



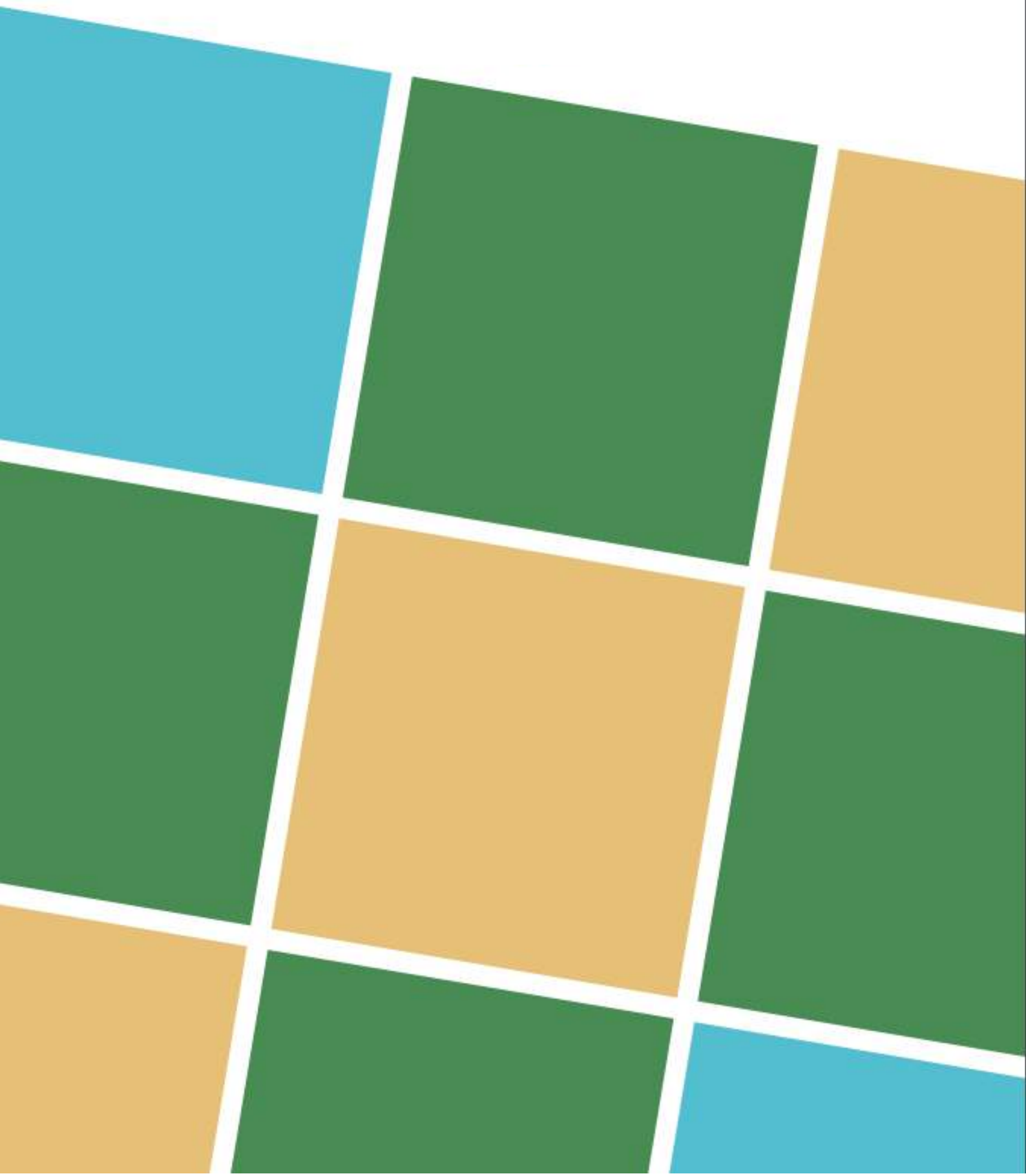
COTSWOLD
TRANSPORT
PLANNING

Mintondale Developments Ltd

Land off Halse Road, Brackley

Transport Assessment

November 2020





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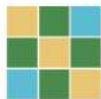
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1 Introduction

- 1.1 Cotswold Transport Planning Ltd (CTP) has been commissioned by Mintondale Developments Ltd to produce a Transport Assessment (TA) and ancillary reports, to support an Outline Planning Application with all matters reserved except access, for a proposed development of up to 450 dwellings, access to a cemetery / allotments and sports pitches, on land off Halse Road, Brackley.
- 1.2 This TA has been prepared following the parameters and methodology of a detailed Transport Scoping Note (TSN) submitted to Northamptonshire County Council (NCC), as the respective Local Highway Authority (LHA), and Highways England (HE) in their capacity as governors of the Strategic Road Network.
- 1.3 As set out in the TSN, key issues that have been identified as being relevant to the highways and transportation analysis of this planning application that need to be addressed/reviewed within this TA, are summarised as follows:
- i) Assessment of site location and local highway network;
 - ii) Review of local highway safety;
 - iii) Review of relevant planning policy;
 - iv) A review of the accessibility of the site and opportunities for sustainable travel;
 - v) The provision of safe and appropriate access to the local highway network;
 - vi) The adequacy of the internal layout (design principles) to facilitate an appropriate site layout; and
 - vii) A review of forecast trip generation and an assessment of the predicted impact upon the operation of the local highway.
- 1.4 For reference, a copy of the TSN issued to NCC and HA is appended to this report at **Appendix A.**

Relevant Planning History

- 1.5 The application site currently benefits from no specific allocations for residential development, nor has it been subject to any historic windfall applications for residential development of any scale.
- 1.6 However, adjacent and to the south-east of the site, accessed from Radstone Road / Northampton Road, is a strategic housing site known locally as Radstone Fields. Radstone Fields was granted Outline Planning Permission (LPA Ref. S/2010/0995/MAO) for *“An urban extension comprising up to 1000 new homes, including highway access*



arrangements from Halse Road and Radstone Road, local centre including community hall with uses within A1-A5 inclusive (up to 1000 square metres), a site for a new primary school, open space and associated physical infrastructure.”

- 1.7 Whilst the main access strategy for the forthcoming application will be heavily reliant on Halse Road, the site will look to take a secondary access through the Radstone Fields. CTP have undertaken a detailed assessment of the Transport submissions, and subsequent dialogue with both NCC and HA in connection with the Radstone Fields planning application, to inform both the TSN and this report and ancillary documents.

Ancillary Transport Reports

- 1.8 The following ancillary reports have also been prepared to inform the transport submission, and will feature of be referenced in this TA as appropriate:
- i) A Residential Travel Plan has been prepared which includes measures and initiatives to promote travel by sustainable modes of transport and hence to reduce the reliance of future residents and visitors on the private car. The Residential Travel Plan is prepared under separate cover to support the planning application.
 - ii) Road Safety Audit (RSA). A Stage 1 Road Safety Audit has been commissioned to review the initial access strategy proposed for Halse Road and through Radstone Fields.

Structure of this Report

- 1.9 The structure of this report assessing the issues outlined above from hereon in is as follows:
- i) **Section 2** - A review of the Site Location and Adjacent Highway Network;
 - ii) **Section 3** - A review of Site Accessibility;
 - iii) **Section 4** - A review of Relevant Transport Planning Guidance;
 - iv) **Section 5** - A description of the Development Proposals;
 - v) **Section 6** - An assessment of Forecast Trip Generation and Modal Split;
 - vi) **Section 7** – An assessment of the Trip Distribution and Assignment;
 - vii) **Section 8** – An assessment and Prediction of Base & Forecast Traffic Flows;
 - viii) **Section 9** - Traffic Impact Assessment and Results;
 - ix) **Section 10** - Final Summary & Conclusions.
- 1.10 The report concludes that the proposed development will not have any material impact upon the safety or operation of the surrounding local highway network.



- 1.11 Consequently, it is considered that there are no significant highways and transportation matters that would preclude the Local Highway or Planning Authorities from supporting the approval of this planning application.



2 The Site and Adjacent Highway Network

Site Location

- 2.1 The application site comprises land located to the east of Halse Road, and northwest of the Radstone Fields development, in Brackley. This land is shown indicatively on the site location plan at **Figure 2.1** and outlined in further detail at **Appendix B**.

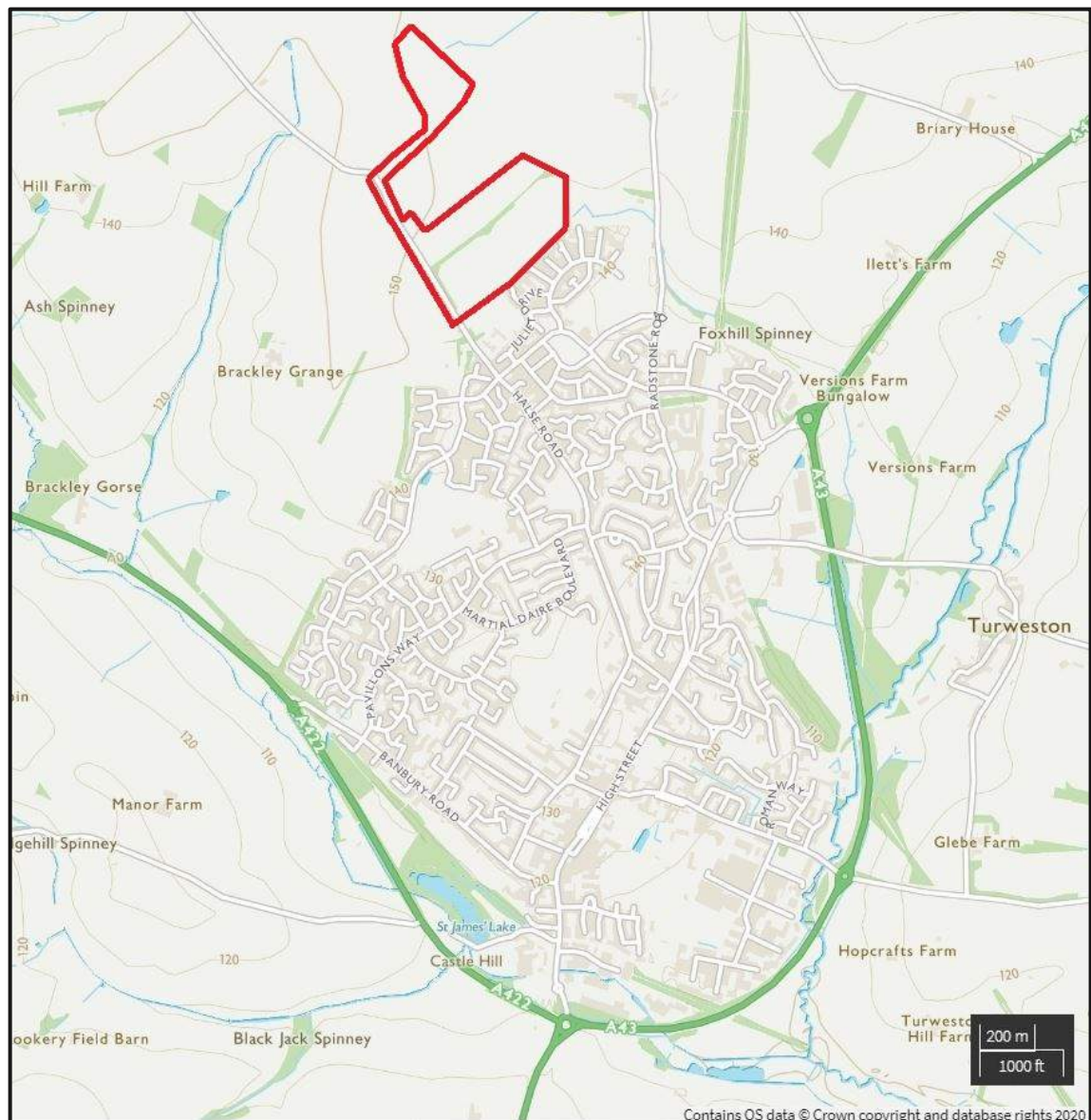


Figure 2.1 – Indicative Site Location Plan



- 2.2 The site is situated approximately 2km north of the central area (High Street) of Brackley. Brackley in turn is situated approximately 12km east of Banbury, and within approximately 40km respectively of Coventry (to the north), Northampton (to the north-east), Milton Keynes (to the east) and Oxford (to the south).

