: 17 August 2018 15:05:39

APPENDIX I

OXFORDSHIRE COUNTY COUNCIL

Our Ref: NRFG/29101/10-11-347
Your Ref: JLB sb 310256.4

Highway Records
County Hall
New Road
Oxford
OX1 1ND

SA Law LLP
Gladstone Place
36-38 Upper Marlborough Road
St. Albans
Herts
AL1 3UU

Chris McCarthy
Director for Infrastructure Delivery

Date: 16 March 2017

Dear Sir,

Sibford Ferris: Land off Hook Norton Road.

Thank you for your letter dated 13 March 2017 and your card/cheque payment for £78-00, a receipt for which is enclosed.

I attach a plan showing coloured what are, according to our current highway record maps (see Notes 1 & 2), the highways maintainable at the public expense in the area of interest and a key explaining the colouring used. Uncoloured areas are not publicly maintained and we hold no records of private ownership.
The colouring shows the extent of the highways according to our current highway record maps, except that where there is a roadside ditch the highway boundary is usually the roadside edge of the ditch. There can however be exceptions to this rule and we may have further information on any particular ditch.

Yours faithfully

Mrs Caren R O'Sullivan
Highway Records Manager

Please ask for: Highway Records
Direct line: 01865 815082
Email: highway.records@oxfordshire.gov.uk
www.oxfordshire.gov.uk

Highway Records Maps

Guidance Notes

Note 1

Our current highway record plan is derived from a variety of sources of different quality / accuracy, which to a large extent is inevitable given the piecemeal development of the highway network. Thus my plan shows the general boundaries of the highway and does not determine the exact line of the boundary.

Note 2

As specified this information is derived from our current highway record plan. We may also hold historic background papers and are able to provide these. There may be an additional charge for these documents.

KEY TO HIGHWAY RECORD MAPS

HIGHWAY AUTHORITY: DEPARTMENT OF TRANSPORT

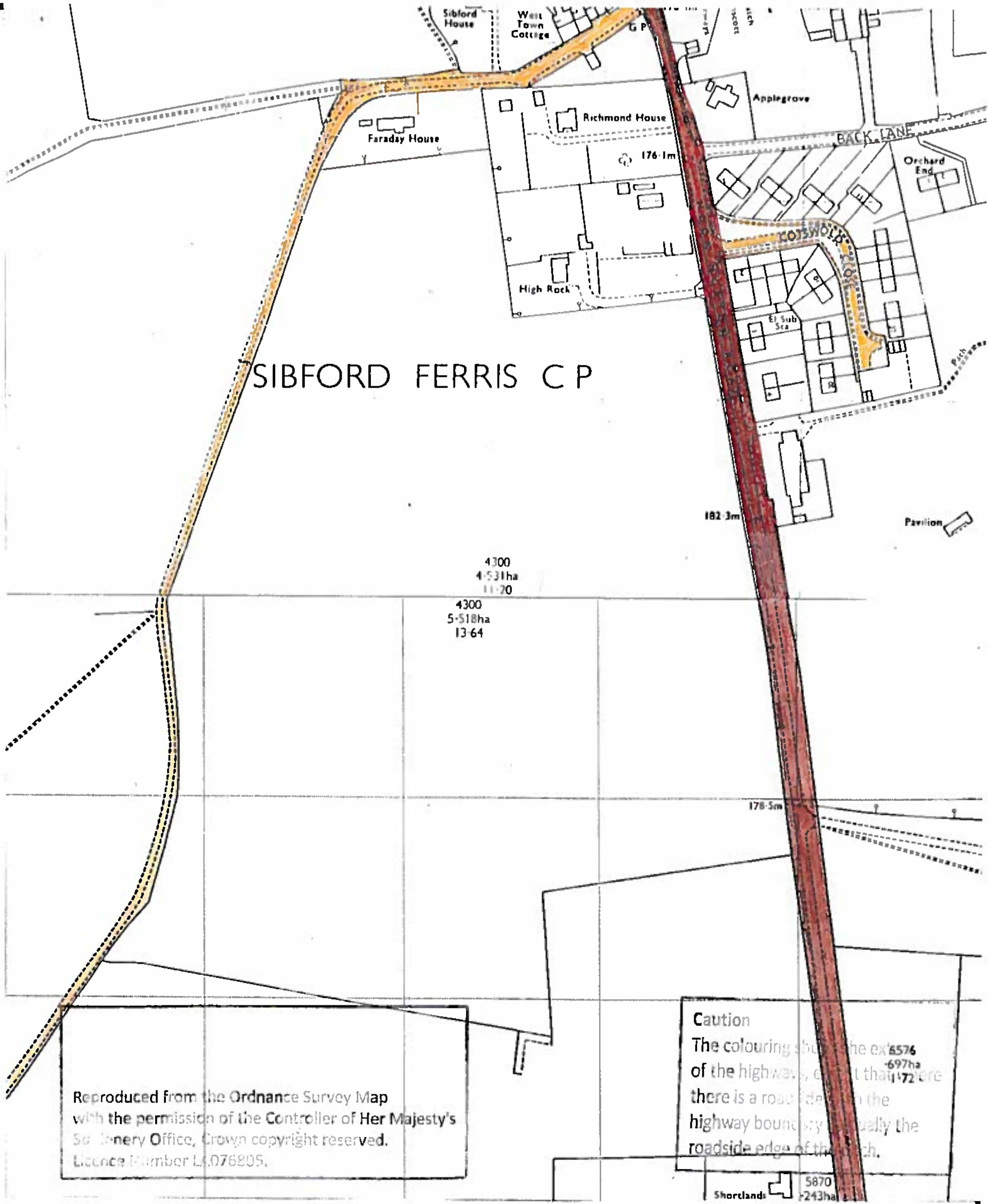
Motorway		Indigo blue
Trunk Road		Violet