Site Composition

- 2.3 The site currently comprises undeveloped land and as such has no material trip generation capacity.
- 2.4 Vehicular access to the site is currently provided in the form of agricultural grade accesses from Halse Road and adjacent fields. These are identified later in this section.
- 2.5 The site is bound by a solar farm and Hall Farm to the north, Radstone Fields (residential development under construction) to the east, green fields to the south and Halse Road to the west, which has subsequent fields to the west of that.

Local Highway Network

- 2.6 The local highway network, including identification of the existing accesses in relation to the application site are provided at **Appendix C** and are described in further detail below.

Halse Road

- 2.7 It is proposed that the application site will take access via two roundabout junctions off Halse Road. Halse Road is a single carriageway road which routes north from Brackley High Street to Cockley Road. Halse Road can be categorised as rural to the north and urban to the south of its access with Brackley Country House. **Photograph 2.1** and **Photograph 2.2** demonstrates the differing characteristics of Halse Road to the north and south of Brackley Country House respectively.



Photograph 1 – Looking North on Halse Road to the north of sites existing field gate access



Photograph 2 – Looking South on Halse Road to the south of the Halse Road / Poppyfields Way / Humphries Drive Roundabout

- 2.8 The northern section of Halse Road in the vicinity of the application sites western boundary is between 4.8m and 5m wide and is mostly unilluminated with no footways. The site's field gate access is located in the southwest corner of site off Halse Road. At this point Halse Road has a 30mph speed limit, approximately 20m north of the access the speed limit transitions to a 60mph speed limit northbound.
- 2.9 A footpath off Halse Road is located approximately 110m south of the site's existing field gate access to the south of the carriageway. The footpath provides two routes south, the first of which parallel to Halse Road for approximately 120m adjoining the footway adjacent to Halse Road prior to the Halse Road / Poppyfields Way / Humphries Drive roundabout (Halse Road Roundabout). The other route continues south through the residential estates to the west of Halse Road and provides access to Brackley RUFC and Brackley Leisure Centre.
- 2.10 The southern section of Halse Road is generally characterised by an illuminated 5.5m wide carriageway, a 30mph speed limit with a footway along the entirety of the eastern side of the carriageway and a footway to the west of the carriageway commencing southbound prior to the junction with Pavillons Way.



Miranda Lane

- 2.11 It is proposed that the application site will take vehicular and non-vehicular access via a continuation of Miranda Lane. Miranda Lane is a cul-de-sac measuring approximately 5.5m wide and is restricted to a 30mph speed limit. The cul-de-sac currently forms a turning head at its north-western extent, with level surface private drives to the north-east and south-west, at its south-eastern extent it forms a priority junction with Juno Crescent.
- 2.12 Miranda Lane benefits from illuminated 2m wide footways offset from the carriageway by 2m wide verges on both sides of the carriageway. It should be noted that as part of the reserved matters application for Radstone Fields (LPA Ref. S/2010/0995/MAO) the junction between Juno Crescent and Miranda Lane was designed to reprioritise Miranda Lane as the major arm.
- 2.13 Pedestrian dropped kerbs are provided at the junction of Miranda Lane and Juno Crescent.

Juno Crescent

- 2.14 Juno Crescent is a residential access road measuring approximately 6m wide and is restricted to a 30mph speed limit. Juno Crescent has currently not been completed with the north-eastern parcel of dwellings under construction. Once completed Juno Crescent shall be accessed via a priority junction with Poppyfields Way and Gold Road, in its current form access is via the Poppyfields Way junction.
- 2.15 Juno Crescent has illuminated, approximately 2m wide footways offset from the carriageway by 2m wide verges on both sides of the carriageway.
- 2.16 Pedestrian dropped kerbs are provided at the side road junctions with Juliet Drive, Desdemona Way, Leda Drive and Poppyfields Way.

Poppyfields Way

- 2.17 Poppyfields Way is a single carriageway road measuring approximately 6m to 7m wide and is restricted to a 30mph speed limit. Poppyfields Way acts as a residential distributor road for the Radstone Fields development linking the Halse Road roundabout to the west to the Poppyfields Way / Radstone Road roundabout (Radstone Road roundabout) in the centre of the development and the Northampton Road / Poppyfields Way / Delorean Way roundabout (Northampton Road roundabout) to the east.



2.18 Poppyfields Way has an illuminated footway / cycleway measuring approximately 3m in width adjacent to the north of the carriageway between the Halse Road roundabout and the Radstone Road roundabout and to the south of the carriageway between the Radstone Road roundabout and Northampton Road roundabout. Poppyfields Way also benefits from an illuminated, 2m wide, footway on the opposite side of the carriageway to the footway / cycleway. Both the footway and the footway / cycleway are offset from the carriageway by an approximately 2m wide verge.

2.19 Pedestrian dropped kerbs are provided at the side road junctions with Juliet Drive, Orion Drive, Capricorn Way, Juno Crescent, Gold Road, Radstone Road, Jutland Drive, Foxhills Way and Delorean Way.

Gold Road

2.20 Gold Road is currently partially constructed to serve The Radstone Primary School. The reserved matters application (Ref: S/2020/1109/MAR) demonstrates that once fully constructed Gold Road shall be a single carriageway road measuring approximately 5.5m wide with a 30mph speed limit. At its western extent it forms a priority junction with Poppyfields Way at its western extent it shall form the western arm of the Radstone Road / Gold Road / Flanders Road roundabout. It shall also form the major arm of a priority junction with Juno Crescent.

2.21 Gold Road shall provide a 3m wide footway / cycleway to the north of the carriageway and a 2m wide footway to the south of the carriageway, both of which are offset from the carriageway by an approximately 2m wide verge.

2.22 Pedestrian dropped kerbs are provide at the junction with Poppyfields Way, Juno Crescent and Radstone Road.

Halse Road Roundabout

2.23 The junction of Halse Road, Poppyfields Way and Humphries Drive is formed by a four-arm single lane entry roundabout.

2.24 Pedestrian refuge islands are provided on the north western and south eastern arms of Halse Road, and the western arm of Humphries Drive. Pedestrian dropped kerbs with tactile paving are provided on the Poppyfields Way arm to the east of the traffic island.



- 2.25 A 3m wide footway / cycleway is provided from the northern side of Poppyfields Way crossing the Halse Road north western arm of the roundabout and Humphries Drive before continuing along Halse Road in south eastern direction.

Radstone Road Roundabout

- 2.26 The junction of Poppyfields Way and Radstone Road is formed by a four-arm single lane entry roundabout.
- 2.27 Pedestrian refuge islands are provided on all four arms of the roundabout with dropped kerbs and tactile paving.
- 2.28 A 3m wide footway / cycleway is provided on the northern side of Poppyfields Way crossing the northern arm of Radstone Road. The footway / cycleway then crosses the eastern arm of Poppyfields Way before continuing on the southern side.

Northampton Road Roundabout

- 2.29 The junction of Poppyfields Way, Northampton Road and Delorean Way is formed by a four-arm single lane entry roundabout.
- 2.30 Pedestrian refuge islands with tactile paving are provided on the Poppyfields Way arm and the north eastern arm of Northampton Road. Pedestrian dropped kerbs with tactile paving are provided to the west of the traffic island on the Delorean Way arm of the roundabout.
- 2.31 A 3m wide footway / cycleway is provided from the western side of Poppyfields Way crossing the Delorean Way arm of the roundabout junction before continuing south on the western side of Northampton Road.

Existing Traffic Conditions

Halse Road

- 2.32 In order to establish the existing traffic conditions on Halse Road a seven-day Automatic Traffic Survey (ATC) survey was undertaken on Halse Road in the vicinity of the proposed site accesses. The ATC undertaken by 360 TSL Ltd an independent traffic surveyor between Tuesday 26th March 2019 and Monday 1st April 2019.
- 2.33 Based on the ATC survey, Halse Road had an average weekday speed of 40.1mph and 38.1mph northbound and southbound respectively, and an 85th percentile speeds of 48.4mph and 43.5mph northbound and southbound respectively.



2.34 In addition, based on the ATC survey, Halse Road had an average 24-hour weekday traffic flow of 673 and 595 northbound and southbound vehicles respectively, and an average of 1,268 two-way vehicles.

2.35 The ATC has established an average weekday peak hour of 8am – 9am and 5pm – 6pm.

Halse Road / Poppyfields Way / Humphries Drive Roundabout

2.36 A Manual Classified Count (MCC) and queue length survey was undertaken by 360 TSL Ltd an independent traffic surveyor at the Halse Road / Poppyfields Way / Humphries Drive roundabout on Tuesday 26th March 2019 between 7am – 10am and 4pm – 7pm.

2.37 The full traffic survey information is provided at **Appendix D**.

2.38 Due to the changeable traffic conditions that have occurred since March 2020 due to the COVID-19 pandemic further traffic surveys have not been undertaken. In order to establish further traffic conditions, the Radstone Fields forecast traffic flows have been utilised as set out in **Section 7**.

Local Highway Safety

2.39 Northamptonshire County Council (NCC) has provided Personal Injury Collision (PIC) data for the local highways and connecting junctions in the vicinity of the site for the most recent five-year period available (up to the end of December 2019).

2.40 A full copy of the PIC data is included in **Appendix E** and a summary of the data is provided as follows.

Halse Road

2.41 A total of seven PIC's have occurred at Halse Road, resulting in three serious injuries and five slight injuries.

2.42 The first collision (Ref:WS083816) occurred on Monday 20th June 2016 at 18:40 pm during fine weather conditions with a dry road surface during daylight. The collision occurred when the driver of a car collided with a cyclist riding into the road between two parking cars. The collision resulted in the cyclist receiving slight injuries.

2.43 The second collision (Ref: WS126516) occurred on Sunday 11th September 2016 at 10:35 am during fine weather conditions with a dry road surface during daylight. The collision occurred when a car was overtaking a parked car that caused the on-coming car to collide with the rear near side of the car undertaking the overtaking manoeuvre. The collision resulted in the driver receiving slight injuries.



- 2.44 The third collision (Ref: S007018) occurred on Thursday 25th January 2018 at 07:00 am during wet weather conditions with a damp road surface in darkness. The collision occurred at the Halse Road roundabout when a cyclist was negotiating the roundabout saw a car at the junction, panicked, resulting in the back wheel clipping the kerb causing the cyclist to fall to the ground. The collision resulted in the cyclist receiving serious injuries.
- 2.45 The fourth collision (Ref: S004418) occurred on Wednesday 31st January 2018 at 08:30 am during fine weather conditions with a dry road surface during daylight. The collision occurred at the Halse Road roundabout when a car and cyclist were negotiating the roundabout when the cyclist and car collided. The collision resulted in the cyclist receiving slight injuries.
- 2.46 The fifth collision (Ref: S019219) occurred on Monday 28th January 2019 at 09:00 am during fine weather conditions with a dry road surface during daylight. The collision occurred at the pedestrian crossing by the junction to the Health Centre car park. The car was exiting the car park to turn right when it collided with two pedestrians using the pedestrian crossing. The two pedestrians received slight injuries.
- 2.47 The sixth collision (Ref: S037919) occurred on Wednesday 29th May 2019 at 09:00 am during fine weather conditions with a dry road surface during daylight. The collision occurred when a car was undertaking a three-point turn within Halse Road causing the oncoming cyclist to fall to the ground. The cyclist received slight injuries.
- 2.48 The seventh collision (Ref: S083219) occurred on Friday 20th December 2019 at 08:50 am during wet weather conditions with a damp road surface during daylight. The collision occurred at the Halse Road / Manor Road roundabout when a car collided with a motorcyclist. The motorcyclist received slight injuries.

Pavillons Way

- 2.49 A total of six PIC's have occurred along Pavillons Way, resulting in 3 serious injuries and 5 slight injuries.
- 2.50 The first collision (Ref: WS132015) occurred on Thursday 28th May 2015 at 17:38 pm during fine weather conditions with a dry road surface during daylight. The collision occurred at Pavillons Way / Woods Court priority junction when the car was turning right at the junction and collided with a car travelling south west. The collision resulted in both drivers receiving serious injuries.



- 2.51 The second collision (Ref: WS334015) occurred on Tuesday 22nd December 2015 at 18:13 pm during wet weather conditions with a damp road surface during darkness. The collision occurred at Pavillons Way / Stuart Road priority junction when two cars collided. The collision resulted in the driver of one vehicle receiving slight injuries.
- 2.52 The third collision (Ref: S007019) occurred on Friday 8th February 2019 at 21:25 pm during wet weather conditions with a damp road surface during darkness. The collision occurred at the Pavillons Way / Humphries Drive mini roundabout when a car negotiating the roundabout collided with a vehicle entering the mini roundabout. The collision resulted in both of the drivers receiving slight injuries.
- 2.53 The fourth collision (Ref: S007019) occurred on Tuesday 2nd April 2019 at 08:43 am during wet weather conditions with a damp road surface during daylight. The collision occurred at Pavillons Way / Stuart Road priority junction when two cars collided at the traffic calming chicane. The collision resulted in one of the drivers receiving slight injuries
- 2.54 The fifth collision (Ref: S043919) occurred on Sunday 23rd June 2019 at 17:25 pm during fine weather conditions with a dry road surface during daylight. The collision occurred at Pavillons Way / Springfield Way roundabout junction when a car negotiating the roundabout collided with a vehicle entering the roundabout. The collision resulted in one of the drivers receiving slight injuries.
- 2.55 The sixth collision (Ref: S048319) occurred on Tuesday 25th June 2019 at 19:58 pm during wet weather conditions with a damp road surface during daylight. The collision occurred at Pavillons Way / Magdalen Meadows priority junction when a car failed to stop at the junction and collided with the vehicle travelling north bound. The collision resulted in one of the drivers receiving serious injuries.

Banbury Road

- 2.56 A total of one PIC has occurred along Banbury Road resulting in one slight injury.
- 2.57 The collision (Ref: WS057417) occurred on Wednesday 2nd August 2017 at 11:20 am during wet weather conditions with a damp road surface during daylight. The collision occurred at Banbury Road / Farthinghoe priority junction when two cars collided. The collision resulted in one of the drivers receiving slight injuries.

Northampton Road

- 2.58 A total of one PIC has occurred along Northampton Road resulting in one slight injury.



- 2.59 The collision (Ref: S058819) occurred on Tuesday 13th August 2019 at 08:50 am during fine weather conditions with a dry road surface during daylight. The collision occurred at Northampton Road / Delorean Way roundabout when a vehicle emerging from Delorean Way collided with a vehicle negotiating the roundabout. The collision resulted in one of the drivers receiving slight injuries.
- 2.60 The records show that over the previous five years, there have been a total of 15 recorded personal injury collisions in the study area.

Highway Safety Conclusions

- 2.61 The recorded PICs within the latest five-year review period within the study area are considered to be random with no common trends and are considered to have occurred as a result of driver, pedestrian or cyclist error rather than being attributable to the geometry of the local highway network.
- 2.62 Therefore, it can be concluded that there are no overriding or unexpected highway safety patterns or concerns within the five-year study period within the vicinity of the site which need to be considered as part of this assessment.



3 Site Accessibility

- 3.1 When considering the overall sustainability of a site, with regards to highways it is important that a site can be demonstrated to be accessible for all potential residents without resulting in a heavy reliance on travel by car, particularly single occupancy journeys.
- 3.2 Within the local context of the site, this can be assessed against the proximity to local services and amenities, which residents and/or visitors may require access to on a day-to-day basis. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield from the site.

Walking and Cycling

Walking

- 3.3 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhood are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.4 The Institute of Highways and Transport (IHT) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km and a preferred maximum walking distance of 2km for commuting and educational purposes.
- 3.5 This is supported by the 2019 National Travel Survey (NTS) which found that 80% of trips under 1mile (1.6km) are undertaken on foot.

Cycling

- 3.6 The Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the DfT, states the following at paragraph 2.2.2:
- 'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.'*
- 3.7 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles, or 8km, of the application site are considered within acceptable cycling distance.



- 3.8 All of the facilities and amenities are within an acceptable cycling distance. This provides reasonable opportunities for people to commute or access further facilities in those areas by bicycle.
- 3.9 For reference, indicative pedestrian and cycling isochronal plans have been produced and are appended to this report at **Appendix F**.

Public Transport Accessibility

Local Bus Services

- 3.10 The nearest bus stops in relation to the development site are the 'Juno Crescent' located on Poppyfields Way to the east of the junction with Juno Crescent. The bus stops are located approximately 350m, measured from the centre of the site. A bus stop is provided on the northern and southern side of Poppyfields Crescent. The bus stops currently comprise a flag with timetable information and hardstanding due to the presence of the grass verge segregating the carriageway from the footway.
- 3.11 A summary of the bus services and frequencies from the 'Juno Crescent' bus stops are provided in **Table 3.1** with the bus timetables provided at **Appendix G**.

No.	Operator	Route	Days	First Service	Frequency	Last Service
500	Stagecoach	Banbury – Chacombe – Middleton Cheney – Brackley	Monday – Friday	07:13	Approximately Every 20 – 30 Minutes	23:07
			Saturday	07:34	Approximately Every 30 Minutes	23:07
			Sunday	08:41	Approximately Every Hour	18:40
		Brackley – Middleton Cheney – Chacombe – Banbury	Monday – Friday	06:26	Approximately Every 20 – 30 Minutes	23:07
			Saturday	07:34	Approximately Every 30 Minutes	23:07
			Sunday	07:35	Approximately Every Hour	17:41

Table 3.1: Bus Services and Frequencies

Note: Information taken from www.stagecoachbus.com/timetables October 2020



- 3.12 The No.500 service from the 'Juno Crescent' bus stops provide regular services throughout the weekdays and weekend between Brackley and Banbury. The service from the 'Juno Crescent' bus stops to Brackley market place and Banbury town centre takes approximately 10 minutes and 45 minutes respectively.
- 3.13 It is considered that the bus services provide a good level of public transport with regular services available to access services and facilities as well as commuting capabilities.
- 3.14 It should be noted that due to the COVID-19 pandemic the bus timetables may have been affected and may have a future impact on bus service frequency.
- 3.15 **Table 3.1** indicates that the application site is served by local buses throughout the week and on weekends. It is therefore considered that future residents will be able to utilise public transport throughout the day to access local services and amenities within Brackley. During peak hour site visits, it is considered that the principle bus services have spare capacity in order to accommodate the public transport users generated by the development.
- 3.16 The site is also located in close proximity to Brackley town centre, where there is access to wide-ranging weekday and weekend services, at the main bus interchange off High Street, throughout Northamptonshire and adjoining counties including Coventry, Northampton, Milton Keynes and Oxford, as well as national services to London, Birmingham and Bristol.

Rail Service

- 3.17 Brackley currently does not benefit from having a railway station, however, the nearest railway station identified to Brackley is located at Banbury, approximately 13km west of the application site.
- 3.18 The No.500 bus provides a service between Brackley and Banbury, and therefore a connection to a railway service can be made from the application site.

Proximity to Local Services and Amenities

- 3.19 As part of the review of the availability of local services, an assessment has been undertaken of the services and facilities which will be generally required by residents on a day-to-day basis.
- 3.20 The services and amenities identified as part of this assessment have been annotated onto **Figure 3.1** (local services and amenities plan) below.

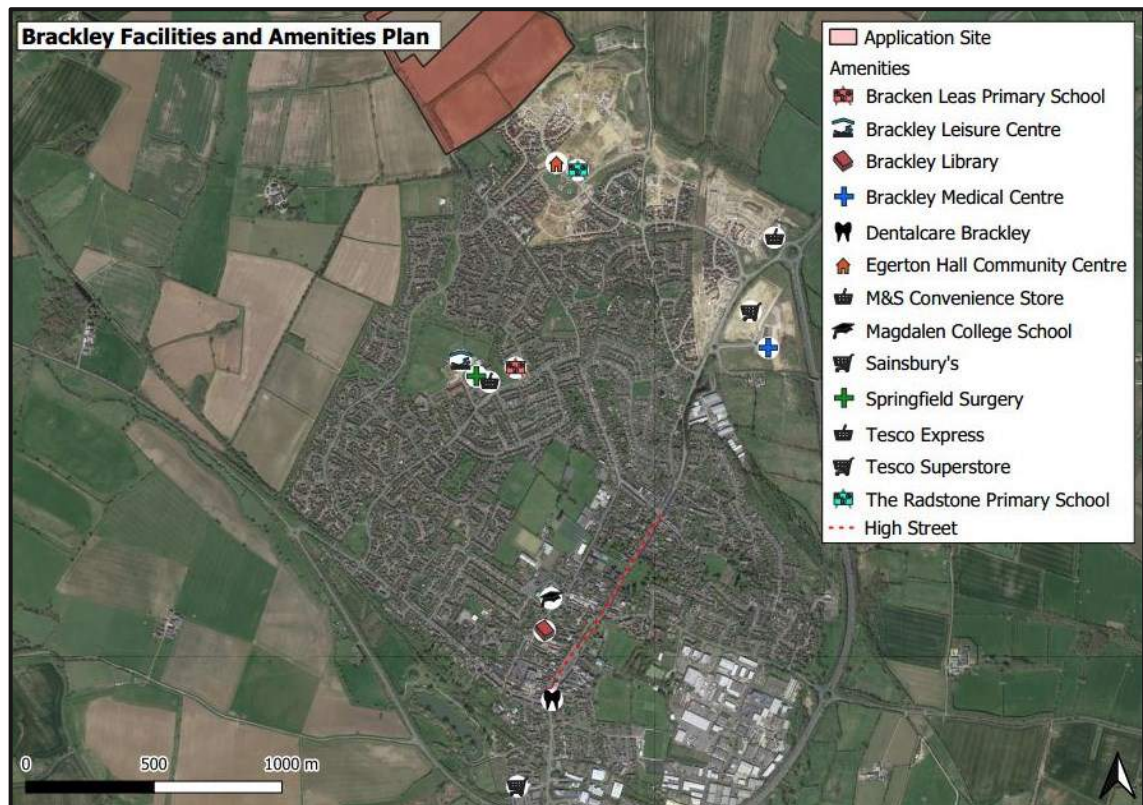
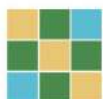


Figure 3.1: Local Services and Amenities

3.21 In summary, the following local services and facilities are present within an acceptable walking or cycling distance of the application site:

- i) Radstone Primary School;
- ii) Egerton Hall – Community Centre;
- iii) Bracken Leas Primary School;
- iv) New Brackley Medical Centre (Due to Open 16th November 2020);
- v) Springfield Surgery;
- vi) M & S Convenience Store;
- vii) Tesco Express Convenience Store;
- viii) Brackley Leisure Centre;
- ix) Brackley Library;
- x) Magdalen College School;
- xi) Dentist;
- xii) Brackley High Street; and
- xiii) Tesco Superstore
- xiv) New Sainsbury's Superstore (Due to Open Winter 2020).



- 3.22 The Institution of Highways and Transportation (IHT) publication (in 2000), 'Guidelines for Providing Journeys on Foot', suggest the following acceptable walking distances to services and amenities (for pedestrians without mobility impairment), as shown in **Table 3.2**.