HIGHWAY AUTHORITY: COUNTY COUNCIL

Class 1 ('A' class)		Carmine Red
Class 2 ('B' class)		Grass green
Class 3 (classified unnumbered)		Sienna brown
Unclassified		Golden brown
Unclassified unmetalled		Lemon yellow
❋ Byway open to all traffic (BY or BOAT)		Pink
❋ (CRB) Re-designated as a restricted byway		True green (dashed)
❋ (CRF) Re-designated as a restricted byway		Purple (dashed)
❋ Bridleway (BR)		True green
❋ Definitive footpath (FP)		Purple
Definitive footpath (surfaced)		Purple dots on vermillion
Adopted footpath		Vermilion
Cycle track		Sky blue
See note on plan for details		Hatched

❋ For confirmation of existence and width of a Right of Way shown as a line only on the plan please contact Rights of Way on Tel: 01865 810808 or email country.side@oxfordshire.gov.uk

❋ Under the Countryside & Rights of Way Act 2000, CRBs & CRFs were re-designated as Restricted Byways (RBs).


Sibford House
West Town Cottage
Applegrove
Richmond House
Faraday House
BACK LANE
Orchard End
176·1m
COTSWOLD CLOSE
High Rock
El Sub Sta
SIBFORD FERRIS C P
182·3m
Pavilion
4300
4·531ha
11·20
4300
5·518ha
13·64
178·5m
6576
·697ha
1·72
5870
·243ha
Shortlands
Caution
The colouring sh... the ex... of the highway, ... t that where there is a road... the highway bound... ...ually the roadside edge of th... ...ch.
Reproduced from the Ordnance Survey Map with the permission of the Controller of Her Majesty's St...nery Office, Crown copyright reserved. Licence Number L...076805.

OXFORDSHIRE COUNTY COUNCIL

Oxfordshire County Council – revised charges

Oxfordshire County Council is launching a new scale of charges for Council Services. With effect from Monday 3 April 2017 the fees for highway searches will alter accordingly.

For the supply of Highway related information including Personal Search Fees are as follows (includes VAT):-

Highway extent	£33.00
Per additional question	£10.50
Con29 property search	£33.00
Per additional question	£10.50
Extensive highway boundary extent	£81.00
Highway extent plus research/survey	£112.00
Verbal response to enquiries	Free of charge

Please send a headed letter, with a copy of your site plan drawing to Oxfordshire County Council, marked for the attention of the Highway Records Office. Cheques should be made payable to Oxfordshire County Council. We are now able to offer payment by debit or credit card over the phone (1.7% fee for credit card payments) please call 01865 815082 or email highway.records@oxfordshire.gov.uk. If you are unsure of the amount to pay or have any questions, please do contact us.

We remain unable to raise an invoice or provide the information prior to payment being received. Please send your enquiry to Oxfordshire County Council, County Hall, New Rd, Oxford OX1 1ND (DX: 4310 Oxford) which will be processed within 10-15 working days unless site research is required and we will advise you if this is the case.

Oxfordshire County Council does not email results as we cannot guarantee the quality or subsequent accuracy of any scans or photocopies made from scanned plans, which may also render a plan unsafe. Your response will be returned to you via Royal Mail 2nd Class post.

March 2017

APPENDIX J

Calculation Reference: AUDIT-356901-180703-0741

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	1 days
	KC	KENT	5 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	3 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	7 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	2 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	2 days
	TW	TYNE & WEAR	2 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 dwellings
Actual Range:	6 to 805 (units:)
Range Selected by User:	6 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/17

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:

Monday	14 days
Tuesday	8 days
Wednesday	11 days
Thursday	10 days
Friday	10 days

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

Selected survey types:

Manual count	53 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	24
Edge of Town	21
Neighbourhood Centre (PPS6 Local Centre)	8

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	46
Village	4
No Sub Category	3

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:

C1	1 days
C3	51 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®.

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	9 days
5,001 to 10,000	11 days
10,001 to 15,000	12 days
15,001 to 20,000	6 days
20,001 to 25,000	5 days
25,001 to 50,000	7 days
50,001 to 100,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	11 days
100,001 to 125,000	2 days
125,001 to 250,000	12 days
250,001 to 500,000	6 days
500,001 or More	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	18 days
1.1 to 1.5	33 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	5 days
No	48 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	53 days

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	53	81	0.072	53	81	0.269	53	81	0.341
08:00 - 09:00	53	81	0.131	53	81	0.373	53	81	0.504
09:00 - 10:00	53	81	0.142	53	81	0.162	53	81	0.304
10:00 - 11:00	53	81	0.128	53	81	0.153	53	81	0.281
11:00 - 12:00	53	81	0.138	53	81	0.153	53	81	0.291
12:00 - 13:00	53	81	0.152	53	81	0.148	53	81	0.300
13:00 - 14:00	53	81	0.158	53	81	0.153	53	81	0.311
14:00 - 15:00	53	81	0.161	53	81	0.174	53	81	0.335
15:00 - 16:00	53	81	0.251	53	81	0.177	53	81	0.428
16:00 - 17:00	53	81	0.270	53	81	0.167	53	81	0.437
17:00 - 18:00	53	81	0.321	53	81	0.152	53	81	0.473
18:00 - 19:00	53	81	0.269	53	81	0.169	53	81	0.438
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.193			2.250			4.443

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.*

Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	53
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	53	81	0.003	53	81	0.002	53	81	0.005
08:00 - 09:00	53	81	0.004	53	81	0.004	53	81	0.008
09:00 - 10:00	53	81	0.003	53	81	0.001	53	81	0.004
10:00 - 11:00	53	81	0.003	53	81	0.003	53	81	0.006
11:00 - 12:00	53	81	0.002	53	81	0.002	53	81	0.004
12:00 - 13:00	53	81	0.001	53	81	0.001	53	81	0.002
13:00 - 14:00	53	81	0.002	53	81	0.002	53	81	0.004
14:00 - 15:00	53	81	0.003	53	81	0.003	53	81	0.006
15:00 - 16:00	53	81	0.005	53	81	0.005	53	81	0.010
16:00 - 17:00	53	81	0.003	53	81	0.003	53	81	0.006
17:00 - 18:00	53	81	0.002	53	81	0.002	53	81	0.004
18:00 - 19:00	53	81	0.002	53	81	0.002	53	81	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.030			0.063