	Town Centres	Commuting/School	Other Destinations
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Table 3.2: Suggested Walking Distances

- 3.23 **Table 3.2** demonstrates the local services and facilities that are available within an acceptable walking and cycling distance. The time it takes to walk to a service or amenity is based on guidance contained within the IHT guidelines which states that an average walking speed is approximately 1.4m/s. Also contained within **Table 3.3** are the cycle times to each of the destinations, which is based on the lower limit of 4m/s, as set out in Local Transport Note 2/08: Cycle Infrastructure Design.

Service / Amenity	Approximate Distance (m)	Travel Time Walking (minutes)	Travel Time Cycling (minutes)
Radstone Primary School	400m	5 minutes	2 minutes
Egerton Hall – Community Centre	400m	5 minutes	2 minutes
Bracken Leas Primary School	1400m	17 minutes	6 minutes
New Brackley Medical Centre (Due to Open 16 th November 2020)	1750m	21 minutes	7 minutes
New Sainsbury's Superstore (Due to Open Winter 2020)	1750m	21 minutes	7 minutes
Springfield Surgery	1900m	22 minutes	8 minutes
M & S Convenience Store	1900m	22 minutes	8 minutes
Tesco Express Convenience Store	1900m	22 minutes	8 minutes
Brackley Leisure Centre	1900m	22 minutes	8 minutes
Brackley Library	2400m	28 minutes	10 minutes
Magdalen College School	2400m	28 minutes	10 minutes
Dentist – Dentalcare Brackley	2800m	33 minutes	12 minutes
Brackley High Street (Between junction Halse Road – Bridge Street)	2000m-2800m	24-33 minutes	8-12 minutes
Tesco Superstore	3300m	39 minutes	14 minutes

Table 3.3: Proximity to Services and Amenities

- 3.24 **Table 3.3** confirms that a range of services and amenities fall within suggested the IHT walking distances from the development site and are therefore considered highly and easily accessible by walking (and cycling).



- 3.25 It should be noted that the IHT guidelines are suggested distances, and not an upper limit of walking distances to facilities and amenities, as explored in greater detail within this section.
- 3.26 In addition to these local services and amenities, Brackley town centre is an approximate 2km distance (approximately 24 minutes walking and 8 minutes cycling) from the site (also accessible by public transport).
- 3.27 These destinations provide access to a range of additional facilities and amenities including education, employment, retail and leisure offerings.

Summary

- 3.28 CTP considers the site to be sustainably located with safe and convenient access to a wide range of services and amenities, supported by suitable pedestrian and cycle linkages between the application site and these facilities and local bus stops, providing bus travel to local and regional destinations including the train station at Banbury.



4 Relevant Transportation Planning Guidance

4.1 The relevant transportation policies are set out in the following National and Local documents:

- i) National Planning Policy Framework (2019);
- ii) Planning Practice Guidance Travel Plans, Transport Assessment and Statements in Decision Taking (2014);
- iii) Northamptonshire Place and Movement Guide (2008);
- iv) Northamptonshire Local Transport Plan (2012);
- v) Supplementary Planning Document (SPD) – Parking Standards (2019).

4.2 The main thrust of recent national and local policy guidance is to:

- i) make effective and efficient reuse of land;
- ii) reduce car dependency;
- iii) make walking and cycling trips easier; and
- iv) encourage public transport trips.

National Planning Policy Framework (NPPF)

4.3 National guidance on planning is set out in the updated National Planning Policy Framework (NPPF) published in February 2019 by the Ministry of Housing, Communities and Local Government. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

4.4 Chapter 9 of the NPPF deals with 'Promoting sustainable transport' and Paragraph 102 of the NPPF states that *'transport issues should be considered early in the planning process so that:*

- a) *the potential impacts of development on transport networks can be addressed;*
- b) *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;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *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*



- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*
- 4.5 Paragraph 108 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users; and*
 - c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*
- 4.6 Paragraph 109 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'.*
- 4.7 Paragraph 110 states that *'applications for development should:*
- a) *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 areas for bus or other public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *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;*
 - d) *allow for the efficient delivery of goods, and access by services and emergency vehicles; and*
 - e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*



National Planning Practice Guidance (March 2014)

- 4.8 The National Planning Practice Guidance (NPPG) provides the link between the National Planning Policy Framework (NPPF) and relevant planning practice guidance, as well as between different categories of guidance.
- 4.9 In respect of transport, the NPPG provides advice on what Transport Assessments, Transport Statements and Travel Plans are, when they are required, and the information that should be included when preparing the document. The key overarching principles included in the NPPG for Travel Plans, Transport Assessments and Transport Statements state that documents should be:
- i) Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
 - ii) Established at the earliest practicable possible stage of a development proposal;
 - iii) Tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and
 - iv) Brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network operators, Highways England where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).

Manual for Streets (2007)

- 4.10 Manual for Streets (MfS) is a Department for Transport (DfT) publication which provides guidance for planning and designing new streets. It aims to increase the quality of life through good design, which creates more people-orientated streets. The guidance contains principles in the design of suitable pedestrian and cyclist facilities to encourage and facilitate travel via these modes. Making the local environment convenient and attractive to walk in can help prioritise walking and cycling and reduce reliance on motor transport.



Manual for Streets 2 (2010)

- 4.11 Manual for Streets 2 (MfS2) takes the principles set out in MfS and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations. MfS2 does not supersede MfS, rather it explains how the principles of MfS can be applied more widely, exploring in greater detail how and where its key principles can be applied to busier streets and roads.

Northamptonshire Local Transport Plan (LTP) (Adopted 2012)

- 4.12 The main aim of the LTP is to promote policies and measures to achieve improved opportunities for travel choices by non-car modes. This provides the context for specific local measures to be considered, promoted and introduced.

Northamptonshire Place and Movement Guide (NPMG) (Adopted 2008)

- 4.13 Northamptonshire Place and Movement Guide sets out the principles that Northamptonshire County Council will apply to the design and construction of transport infrastructure associated with new development. NPMG is not intended to duplicate national guidance documents such as Manual for Streets and Manual for Streets 2 but where appropriate, reference is made to these, and other, guidance documents.

Supplementary Planning Document (SPD) – Parking Standards (2019)

- 4.14 The main aims of the SPD are to achieve the following through parking policy;
- i) Managing and reconciling the competing demands for kerb space for residents, businesses and visitors;
 - ii) Balancing the demand for parking in order to enhance the viability and attractiveness of the town;
 - iii) Reducing congestion, improving air quality and health, and promoting sustainable travel patterns and behaviours;
 - iv) Facilitating the movement of buses and emergency vehicles by ensuring they are not impeded by inconsiderately parked vehicles;
 - v) Meeting the needs of cyclists and motorcyclists;
 - vi) Meeting the needs of people with disabilities;
 - vii) Facilitating adequate loading and unloading facilities for businesses and shops without causing congestion and delay to traffic; and
 - viii) Facilitating provision for electric vehicle charging and associated infrastructure.



The Suitability of the Development Proposals

- 4.15 The application site is located adjacent to the main built form of Brackley and in highways and transportation terms forms an extension of existing development where it will share the local highway network, predominantly in its current condition.
- 4.16 Existing residential areas, education, employment, leisure, retail and social opportunities are all located within reasonable travel distances of the application site, which presents the opportunity for residents to walk, cycle or use public transport from their home to all amenities and local services that are required on a daily basis.
- 4.17 Reviewed in detail later in this TA, site design being brought forward for approval as part of this planning application is all consistent with the prevailing design guidance documents referenced in this section.
- 4.18 It is concluded that the development of the site is consistent with the policies of local and national government, as journeys to local services and facilities can reasonably be made by modes other than the private car.



5 Development Proposals

Planning Application

- 5.1 Outline planning permission, with all matters reserved except access, is sought for a proposed development of up to 450 dwellings and access to a cemetery / allotments and sports pitches on land off Halse Road, Brackley
- 5.2 A copy of the illustrative site masterplan is provided in **Appendix H**.
- 5.3 Although at this stage the planning application is made in outline only, detailed matters relating to the site access are not being reserved for future consideration and therefore this TA sets out the requisite information required for a decision over the access arrangement to be made now.
- 5.4 Layout is not being assessed as a detailed consideration of this planning application and is therefore subject to change. However, this report will outline the basic design principles which will influence the ultimate design of the layout at the subsequent reserved matters or full application stage.

Site Access

- 5.5 As demonstrated on the illustrative site masterplan, the residential element of this planning application will benefit from three new vehicular access points, in addition to two secondary vehicle access points to serve the cemetery and future sports pitches. Each access junction can be identified on the Highway Works Overview drawing provided at **Appendix I**.
- 5.6 In summary the Highway Works Overview drawing demonstrates the following:
- i) Primary vehicle access to serve the residential dwellings taken from two new 32m ICD three arm roundabouts with Halse Road;
 - ii) Access to the cemetery / allotments from Halse Road by priority junction;
 - iii) Access to the sports pitches from Halse Road by priority junction;
 - iv) A 3m wide footway / cycleway adjacent to the eastern side of Halse Road between the Worlidge and a link into the development mid-point between the northern and southern roundabout junctions;
 - v) A 2m footway to the east side of Halse Road between the development link (iv) to a point opposite where the existing footpath running between Brackley Rugby Club and where Nightingale Close meets Halse Road;



- vi) Realignment and change of priority of the existing Juno Crescent junction with Miranda Lane with Miranda Lane extending into the development site; and
- vii) Provision of a 3m footway / cycleway link from the south eastern corner of the development site into the Radstone Fields Country Park (near Portia Lane).

5.7 A Stage 1 Road Safety Audit (RSA) has also been undertaken to assess each of the proposed junction arrangements, and the implications of this are reviewed at the end of the 'Site Access' section.

Junction 1 – Northern Roundabout Access (Residential Halse Road)

5.8 Junction 1 comprises one of two roundabout junctions proposed to serve the site, situated off Halse Road, as indicated on the Highway Works Overview drawing. A geometric, layout drawing of the junction is provided at **Appendix J**.

5.9 The junction comprises a 3-arm roundabout with single lane entry on each arm segregated by traffic islands. The inscribed circle diameter (ICD) of the roundabout is 32m with 5.4m entry width lanes on the northern and eastern arms. The entry width on the southern arm is 4.5m. A 3m wide footway / cycleway is provided on the eastern side of the roundabout including dropped kerbs and tactile paving crossing the access road junction serving the residential development

5.10 Forward visibility is provided at 215m to the give way line on the northern arm and 160m on the southern arm. Forward visibility of 120m is provided at the exit from the roundabout in a southerly direction.

5.11 The suitability of this junction arrangement to serve the site in operational capacity terms is reviewed in further detail later in **Section 9** of this report.

5.12 Swept-path analysis has been undertaken for the largest vehicles anticipated to travel through the junction, which is provided at **Appendix K**.

Junction 2 – Southern Roundabout Access (Residential Halse Road)

5.13 Junction 2 comprises the second of two roundabout junctions proposed to serve the site, situated off Halse Road, as indicated on the Highway Works Overview drawing. A geometric, layout drawing of the junction is provided at **Appendix L**.



- 5.14 The junction comprises a 3-arm roundabout with single lane entry on each arm segregated by traffic islands. The inscribed circle diameter (ICD) of the roundabout is 32m with 5.4m entry width lanes on the northern and eastern arms. The entry width on the southern arm is 4.5m.
- 5.15 Forward visibility is provided at 160m to the give way line on the northern arm and 90m on the southern arm. Forward visibility of 70m is provided at the exit from the roundabout in a southerly direction.
- 5.16 The suitability of this junction arrangement to serve the site in operational capacity terms is reviewed in further detail later in **Section 9** of this report.
- 5.17 Swept-path analysis has been undertaken for the largest vehicles anticipated to travel through the junction, which is provided at **Appendix M**.