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.*

Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	53
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	53	81	0.000	53	81	0.000	53	81	0.000
08:00 - 09:00	53	81	0.002	53	81	0.001	53	81	0.003
09:00 - 10:00	53	81	0.003	53	81	0.002	53	81	0.005
10:00 - 11:00	53	81	0.004	53	81	0.004	53	81	0.008
11:00 - 12:00	53	81	0.002	53	81	0.003	53	81	0.005
12:00 - 13:00	53	81	0.001	53	81	0.002	53	81	0.003
13:00 - 14:00	53	81	0.001	53	81	0.001	53	81	0.002
14:00 - 15:00	53	81	0.001	53	81	0.002	53	81	0.003
15:00 - 16:00	53	81	0.001	53	81	0.001	53	81	0.002
16:00 - 17:00	53	81	0.001	53	81	0.001	53	81	0.002
17:00 - 18:00	53	81	0.001	53	81	0.001	53	81	0.002
18:00 - 19:00	53	81	0.000	53	81	0.000	53	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.018			0.035

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.*

Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	53
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	53	81	0.000	53	81	0.000	53	81	0.000
08:00 - 09:00	53	81	0.001	53	81	0.001	53	81	0.002
09:00 - 10:00	53	81	0.000	53	81	0.000	53	81	0.000
10:00 - 11:00	53	81	0.000	53	81	0.000	53	81	0.000
11:00 - 12:00	53	81	0.000	53	81	0.000	53	81	0.000
12:00 - 13:00	53	81	0.000	53	81	0.000	53	81	0.000
13:00 - 14:00	53	81	0.000	53	81	0.000	53	81	0.000
14:00 - 15:00	53	81	0.000	53	81	0.000	53	81	0.000
15:00 - 16:00	53	81	0.001	53	81	0.001	53	81	0.002
16:00 - 17:00	53	81	0.000	53	81	0.000	53	81	0.000
17:00 - 18:00	53	81	0.000	53	81	0.000	53	81	0.000
18:00 - 19:00	53	81	0.000	53	81	0.000	53	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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.*

Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	53
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	53	81	0.006	53	81	0.012	53	81	0.018
08:00 - 09:00	53	81	0.003	53	81	0.012	53	81	0.015
09:00 - 10:00	53	81	0.001	53	81	0.005	53	81	0.006
10:00 - 11:00	53	81	0.002	53	81	0.006	53	81	0.008
11:00 - 12:00	53	81	0.003	53	81	0.004	53	81	0.007
12:00 - 13:00	53	81	0.005	53	81	0.004	53	81	0.009
13:00 - 14:00	53	81	0.004	53	81	0.004	53	81	0.008
14:00 - 15:00	53	81	0.003	53	81	0.003	53	81	0.006
15:00 - 16:00	53	81	0.009	53	81	0.004	53	81	0.013
16:00 - 17:00	53	81	0.011	53	81	0.007	53	81	0.018
17:00 - 18:00	53	81	0.014	53	81	0.009	53	81	0.023
18:00 - 19:00	53	81	0.008	53	81	0.005	53	81	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.075			0.144

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.*

Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	53
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