Junction 3 – Access through Radstone Fields (Residential Miranda Lane)

- 5.18 Junction 3 comprises an extension of the existing highway through the Radstone Fields development, as indicated on the Highway Works Overview drawing provided at **Appendix I**.
- 5.19 The extension to Miranda Lane will be formed along the existing alignment providing a carriageway width of 5.5m and 2m footways segregated by grass verges providing a connection to the proposed development.

Junction 4 – Southern Priority Junction Access of Halse Road (Cemetery / Allotments)

- 5.20 Junction 4 comprises a standard priority junction to serve the cemetery / allotments (subject to future planning application), situated off Halse Road, as indicated on illustrative masterplan. The junction is positioned approximately 125m north of the northern roundabout.
- 5.21 A geometric, layout drawing of the junction is enclosed is provided at **Appendix N**.
- 5.22 The junction comprises a carriageway width of 4.8m with 6m radii. Footways 2m in width are provided either side of the junction.
- 5.23 Junction visibility is provided at 2.4m by 160m to the north and 2.4m by 90m to the south.
- 5.24 The suitability of this junction arrangement to serve the site in operational capacity terms is reviewed in further detail later in **Section 9** of this report.



- 5.25 Swept-path analysis has been undertaken for the largest vehicles anticipated to travel through the junction, which is provided at **Appendix O**.

Junction 5 – Northern Priority Junction Access (Sports Pitches)

- 5.26 Junction 5 comprises a standard priority junction to serve the proposed sports pitches (subject to future planning application), situated off Halse Road, as indicated on the illustrative masterplan. A geometric, layout drawing of the junction is provided at **Appendix P**.
- 5.27 The junction comprises a carriageway width of 5.5m with 6m radii. No segregated pedestrian access is provided and pedestrian access will be provided from the existing bridleway (The Worlidge) that the proposed footway / cycleway will connect to on the south eastern side of the junction.
- 5.28 Junction visibility is provided at 2.4m by 120m to the west and south respectively.
- 5.29 The suitability of this junction arrangement to serve the site in operational capacity terms is reviewed in further detail later in **Section 9** of this report.
- 5.30 Swept-path analysis has been undertaken for the largest vehicles anticipated to travel through the junction, which is provided at **Appendix O**.

Miranda Lane / Juno Crescent Junction Re-alignment

- 5.31 It is proposed to re-align the existing junction of Miranda Lane and Juno Crescent to provide priority to Miranda Lane with the northern arm of Juno Crescent giving way as identified in the reserved matters planning application for Phase 2 of Radstone Fields. The approved reserved matters layout is provided at **Appendix Q**.
- 5.32 The proposed re-alignment of the junction is demonstrated on the Highway Works Overview drawing provided at **Appendix I**.
- 5.33 The re-alignment of the existing junction of Miranda Lane and Juno Crescent is considered to be appropriate due to the increase in traffic flows along Miranda Lane as a result of the proposed development.

Pedestrian / Cycle Link into Radstone Fields Country Park

- 5.34 A shared pedestrian / cycle link to the Radstone Fields Country Park is proposed to the north western corner of the application site as indicated on the Highway Works Overview drawing provided at **Appendix I**.



5.35 In order to provide context to the proposed pedestrian / cycle link the approved layout of Radstone Fields Country Park is provided at **Appendix R**.

5.36 The pedestrian / cycle link will improve the permeability of the site and provide direct access to the recreational space.

Stage 1 Road Safety Audit

5.37 A Stage 1 Road Safety Audit (RSA) has been commissioned to identify any initial highway safety issues with regards to the feasibility / planning drawing layouts of the proposed site junctions included within the planning application. The original RSA report is provided at **Appendix S**.

5.38 The recommendations of the RSA will be reviewed and CTP's Designers' Response along with updated site access arrangement drawings that will be provided in a Transport Addendum.

Summary on Site Access

5.39 It is considered that each of the junction arrangements proposed to serve development on the application site have been designed in accordance with prevailing design standards, and suitably assessed for any initial highway safety concerns through the RSA process, with all critical recommendations being addressed.

5.40 Furthermore, as set out later in this report, each junction provided adequate operational capacity to allow it to operate both within existing highway network traffic conditions, but also with the addition of development traffic, now and in future tested horizon years.

5.41 It is therefore concluded that the access junctions proposed to serve this development are acceptable.

Internal Arrangement

Layout

5.42 Layout is not being presented for detailed approval as part of this planning application and is therefore subject to change. On this basis, it is not considered necessary to present detailed drawings or justification for the masterplan layout, which will change at the stage a future reserved matters or full application is made.

5.43 At this stage the layout is submitted to the Local Authority for approval, subject to any updates in design policy, it is likely to follow the key design guidelines set out within Northamptonshire's Place and Movement Guide (NPMG).



Car and Cycle Parking

- 5.44 At this stage, detailed parking provision numbers are not being provided due to the outline nature of the planning application.
- 5.45 At the stage where future reserved matters or full applications come forward for consideration, car and cycle parking levels, including provision of electric vehicle charging, and justification will be provided in accordance with the prevailing design guidance at that time.

Access for Service and Emergency Vehicles

- 5.46 The site will provide suitable access for all requisite service and emergency vehicles.



6 Forecast Trip Generation and Modal Split

Introduction

- 6.1 When considering the impact of a residential development or a leisure facility, it is generally accepted that the critical periods, in terms of traffic impact on the adjacent highway network, are the weekday AM and PM peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest.
- 6.2 It follows that, should the impact of development traffic on the local road network be considered acceptable during these periods, it would also be acceptable during other, less busy, periods of the week.

Forecast Trip Generation

- 6.3 In order to assess the vehicle trip generation associated with the proposed development for 450 dwellings, average multi-modal trip rates have been derived from the TRICS database, and applied to the residential development schedule, as follows:
- Privately owned housing (60%) – 270 dwellings; and
 - Affordable housing (40%) – 180 dwellings.

Methodology

- 6.4 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:
- i. Sites located in England and Wales, excluding Greater London;
 - ii. Weekday surveys, where impact of the proposed development would be greatest;
 - iii. Sites located in edge of town and suburban locations;
 - iv. Sites with between 200 and 1000 privately owned units
 - v. Sites with between 14 and 500 affordable units.

Privately Owned Housing (270 Dwellings)

- 6.5 Multi-modal trip rates for privately owned housing have been derived from the TRICS database using the 'Houses Privately Owned' land use category. A copy of the TRICS data is provided in **Appendix T** for reference.
- 6.6 A summary of resulting multi-modal trip rates per person in relation to the privately owned dwellings is set out in **Table 6.1**.



Time Period	Trip Rates (per dwelling)			Person Trips (based on 270 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	0.203	0.774	0.977	55	209	264
PM Peak (17:00 - 18:00)	0.618	0.264	0.882	167	71	238

Table 6.1: Summary of Total Person Trip Rates and Trip Generation – Privately Owned Dwellings

6.7 In order to establish the trip rates per mode of travel, the modal split of travel to work has been obtained from the 2011 Census via commute.datashine.org.uk for the South Northamptonshire 009 MSOA. A summary of the modal split is contained in **Table 6.2**.

Mode of Travel	Census Modal Split
Bus	0.6%
Car Driver	85.6%
Car Passenger	3.0%
Bicycle	1.2%
Pedestrian	9.6%

Table 6.2: Modal Split of Travel to Work Trips in South Northamptonshire 009

6.8 The person trip generation per a dwelling, set out in **Table 6.1**, has been applied to the modal 2011 Census, set out in **Table 6.2**, to establish the local trip generation by mode.

6.9 The trip generation by mode is set out in **Table 6.3**.



Mode of Travel	Multi-Modal Trip Generation (based on 270 Privately Owned Dwellings)					
	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Bus	0	1	2*	1	0	1
Car Driver	47	179	226	143	61	204
Car Passenger	2	6	8	5	2	7
Bicycle	1	2	3	2	1	3
Pedestrian	5	20	25	16	7	23

Table 6.3: Summary of Multi-modal Forecast Vehicle Trip Generation – Privately Owned Dwellings *Summation due to Rounding

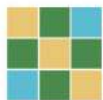
- 6.10 **Table 6.3** indicates that the proposed development is expected to create an additional 226 and 204 vehicle trips during the weekday AM and PM peak periods, respectively. This equates to approximately three to four new vehicle trips per minute in the network peak periods, which is considered to be low in real terms.

Affordable Housing (180 Dwellings)

- 6.11 Multi-modal trip rates for affordable owned housing have been derived from the TRICS database using the 'Affordable Housing' land use category. A copy of the TRICS data is provided in **Appendix U** for reference.
- 6.12 A summary of resulting multi-modal trip rates per person in relation to the privately owned dwellings is set out in **Table 6.4**.

Time Period	Trip Rates (per dwelling)			Person Trips (based on 180 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	0.203	0.774	0.977	32	63	95
PM Peak (17:00 - 18:00)	0.618	0.264	0.882	38	32	69

Table 6.4: Summary of Total Person Trip Rates and Trip Generation – Affordable Dwellings



- 6.13 In order to establish the trip rates per mode of travel, the modal split of travel to work has been obtained from the 2011 Census via commute.datashine.org.uk for the South Northamptonshire 009 MSOA. A summary of the modal split is contained in **Table 6.2**.
- 6.14 The person trip generation per a dwelling, set out in **Table 6.4**, has been applied to the modal 2011 Census, set out in **Table 6.2**, to establish the local trip generation by mode. The trip generation by mode for affordable dwellings is set out in **Table 6.5**.

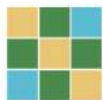
Mode of Travel	Multi-Modal Trip Generation (based on 180 Affordable Dwellings)					
	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Bus	0	0	1*	0	0	0
Car Driver	27	54	81	33	27	59
Car Passenger	1	2	3	1	1	2
Bicycle	0	1	1	0	0	1*
Pedestrian	3	6	9	4	3	7

Table 6.5: Summary of Multi-modal Forecast Vehicle Trip Generation – Affordable Dwellings *Summation due to Rounding

- 6.15 **Table 6.3** indicates that the proposed development is expected to create an additional 81 and 59 vehicle trips during the weekday AM and PM peak periods, respectively. This equates to approximately one to two new vehicle trips per minute in the network peak periods, which is considered to be low in real terms.

Total Residential Development (450 Dwellings)

- 6.16 Based on the trip rate analysis and predicted traffic generations above, the total development traffic arising from the residential elements of this planning application are set out below.
- 6.17 Based on the multi-modal trip generation per person in relation to the privately owned dwellings and affordable dwellings set out in **Table 6.1** and **Table 6.4** the total trip generation is set out in **Table 6.6**.



Time Period	Person Trips (based on 450 dwellings)		
	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	86	272	358
PM Peak (17:00 - 18:00)	205	103	308

Table 6.6: Summary of Total Person Trip Generation

- 6.18 In order to establish the trip rates per mode of travel, the modal split of travel to work has been obtained from the 2011 Census via commute.datashine.org.uk for the South Northamptonshire 009 MSOA. A summary of the modal split is contained in **Table 6.2**.
- 6.19 Based on the multi-modal trip generation in relation to the privately owned dwellings and affordable dwellings set out in **Table 6.3** and **Table 6.5** the total trip generation by mode is set out in **Table 6.7**.

Mode of Travel	Multi-Modal Trip Generation (based on 450 Dwellings)					
	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Bus	0	2	2	1	1	2
Car Driver	74	233	307	175	88	263
Car Passenger	3	8	11	6	3	9
Bicycle	1	3	4	2	1	4*
Pedestrian	8	26	35*	20	10	30

Table 6.7: Summary of Multi-modal Forecast Vehicle Trip Generation *Summation due to Rounding

- 6.20 **Table 6.7** indicates that the proposed development is expected to create an additional 307 and 263 vehicle trips during the weekday AM and PM peak periods, respectively. This equates to approximately four to five new vehicle trips per minute in the network peak periods, which is considered to be low in real terms.

Forecast Trip Attraction (Cemetery)

- 6.21 It is considered that cemeteries tend to operate outside of weekday peak hours, with ceremonies often taking place between 10am and 4pm and at weekends.