APPENDIX K

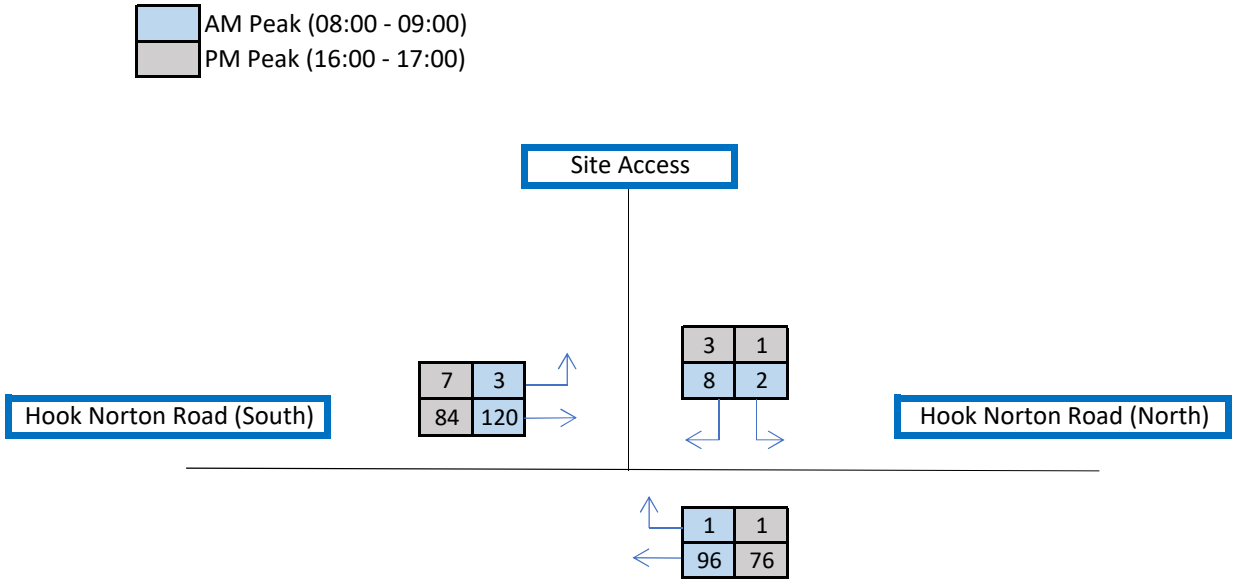


Figure 1 Base (Observed) Traffic Flows, 2018
All flows in pcus

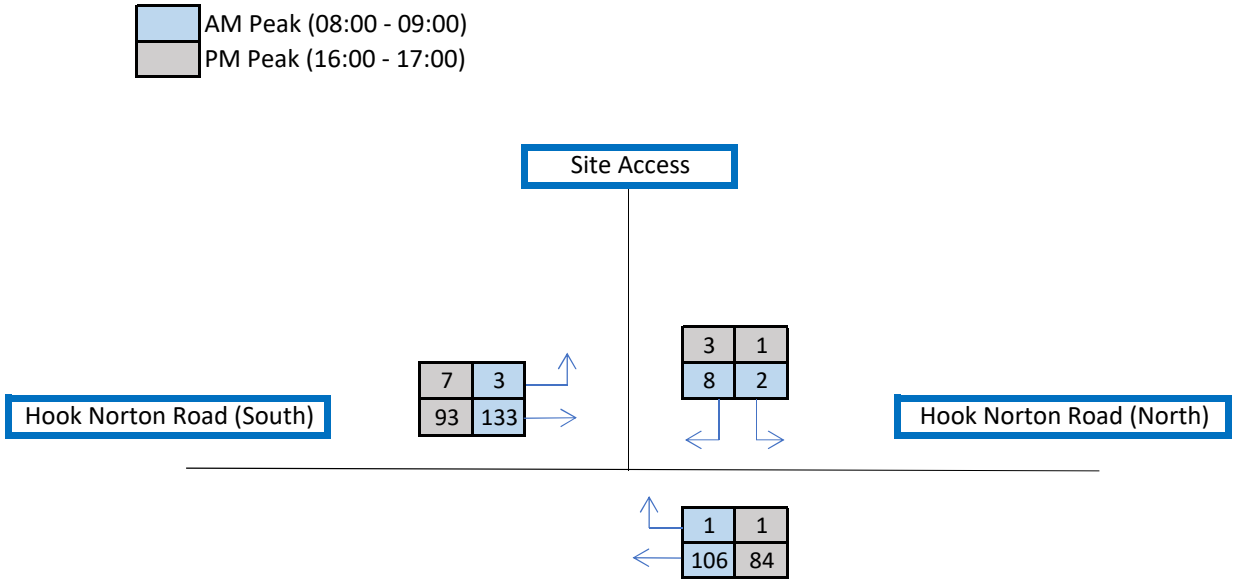


Figure 1 Base (Observed) Traffic Flows, 2018
All flows in pcus

APPENDIX L

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.6.541 [19821,26/11/2015]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: Site Access_Hook Norton Rd.arc8
Path: C:\Users\Administrator\Origin Transport Consultants Ltd\Sibford Ferris
Report generation date: 12/07/2018 13:05:16

» 2018+DT, AM
» 2018+DT, PM
» 2023+DT, AM
» 2023+DT, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2018+DT							
Stream B-AC	0.02	7.78	0.02	A	0.00	0.00	0.00	A
Stream C-AB	0.00	5.77	0.00	A	0.00	5.81	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	2023+DT							
Stream B-AC	0.02	7.86	0.02	A	0.00	0.00	0.00	A
Stream C-AB	0.00	5.75	0.00	A	0.00	5.79	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2018+DT, AM " model duration: 07:45 - 09:15
"D2 - 2018+DT, PM" model duration: 15:45 - 17:15
"D3 - 2023+DT, AM" model duration: 07:45 - 09:15
"D4 - 2023+DT, PM" model duration: 15:45 - 17:15

Run using Junctions 8.0.6.541 at 12/07/2018 13:05:12

File summary

Title	(untitled)
Location	
Site Number	
Date	12/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OriginConsultants
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

2018+DT, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2018+DT, AM	2018+DT	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Site Access_Hook Norton Rd	T-Junction	Two-way	A,B,C	7.57	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Hook Norton Rd (South)		Major
B	B	Site Access		Minor
C	C	Hook Norton Rd (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	100.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										90	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	523.416	0.095	0.241	0.152	0.344
1	B-C	645.146	0.099	0.250	-	-
1	C-B	631.874	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	123.00	100.000
B	ONE HOUR	✓	10.00	100.000
C	ONE HOUR	✓	97.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	3.000	120.000
	B	8.000	0.000	2.000
	C	96.000	1.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.80	0.00	0.20
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.050	1.082
	B	1.050	1.000	1.050
	C	1.068	1.050	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	5.0	8.2
	B	5.0	0.0	5.0
	C	6.8	5.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.78	0.02	A
C-AB	0.00	5.77	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.53	7.47	0.00	511.95	0.015	0.02	7.492	A
C-AB	0.84	0.84	0.00	656.94	0.001	0.00	5.771	A
C-A	72.18	72.18	0.00	-	-	-	-	-
A-B	2.26	2.26	0.00	-	-	-	-	-
A-C	90.34	90.34	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.99	8.98	0.00	505.73	0.018	0.02	7.608	A
C-AB	1.03	1.03	0.00	661.98	0.002	0.00	5.729	A
C-A	86.17	86.17	0.00	-	-	-	-	-
A-B	2.70	2.70	0.00	-	-	-	-	-
A-C	107.88	107.88	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.01	10.99	0.00	497.11	0.022	0.02	7.775	A
C-AB	1.30	1.30	0.00	669.03	0.002	0.00	5.674	A
C-A	105.50	105.50	0.00	-	-	-	-	-
A-B	3.30	3.30	0.00	-	-	-	-	-
A-C	132.12	132.12	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.01	11.01	0.00	497.11	0.022	0.02	7.775	A
C-AB	1.30	1.30	0.00	669.03	0.002	0.00	5.677	A
C-A	105.50	105.50	0.00	-	-	-	-	-
A-B	3.30	3.30	0.00	-	-	-	-	-
A-C	132.12	132.12	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.99	9.01	0.00	505.73	0.018	0.02	7.612	A
C-AB	1.03	1.03	0.00	661.98	0.002	0.00	5.732	A
C-A	86.17	86.17	0.00	-	-	-	-	-
A-B	2.70	2.70	0.00	-	-	-	-	-
A-C	107.88	107.88	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.53	7.54	0.00	511.95	0.015	0.02	7.496	A
C-AB	0.85	0.85	0.00	656.94	0.001	0.00	5.774	A
C-A	72.18	72.18	0.00	-	-	-	-	-
A-B	2.26	2.26	0.00	-	-	-	-	-
A-C	90.34	90.34	0.00	-	-	-	-	-