- 6.22 It is considered that the little to no trips shall occur during the weekday peak hours. On this basis the trip attraction for the cemetery has not been included as part of the traffic impact assessment.

Forecast Trip Attraction (Sports Pitches)

- 6.23 It is considered that Sports Pitches will operate outside of weekday peak hours, with uses generally taking place in the evening after 6.30pm and at weekends.
- 6.24 It is considered that the little to no trips shall occur during the weekday peak hours. On this basis the trip attraction for the sports pitches has not been included as part of the traffic impact assessment.

Summary of Trip Generation

- 6.25 In view of the potential trip generation a detailed trip distribution, assignment and trip impact assessment has been undertaken and is set out in **Section 7** and **Section 9**.



7 Trip Distribution and Assignment

Trip Distribution

- 7.1 For the purpose of assessing the off-site impact of the proposed development the forecast vehicular trips have been distributed and assigned to the local highway network based on the 2011 Census Journey to Work Travel data. The DataShine Census (<http://datashine.org.uk/#table=QS411EW&col=QS411EW0007&ramp=YIOrRd&layers=BTTT&zoom=12&lon=-0.1500&lat=51.5200>) which maps the 2011 Census data has been interrogated. The car driver method of travel to work from the DataShine Travel to Work Flows interactive map have been used to distribute traffic across the local highway network.
- 7.2 The proposed development site is situated within the MSOA of South Northamptonshire 009. The interactive flow maps on DataShine Commute demonstrate the employment locations of people that live within South Northamptonshire 009. Within this data, the exact number of those residing within South Northamptonshire 009 and travelling to other locations for employment purposes are set out. For example, 224 people who live in South Northamptonshire (North Brackley) work in Cherwell 004 (North Banbury) and travel by car.
- 7.3 MSOA's that attract 50 or more 'travel to work' vehicle trips from South Northamptonshire 009 have been considered, which provides distribution data for 13 super output employment locations and is an extremely robust assessment.

Trip Assignment

- 7.4 In order to assign the development trips to the local highway network, the quickest route from South Northamptonshire 009 to all 13 MSOA's has been reviewed. For each MSOA, an employment centre has been identified as the 'most likely' destination for employees, and the quickest route to this location (according to Google Maps, October 2020) has been assessed. Where there is no clear large employment area the centre of the MSOA has been used.
- 7.5 In order to assign the trips to each of the site access, the route has been compared between the accesses and the quickest or shortest route has determined site access assignment. The trips assigned to egress / access from Halse Road has then been split evenly between the two roundabout junctions.



7.6 It should be noted that the DataShine data sets out that 303 residents of South Northamptonshire 009 have no fixed place of work, these are likely to be contractors, those who are self-employed and temporary staff. It has therefore been decided not to include these trips in the assessment as they have no impact on the proposed assignment.

7.7 A total of 211 residents work within South Northamptonshire 009. The employment within South Northamptonshire 009 is split across the west, south and east, therefore the trips have been assigned 50% off Halse Road and 50% Miranda Lane. Then assigned pro-rata across the routes within the MSOA thereafter.

Route Choice

7.8 The assessment of the quickest routes from South Northamptonshire 009 to the 13 MSOA's demonstrated that there are five main routes which traffic will use to travel to the employment locations within the study area.

7.9 The industry standard method of 'reversing' the distribution and assignment of trips between the AM and PM peak hours has been applied. This is considered suitable as routes are not generally influenced by 'restricted' roads (i.e. one-way systems).

7.10 **Table 7.1** sets out the quickest route from South Northamptonshire 009 to each employment MSOA within the study area, these have been grouped into eight main routes within the study area. **Table 7.2** provides a review of the number of trips and the associated percentage of trips on each route. The routes are demonstrated on the map contained in **Appendix V**, and have also been summarised below for ease of reference:

- i) **Route 1** – North on Halse Road from Halse Road accesses;
- ii) **Route 2** – South on Halse Road from the Halse Road accesses and continuing south at the roundabout with Poppyfields Way and Humphries Drive;
- iii) **Route 3** – South on Miranda Lane and Juno Crescent to the junction with Poppyfields Way, southeast on Poppyfields Way to Radstone Road Roundabout, continuing east on Poppyfields Way to the Northampton Road Roundabout then north on Northampton Road;
- iv) **Route 4** - South on Miranda Lane and Juno Crescent to the junction with Poppyfields Way, southeast on Poppyfields Way to the junction with Radstone Road and continue south on Radstone Road;



- v) **Route 5** – South on Miranda Lane and Juno Crescent to the junction with Poppyfields Way, southeast on Poppyfields Way to the junction with Radstone Road and continue north on Radstone Road;

From South Northamptonshire 009 To	No. of Trips	% of Trips	Route
South Northamptonshire 010	778	39.8%	Split between accesses then Route 2 and Route 4
Cherwell 004	224	11.5%	Route 1
South Northamptonshire 009	211	10.8%	Split between accesses then Route 2 and Route 4
South Northamptonshire 011	125	6.4%	Route 3
Aylesbury Vale 004	89	4.6%	Route 3
Cherwell 013	83	4.2%	Route 3
Aylesbury Vale 001	76	3.9%	Route 3
Cherwell 003	72	3.7%	Route 1
Cherwell 006	72	3.7%	Route 1
South Northamptonshire 007	61	3.1%	Route 5
Cherwell 011	60	3.1%	Route 3
Cherwell 015	55	2.8%	Route 3
Cherwell 016	50	2.6%	Route 3
	1956	100%	

Table 7.1: Trip Assignment

Route	Total Number of Trips	Percentage of Trips
Route 1	368	18.8%
Route 2	495*	25.3%
Route 3	538	27.5%
Route 4	495*	25.3%
Route 5	61	3.1%
Total	1956	100%

Table 7.2: Summary of Trip Assignment for Travel to Work Trips

- 7.11 Based on the information summarised in **Table 7.2**, traffic flow diagrams (TFD) demonstrating the trip distribution and assignment are contained in **Appendix W**. Based on the trip distribution and assignment, TFD's demonstrating the forecast trips for the peak AM and PM hours are contained in **Appendix W**.



Summary

- 7.12 CTP have set out the proposed distribution and assignment based on the 2011 Census travel to work and is considered to be a robust approach and suitable for assessing the impact of the application site.



8 Base and Forecast Traffic Flows

Introduction

- 8.1 As set out in **Section 2**, in order to establish the existing traffic conditions an initial Automatic Traffic Count (ATC) was undertaken by 360 TSL Ltd between Tuesday 26th March 2019 and Monday 1st April 2019. In addition, a Manual Classified Count (MCC) was undertaken by 360 TSL Ltd an independent traffic surveyor on Tuesday 26th March 2019.
- 8.2 The full traffic survey information is provided at **Appendix D**.
- 8.3 Due to the changeable traffic conditions that have occurred since March 2020 due to the COVID-19 pandemic further traffic surveys have not been undertaken.
- 8.4 In order to establish a more comprehensive network to assess the impact of the proposed development on the local highway network the Radstone Fields forecast traffic flows have been utilised.
- 8.5 This section sets out the detail and methodology on the derivation and calculation of the base and forecast traffic flows that will be assessed within in **Section 8** of this report.
- 8.6 This section also details the methodology used to assign and distribute development traffic arising from the development.

Base Traffic Flow Conditions

- 8.7 Based on the distribution and assignment set out in **Section 7**, traffic flows have been obtained either via traffic surveys or the Radstone Fields forecast traffic flows, at the following network junctions:
- i) Halse Road / Poppyfields Way / Humphries Drive (Halse Road Roundabout) – MCC – uncontrolled roundabout junction – Tuesday 26th March 2019, 7am – 10am and 4pm – 7pm;
 - ii) Juno Crescent / Miranda Lane – Radstone Fields – uncontrolled ‘T’ junction;
 - iii) Juno Crescent / Poppyfields Way – Radstone Fields – uncontrolled ‘T’ junction;
 - iv) Radstone Road / Poppyfields Way (Radstone Road Roundabout) – Radstone Fields – uncontrolled roundabout junction; and
 - v) Northampton Road / Delorean Way / Poppyfields Way (Northampton Road Roundabout) – Radstone Fields / Sawmills.
- 8.8 In order to assess the impact on the LHN, the following scenarios have been assessed:



- i) The base year (2020);
- ii) Five years post base year (2025); and
- iii) Greater than 10 years post submission (2031) - (The Review Period).

Radstone Fields Forecast Traffic Flows

- 8.9 Based on the reserved matters applications for the Radstone Fields Developments and as observed at the site visit undertaken on Friday 23rd October 2020 the majority of the site has been built out and occupied. There are currently two parcels under construction, Phase 2.2 for 29 dwellings which obtained reserved matters approval in 2017 and Phase 3 for 129 dwellings which obtained reserved matters approval in 2019.
- 8.10 The TA for Radstone Fields (July, 2010) undertook a traffic assessment using 2020 base traffic with committed development, the full Radstone Fields development with access off Northampton Road. The Traffic Flow Diagrams (TFD's) for the AM and PM peak hours, obtained from the Radstone Fields TA is contained in **Appendix X**. The TFD's included traffic flows at the Radstone Road and Northampton Road roundabouts.

Base Traffic Flows

- 8.11 The Radstone Fields development forecast the 2020 base traffic utilising the TEMPro version 6.1, NTM dataset 5.4. A summary of the TEMPro growth rates applied by WSP is contained in **Table 8.1**.

Growth Period	Minor (Urban)	Trunk (Urban)	Trunk (Rural)
AM Peak 2009 – 2020	1.132	1.119	1.150
PM Peak 2009 – 2020	1.129	1.116	1.147

Table 8.1: WSP Radstone Fields - TEMPro Growth Rates

- 8.12 The 2020 base traffic flows obtained from Radstone Fields demonstrated on **TFD_13** and **TFD_14** contained in **Appendix Y**.

Committed Development

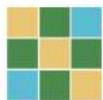
- 8.13 The committed development assessed as part of Radstone Fields, were Sawmills (S/2007/0824/PO), Faccenda (S/2005/0944/PO) and Brackley Employment Park / Land north of Turweston Road and east of Northampton Road (S/2008/1648/PO).



- 8.14 The Sawmills development proposals were altered as part of planning application reference: S/2010/0332/MAO for 130 dwellings as opposed to a mixed-use development. This application included an access off Northampton Road roundabout and Poppyfields Way. This development was observed to be fully built out and occupied during the site visit.
- 8.15 The application (Ref: S/2007/0824/PO) at Sawmills was included as committed development for the Radstone Fields development and assessed a greater number of vehicle trips accessing Poppyfields Way than the final development built out at Sawmills. On this basis it has been included in order to provide a robust assessment.
- 8.16 To account for turning manoeuvres to the Sawmills development off the Northampton Road roundabout these have been applied from the traffic flows included as part of planning application reference: S/2010/0332/MAO. Committed Sawmills vehicular movements are therefore included accessing both Poppyfields Way and the Sawmills development off Northampton Road roundabout. This provides an overly robust number of committed vehicle movements included as part of the baseline traffic.
- 8.17 The Sawmills committed development traffic flows are demonstrated on **TFD_35** and **TFD_36** contained in **Appendix Y**.
- 8.18 The Faccenda development was observed be fully built out during the site visit and therefore has been included as baseline traffic.
- 8.19 Brackley Employment Park / Land north of Turweston Road and east of Northampton Road was observed to mostly be built out and operational with construction being undertaken on a plot. On this basis it has been included in the baseline traffic.
- 8.20 The committed development traffic flows obtained from Radstone Fields demonstrated on **TFD_21** and **TFD_22** contained in **Appendix Y**.