2018+DT, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2018+DT, PM	2018+DT	PM		ONE HOUR	15:45	17:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Site Access_Hook Norton Rd	T-Junction	Two-way	A,B,C	5.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Hook Norton Rd (South)		Major
B	B	Site Access		Minor
C	C	Hook Norton Rd (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	100.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										90	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	523.416	0.095	0.241	0.152	0.344
1	B-C	645.146	0.099	0.250	-	-
1	C-B	631.874	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	91.00	100.000
B	ONE HOUR	✓	4.00	100.000
C	ONE HOUR	✓	77.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	84.000
	B	3.000	0.000	1.000
	C	76.000	1.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.75	0.00	0.25
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.050	1.082
	B	1.050	1.000	1.050
	C	1.068	1.050	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	5.0	8.2
	B	5.0	0.0	5.0
	C	6.8	5.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.00	5.81	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	556.28	0.000	0.00	0.000	A
C-AB	0.82	0.82	0.00	652.73	0.001	0.00	5.806	A
C-A	57.15	57.15	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	63.24	63.24	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	552.05	0.000	0.00	0.000	A
C-AB	1.00	1.00	0.00	656.88	0.002	0.00	5.771	A
C-A	68.22	68.22	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	75.51	75.51	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	546.21	0.000	0.00	0.000	A
C-AB	1.26	1.26	0.00	662.67	0.002	0.00	5.725	A
C-A	83.52	83.52	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	92.49	92.49	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	546.21	0.000	0.00	0.000	A
C-AB	1.26	1.26	0.00	662.67	0.002	0.00	5.726	A
C-A	83.52	83.52	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	92.49	92.49	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	552.05	0.000	0.00	0.000	A
C-AB	1.00	1.00	0.00	656.88	0.002	0.00	5.773	A
C-A	68.22	68.22	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	75.51	75.51	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	556.28	0.000	0.00	0.000	A
C-AB	0.82	0.83	0.00	652.73	0.001	0.00	5.807	A
C-A	57.14	57.14	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	63.24	63.24	0.00	-	-	-	-	-

2023+DT, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2023+DT, AM	2023+DT	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Site Access_Hook Norton Rd	T-Junction	Two-way	A,B,C	7.63	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Hook Norton Rd (South)		Major
B	B	Site Access		Minor
C	C	Hook Norton Rd (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	100.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										90	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	523.416	0.095	0.241	0.152	0.344
1	B-C	645.146	0.099	0.250	-	-
1	C-B	631.874	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	136.00	100.000
B	ONE HOUR	✓	10.00	100.000
C	ONE HOUR	✓	107.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	3.000	133.000
	B	8.000	0.000	2.000
	C	106.000	1.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.80	0.00	0.20
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.050	1.082
	B	1.050	1.000	1.050
	C	1.068	1.050	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	5.0	8.2
	B	5.0	0.0	5.0
	C	6.8	5.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.86	0.02	A
C-AB	0.00	5.75	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.53	7.47	0.00	508.57	0.015	0.02	7.543	A
C-AB	0.85	0.85	0.00	659.61	0.001	0.00	5.749	A
C-A	79.70	79.70	0.00	-	-	-	-	-
A-B	2.26	2.26	0.00	-	-	-	-	-
A-C	100.13	100.13	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.99	8.98	0.00	501.68	0.018	0.02	7.671	A
C-AB	1.05	1.05	0.00	665.20	0.002	0.00	5.703	A
C-A	95.14	95.14	0.00	-	-	-	-	-
A-B	2.70	2.70	0.00	-	-	-	-	-
A-C	119.56	119.56	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.01	10.99	0.00	492.15	0.022	0.02	7.856	A
C-AB	1.33	1.33	0.00	673.02	0.002	0.00	5.641	A
C-A	116.48	116.48	0.00	-	-	-	-	-
A-B	3.30	3.30	0.00	-	-	-	-	-
A-C	146.44	146.44	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.01	11.01	0.00	492.15	0.022	0.02	7.856	A
C-AB	1.33	1.33	0.00	673.02	0.002	0.00	5.645	A
C-A	116.48	116.48	0.00	-	-	-	-	-
A-B	3.30	3.30	0.00	-	-	-	-	-
A-C	146.44	146.44	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.99	9.01	0.00	501.68	0.018	0.02	7.671	A
C-AB	1.05	1.05	0.00	665.20	0.002	0.00	5.708	A
C-A	95.14	95.14	0.00	-	-	-	-	-
A-B	2.70	2.70	0.00	-	-	-	-	-
A-C	119.56	119.56	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.53	7.54	0.00	508.57	0.015	0.02	7.543	A
C-AB	0.86	0.86	0.00	659.61	0.001	0.00	5.750	A
C-A	79.70	79.70	0.00	-	-	-	-	-
A-B	2.26	2.26	0.00	-	-	-	-	-
A-C	100.13	100.13	0.00	-	-	-	-	-

2023+DT, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2023+DT, PM	2023+DT	PM		ONE HOUR	15:45	17:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Site Access_Hook Norton Rd	T-Junction	Two-way	A,B,C	5.79	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Hook Norton Rd (South)		Major
B	B	Site Access		Minor
C	C	Hook Norton Rd (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	100.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										90	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	523.416	0.095	0.241	0.152	0.344
1	B-C	645.146	0.099	0.250	-	-
1	C-B	631.874	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	100.00	100.000
B	ONE HOUR	✓	4.00	100.000
C	ONE HOUR	✓	85.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	93.000
	B	3.000	0.000	1.000
	C	84.000	1.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.75	0.00	0.25
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.050	1.082
	B	1.050	1.000	1.050
	C	1.068	1.050	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	5.0	8.2
	B	5.0	0.0	5.0
	C	6.8	5.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.00	5.79	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	554.03	0.000	0.00	0.000	A
C-AB	0.83	0.83	0.00	655.08	0.001	0.00	5.786	A
C-A	63.16	63.16	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	70.02	70.02	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	549.37	0.000	0.00	0.000	A
C-AB	1.01	1.01	0.00	659.71	0.002	0.00	5.748	A
C-A	75.40	75.40	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	83.61	83.61	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	542.91	0.000	0.00	0.000	A
C-AB	1.28	1.27	0.00	666.17	0.002	0.00	5.696	A
C-A	92.31	92.31	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	102.39	102.39	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	542.91	0.000	0.00	0.000	A
C-AB	1.28	1.28	0.00	666.17	0.002	0.00	5.697	A
C-A	92.31	92.31	0.00	-	-	-	-	-
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	102.39	102.39	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	549.37	0.000	0.00	0.000	A
C-AB	1.01	1.02	0.00	659.71	0.002	0.00	5.752	A
C-A	75.40	75.40	0.00	-	-	-	-	-
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	83.61	83.61	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	554.03	0.000	0.00	0.000	A
C-AB	0.83	0.83	0.00	655.08	0.001	0.00	5.789	A
C-A	63.16	63.16	0.00	-	-	-	-	-
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	70.02	70.02	0.00	-	-	-	-	-

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Tele: 0800 368 8911

THE GATEHOUSE, GATEHOUSE WAY, AYLESBURY, BUCKINGHAMSHIRE, HP19 8DB