Development Traffic

- 8.21 The development traffic for the Radstone Fields development was distributed and assigned based on the 2001 Census data at the ward level. The assignment included the Radstone Road and Northampton Road roundabouts, but did not include internal assignment from Juno Crescent. On this basis the development traffic at the Radstone Road and Northampton Road have been included in the baseline traffic flows.
- 8.22 The development traffic flows obtained from Radstone Fields demonstrated on **TFD_19** and **TFD_20** contained in **Appendix Y**.



- 8.23 In order to establish the baseline traffic flows at the Juno Crescent / Miranda Lane and Poppyfields Way / Juno Crescent junctions an estimate of the number of dwellings constructed and occupied has been used to forecast trips based on the Radstone Fields TA trip rates and the distributed and assigned based on the Radstone Fields TA. The Radstone Fields trip rates are summarised in **Table 8.2**.

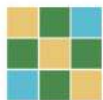
Time Period	Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak	0.153	0.426	0.579
PM Peak	0.405	0.234	0.639

Table 8.2 - WSP Radstone Fields – Trip Rates

- 8.24 Based on site observations and reserved matters applications it is estimated that there are a total of 310 dwellings currently served off Juno Crescent with 253 dwellings north of Miranda Lane and 27 dwellings served off Miranda Lane. Based on the number of existing dwellings off Miranda Lane and north of Miranda Lane, the AM and PM trip rates have been applied to establish baseline traffic flows at the junction. With the addition of the dwellings to the south of Miranda Lane the AM and PM trip rates have been applied then assigned to Poppyfields Way based on the Radstone Fields traffic assignment to the Halse Road roundabout and Radstone roundabout. It has been assumed that existing movements at the Radstone Road roundabout to / from Poppyfields Way (W) subtracted from the trips to / from Juno Crescent shall continue past the Juno Crescent. On this basis these traffic flows shall be included in the baseline traffic flows.
- 8.25 The assignment and forecast existing traffic flows at the Juno Crescent / Miranda Lane and Poppyfields Way / Juno Crescent are demonstrated on **TFD_09** to **TFD_12** contained in **Appendix Y**.

Summary

- 8.26 The base, committed and development traffic flows set out for Radstone Fields forms the 'Radstone Fields' baseline traffic flows, which are demonstrated on **TFD_29** to **TFD_34** contained in **Appendix Y**.



TEMPro Growth Rate Assessment

- 8.27 In order to establish the base and future years assessment (2020, 2025 and 2031 Base years), growth rates have been calculated using the software package TEMPro 7.2b (RTF 2018 Scenario 1 - Reference datasets).
- 8.28 The TEMPro calculations have been undertaken for the South Northamptonshire 009 MSOA based on 'principal' road types. No adjustments have been made of the TEMPro database in order to provide a robust assessment.
- 8.29 A summary of calculated growth rates is set out on **Table 8.3**, and a copy of the TEMPRO output has been included in **Appendix Z**.

TEMPro Growth Rates		
Period	AM Growth Rate	PM Growth Rate
2019- 2020	1.0106	1.0102
2020 - 2025	1.0412	1.0431
2020 - 2031	1.0804	1.0850

Table 8.3 – TEMPRO Growth Rates – South Northamptonshire 009 Principal Road

- 8.30 Based on the growth rates set out above, TFDs for 2019, 2020, 2025 and 2031 have been calculated for the base traffic flow scenarios and these are included in **Appendix AA**.

Committed Development

- 8.31 Based on site observations and the reserved matters applications for Radstone Fields there are 129 dwellings to be constructed and served off Juno Crescent. Although it appeared from the site visit that the currently constructed site was fully occupied it is assumed that some dwellings may not be occupied. Therefore, for robustness a total of 200 dwellings are considered to be unoccupied / under construction.
- 8.32 Based on the number of unoccupied / under construction dwellings off Juno Crescent to the north of Miranda Lane, the AM and PM trip rates, set out in **Table 8.2**, have been applied to establish committed development traffic travelling past the Miranda Lane. This has then been applied then assigned to Poppyfields Way based on the Radstone Fields traffic assignment to the Halse Road roundabout and Radstone roundabout.
- 8.33 It should be noted that once the remaining dwellings are constructed on Juno Crescent, that residents may continue to Gold Road to access Poppyfields Way. Assigning all trips



to pass Miranda Lane therefore provides a robust assessment of the Juno Crescent / Miranda Lane junction and Poppyfields Way / Miranda Lane junction.

- 8.34 The committed development trip assignment and forecast traffic flows are demonstrated on **TFD_44**, **TFD_46**, **TFD_47** and **TFD_48** included in **Appendix AB**.

Forecast Committed Development Traffic Flows

- 8.35 2020 and 2025 assessment year traffic flows for the AM and PM weekday peaks respectively have been created as well as a 2031 review period following the addition of the following traffic profiles:
- i) 2019 Base Traffic Flows (from traffic surveys);
 - ii) 2020 Traffic Flows (from Radstone Fields Development); and
 - iii) Predicted committed development traffic flows.

- 8.36 The forecast traffic flows with the addition of the committed development flows are set out in the TFD's included in **Appendix AB**.

Forecast Development Traffic Flows

- 8.37 2020 and 2025 assessment year traffic flows for the AM and PM weekday peaks respectively have been created as well as a 2031 review period following the addition of the following traffic profiles:
- i) 2019 Base Traffic Flows (from traffic surveys);
 - ii) 2020 Traffic Flows (from Radstone Fields Development);
 - iii) Predicted committed development traffic flows; and
 - iv) Predicted development traffic flows.
- 8.38 The development traffic flows are set out in the TFD's included in **Appendix W** and forecast traffic flows are set out in the TFD's included in **Appendix AC**.



9 Traffic Impact Assessment

Introduction

- 9.1 As the application site shall be accessed via two new junctions and an extension of Miranda Lane, including the reprioritisation of Juno Crescent, a traffic impact assessment of the junctions have been undertaken to ensure that they are appropriate to serve the application site.
- 9.2 For the purpose of assessing the impact of the proposed development on the local highway network at the proposed site accesses off Halse Road the following traffic flow scenarios are proposed and have been assessed for the weekday AM and PM peak hours for the following assessment scenarios:
- i) 2020 Base + Committed + Development; and
 - ii) 2025 Base + Committed + Development.
- 9.3 In addition, a review period has been assessed for the following scenario:
- iii) 2031 Base + Committed
- 9.4 The traffic impact assessment for the proposed access has been undertaken using the ARCADY module within the TRL software package JUNCTIONS 9, which is considered an appropriate tool to assess the impact of the development at the proposed site access roundabout junctions.
- 9.5 For the purpose of assessing the impact of the proposed development on the LHN at the proposed re-prioritised junction between Miranda Lane and Juno Crescent, the following traffic flow scenarios are proposed and have been assessed for the weekday network AM and PM peak hours for the following assessment scenarios:
- i) 2020 Base + Radstone Fields;
 - ii) 2025 Base + Radstone Fields;
 - iii) 2020 Base + Radstone Fields + Committed;
 - iv) 2025 Base + Radstone Fields + Committed;
 - v) 2020 Base + Radstone Fields + Committed + Development; and
 - vi) 2025 Base + Radstone Fields + Committed + Development.
- 9.6 In addition, a review period has been assessed for the following scenario:
- vii) 2031 Base + Radstone Fields;
 - viii) 2031 Base + Radstone Fields + Committed; and



ix) 2031 Base + Radstone Fields + Committed + Development.

9.7 The traffic impact assessment for the proposed site access, via the proposed re-prioritised junction between Miranda Lane and Juno Crescent, has been undertaken using the PICADY module within the TRL software package JUNCTIONS 9, which is considered an appropriate tool to assess the impact of the development at the proposed junction.

9.8 For the purpose of assessing the impact of the proposed development on the local highway network at the Halse Road roundabout, the following traffic flow scenarios are proposed and have been assessed for the weekday network AM and PM peak hours for the following assessment scenarios:

- i) 2019 Base;
- ii) 2020 Base;
- iii) 2020 Base + Committed;
- iv) 2020 Base + Committed + Development;
- v) 2025 Base;
- vi) 2025 Base + Committed; and
- vii) 2025 Base + Committed + Development.

9.9 In addition, a review period has been assessed for the following scenario:

- i) 2031 Base;
- ii) 2031 Base + Committed; and
- iii) 2031 Base + Committed + Development.

9.10 The traffic impact assessment for the Halse Road roundabout has been undertaken using the ARCADY module within the TRL software package JUNCTIONS 9, which is considered an appropriate tool to assess the impact of the development at the proposed site access roundabout junctions.

9.11 For the purpose of assessing the impact of the proposed development on the local highway network at the Poppyfields Way / Juno Crescent junction, Radstone Road roundabout and Northampton Road roundabout junctions, the following traffic flow scenarios are proposed and have been assessed for the weekday network AM and PM peak hours for the following assessment scenarios:

- i) 2020 Base + Radstone Fields;
- ii) 2025 Base + Radstone Fields;
- iii) 2020 Base + Radstone Fields + Committed;



- iv) 2025 Base + Radstone Fields + Committed;
- v) 2020 Base + Radstone Fields + Committed + Development; and
- vi) 2025 Base + Radstone Fields + Committed + Development.

9.12 In addition, a review period has been assessed for the following scenario:

- i) 2031 Base + Radstone Fields;
- ii) 2031 Base + Radstone Fields + Committed; and
- iii) 2031 Base + Radstone Fields + Committed + Development.

9.13 The traffic impact assessment for the Poppyfields Way / Juno Crescent junction, Radstone Road roundabout and Northampton Road roundabout junctions, have been undertaken using the PICADY and ARCADY modules respectively within the TRL software package JUNCTIONS 9, which is considered an appropriate tool to assess the impact of the development at the proposed junction.

Halse Road / Site Access – North

9.14 The results of the ARCADY model under the loading of the 2020 and 2025 year traffic flow scenarios is presented in **Table 9.1**. With the full results of the model contained in **Appendix AD**.

Time Period	Stream	2020 Base + Committed + Development			2025 Base + Committed + Development		
		Ratio of Flow to Capacity (RFC)	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.08	0	3.7	0.08	0	3.8
	2	0.05	0	3.2	0.05	0	3.2
	3	0.11	0	3.7	0.11	0	3.7
PM Peak (1700-1800)	1	0.10	0	3.6	0.10	0	3.6
	2	0.02	0	3.1	0.02	0	3.1
	3	0.10	0	3.3	0.10	0	3.3

KEY:- Arm 1 = Halse Road (N). Arm 2 = Application Site. Arm 3 = Halse Road (S).

Table 9.1: Summary of ARCADY Assessment (Site Access Junction Assessment – 2020 and 2025 Scenarios)

9.15 **Table 9.1** indicates that the proposed site access junction will operate well within capacity across both scenarios in both the AM and PM peak periods. The proposed junction is forecast to have no queuing across both scenarios with a maximum delay of



3.8 seconds on the Halse Road (N) arm in the 2025 Base + Committed + Development AM peak hour.

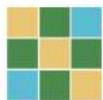
- 9.16 The results of the ARCADY model under the loading of the 2031 review year traffic flow scenario is presented in **Table 9.2**. With the full results of the model contained in **Appendix AD**.

Time Period	Stream	2031 Base + Committed + Development		
		RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.09	0	3.8
	2	0.05	0	3.2
	3	0.12	0	3.7
PM Peak (1700-1800)	1	0.11	0	3.6
	2	0.02	0	3.1
	3	0.11	0	3.3

KEY:- Arm 1 = Halse Road (N). Arm 2 = Application Site. Arm 3 = Halse Road (S).

Table 9.2: Summary of ARCADY Assessment (Site Access Junction Assessment 2031 Review Year Scenario)

- 9.17 **Table 9.2** demonstrates that the proposed site access junction will continue to operate well within capacity across the AM and PM peak hours. The maximum increase in RFC between the 2020 Base + Committed + Development and 2031 Base + Development scenarios is 0.01.
- 9.18 The proposed junction is forecast to have no queuing across both scenarios with a maximum delay of 3.8 seconds on the Halse Road (N) arm in the 2031 Base + Committed + Development AM peak hour. The maximum increase in delay between the 2020 Base + Committed + Development and Base 2031 + Committed + Development scenarios is 0.1 second on the Halse Road (N) arm in the 2031 Base + Committed + Development AM peak hour.
- 9.19 The results of the modelling indicate that in all scenarios, the junction is forecast to operate well within capacity, with no queueing predicted and will not result in a significant delay. It is considered that the junction is suitable to accommodate the forecast demand of the proposed development.



Halse Road / Site Access – South

- 9.20 The results of the ARCADY model under the loading of the 2020 and 2025 year traffic flow scenarios is presented in **Table 9.3**. With the full results of the model contained in **Appendix AE**.

Time Period	Stream	2020 Base + Committed + Development			2025 Base + Committed + Development		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.11	0	3.9	0.11	0	3.9
	2	0.05	0	3.4	0.05	0	3.4
	3	0.10	0	3.7	0.10	0	3.7
PM Peak (1700-1800)	1	0.10	0	3.6	0.10	0	3.6
	2	0.02	0	3.2	0.02	0	3.2
	3	0.11	0	3.3	0.11	0	3.3

KEY:- Arm 1 = Halse Road (N). Arm 2 = Application Site. Arm 3 = Halse Road (S).

Table 9.3: Summary of ARCADY Assessment (Site Access Junction Assessment – 2020 and 2025 Scenarios)

- 9.21 **Table 9.2** indicates that the proposed site access junction will operate well within capacity across both scenarios in both the AM and PM peak periods. The proposed junction is forecast to have no queuing across both scenarios with a maximum delay of 3.9 seconds on the Halse Road (N) arm in the AM peak hour in both scenarios.
- 9.22 The results of the ARCADY model under the loading of the 2031 review year traffic flow scenario is presented in **Tables 9.4**. With the full results of the model contained in **Appendix AE**.



Time Period	Stream	2031 Base + Committed + Development		
		RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.11	0	3.9
	2	0.05	0	3.4
	3	0.11	0	3.7
PM Peak (1700-1800)	1	0.10	0	3.6
	2	0.02	0	3.2
	3	0.12	0	3.3

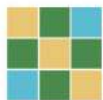
KEY:- Arm 1 = Halse Road (N). Arm 2 = Application Site. Arm 3 = Halse Road (S).

Table 9.4: Summary of ARCADY Assessment (Site Access Junction Assessment 2031 Review Year Scenario)

- 9.23 **Table 9.4** demonstrates that the proposed site access junction will continue to operate well within capacity across the AM and PM peak hours. The maximum increase in RFC between the 2020 Base + Committed + Development and 2031 Base + Development scenarios is 0.01.
- 9.24 The proposed junction is forecast to have no queuing across both scenarios with a maximum delay of 3.9 seconds on the Halse Road (N) arm in the 2031 Base + Committed + Development AM peak hour. There is no increase in delay between the scenarios.
- 9.25 The results of the modelling indicate that in all scenarios, the junction is forecast to operate well within capacity, with no queueing predicted and will not result in a significant delay. It is considered that the junction is suitable to accommodate the forecast demand of the proposed development.

Juno Crescent / Miranda Lane

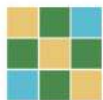
- 9.26 The results of the PICADY model under the loading of the 2020 and 2025 year traffic flow scenarios is presented in **Tables 9.5**. With the full results of the model contained in **Appendix AF**.



Time Period	Stream	2020 Base + Radstone Fields			2025 Base + Radstone Fields		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	B-C	0.17	0	6.2	0.17	0	6.2
	B-A	0.00	0	0.0	0.00	0	0.0
	C-AB	0.07	0	6.1	0.07	0	6.1
PM Peak (1700-1800)	B-C	0.09	0	5.7	0.09	0	5.7
	B-A	0.00	0	0.0	0.00	0	0.0
	C-AB	0.18	0	6.8	0.18	0	6.8
Time Period	Stream	2020 Base + Radstone Fields + Committed			2025 Base + Radstone Fields + Committed		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	B-C	0.30	0	7.4	0.30	0	7.4
	B-A	0.00	0	0.0	0.00	0	0.0
	C-AB	0.12	0	6.4	0.12	0	6.4
PM Peak (1700-1800)	B-C	0.22	0	6.6	0.22	0	6.6
	B-A	0.00	0	0.0	0.00	0	0.0
	C-AB	0.32	1	8.3	0.32	1	8.3
Time Period	Stream	2020 Base + Radstone Fields + Committed + Development			2025 Base + Radstone Fields + Committed + Development		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	B-C	0.32	1	8.1	0.32	1	8.1
	B-A	0.00	0	0.0	0.00	0	0.0
	C-AB	0.13	0	6.6	0.13	0	6.6
PM Peak (1700-1800)	B-C	0.23	0	6.8	0.23	0	6.8
	B-A	0.00	0	0.0	0.00	0	0.0
	C-AB	0.35	1	7.9	0.35	1	7.9

KEY:- Arm A = Miranda Lane. Arm B = Juno Crescent (N). Arm C = Juno Crescent (S).

Table 9.5: Summary of PICADY Assessment (Juno Crescent / Miranda Lane – 2020 and 2025 Scenarios)



- 9.27 **Table 9.5** indicates that the proposed site access junction will operate well within capacity across all scenarios in both the AM and PM peak periods. The proposed re-prioritised junction is forecast to have one queuing vehicle on Juno Crescent (S) in the PM peak in the 2020 Base + Radstone Fields + Committed and 2025 Base + Radstone Fields + Committed in the PM peak hour. As a result of the addition of the development traffic there is forecast to be an additional vehicle queuing on Juno Crescent (N) in the AM peak hour in both 2020 and 2025 scenarios.
- 9.28 There is forecast to be a maximum delay of 8.3 seconds on the Juno Crescent (S) in the 2025 Base + Radstone Fields + Committed in the PM peak hour.
- 9.29 The results of the PICADY model under the loading of the 2031 review year traffic flow scenario is presented in **Tables 9.6**. With the full results of the model contained in **Appendix AF**.

Time Period	Stream	2031 Base + Radstone Fields			2031 Base + Radstone Fields + Committed			2031 Base + Radstone Fields + Committed + Development		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	B-C	0.17	0	6.2	0.30	0	7.4	0.32	1	8.1
	B-A	0.00	0	0.0	0.00	0	0.0	0.00	0	0.0
	C-AB	0.07	0	6.1	0.12	0	6.5	0.13	0	6.6
PM Peak (1700-1800)	B-C	0.09	0	5.7	0.22	0	6.6	0.23	0	6.8
	B-A	0.00	0	0.0	0.00	0	0.0	0.00	0	0.0
	C-AB	0.18	0	6.8	0.32	1	8.3	0.35	1	7.9

KEY:- Arm A = Miranda Lane. Arm B = Juno Crescent (N). Arm C = Juno Crescent (S).

Table 9.6: Summary of PICADY Assessment (Juno Crescent / Miranda Lane Junction Assessment - 2031 Review Year Scenario)

- 9.30 **Table 9.6** demonstrates that the proposed re-prioritised Juno Crescent / Miranda Lane junction will continue to operate well within capacity across the AM and PM peak hours. The maximum increase in RFC between the 2020 Base + Radstone Fields and 2031 Base + Radstone Fields + Committed + Development scenarios is 0.15.



- 9.31 The proposed re-prioritised junction is forecast to have one queuing vehicle on Juno Crescent (S) in the PM peak in the 2031 Base + Radstone Fields + Committed and 2031 Base + Radstone Fields + Committed in the PM peak hour. As a result of the addition of the development traffic there is forecast to be an additional vehicle queuing on Juno Crescent (N) in the AM peak hour.
- 9.32 There is forecast to be a maximum delay of 8.3 seconds on the Juno Crescent (S) in the 2031 Base + Radstone Fields + Committed in the PM peak hour.
- 9.33 The results of the modelling indicate that in all scenarios, the junction is forecast to operate well within capacity, with no queueing predicted and will not result in a significant delay. It is considered that the junction is suitable to accommodate the forecast demand of the proposed development.

Halse Road Roundabout

- 9.34 The full ARCADY results are provided at **Appendix AG**, whilst the results of the ARCADY model under the loading of 2019 Base traffic flows is summarised in **Table 9.7**.

Time Period	Stream	2019 Base		
		Ratio of Flow to Capacity (RFC)	Mean Max Queue	Delay (s)
AM Peak (08:00 - 09:00)	1	0.17	0	4.4
	2	0.12	0	3.9
	3	0.13	0	3.9
	4	0.09	0	4.1
PM Peak (17:00 -18:00)	1	0.13	0	4.2
	2	0.19	0	4.3
	3	0.07	0	3.7
	4	0.08	0	4.0

KEY:- Arm 1 = Poppyfields Way. Arm 2 = Halse Road (S). Arm 3 = Humphries Drive. Arm 4 = Halse Road (N).

Table 9.7: Summary of ARCADY Capacity Assessment (Halse Road Roundabout Assessment 2019 Base Traffic Flows)

- 9.35 **Table 9.7** indicates that ARCADY is indicating that the junction is currently operating within capacity with minimal queueing and delay at all approaches.



9.36 As mentioned previously in **Section 2.36** of this report a MMC traffic survey including queue length surveys was undertaken at Halse Road roundabout in order to determine the level of queueing for each arm of the junction. The MMC traffic survey is provided at **Appendix D**.

9.37 **Table 9.8** provides a comparison of the 2019 base model queuing at the Halse Road roundabout provided at **Table 9.7** and the observed queues from the MMC traffic survey.

Time Period	Stream	2019 Base		
		Junction Assessment Queue (Table 9.7)	Observed Queue's (MCC Traffic Survey Appendix D)	Difference between Junction Assessment and Observed Queue
AM Peak (08:00 - 09:00)	1	0	0	0
	2	0	0	0
	3	0	0	0
	4	0	0	0
PM Peak (17:00 -18:00)	1	0	0	0
	2	0	0	0
	3	0	0	0
	4	0	0	0

KEY:- Arm 1 = Poppyfields Way. Arm 2 = Halse Road (S). Arm 3 = Humphries Drive. Arm 4 = Halse Road (N).

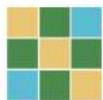
Table 9.8: Comparison of Modelled and Observed Queues (Halse Road Roundabout)

9.38 **Table 9.8** indicates that the ARCADY model provides an accurate reflection of existing junction performance with modelled queues closely reflecting those observed on-site.

9.39 The results of the ARCADY model under the loading of the 2020 and 2025 year traffic flow scenarios is presented in **Tables 9.9**. With the full results of the model contained in **Appendix AG**.



Time Period	Stream	2020 Base			2025 Base		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.17	0	4.4	0.18	0	4.5
	2	0.12	0	4.0	0.13	0	4.0
	3	0.13	0	3.9	0.13	0	4.0
	4	0.09	0	4.2	0.10	0	4.2
PM Peak (1700-1800)	1	0.14	0	4.2	0.14	0	4.2
	2	0.20	0	4.3	0.20	0	4.4
	3	0.07	0	3.7	0.08	0	3.8
	4	0.08	0	4.0	0.09	0	4.0
Time Period	Stream	2020 Base + Committed			2025 Base + Committed		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.22	0	4.7	0.23	0	4.8
	2	0.14	0	4.1	0.15	0	4.1
	3	0.13	0	4.0	0.14	0	4.0
	4	0.09	0	4.2	0.10	0	4.3
PM Peak (1700-1800)	1	0.18	0	4.4	0.19	0	4.4
	2	0.24	0	4.5	0.24	0	4.6
	3	0.07	0	3.8	0.08	0	3.9
	4	0.08	0	4.1	0.09	0	4.1
Time Period	Stream	2020 Base + Committed + Development			2025 Base + Committed + Development		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.23	0	5.0	0.24	0	5.1
	2	0.16	0	4.2	0.17	0	4.2
	3	0.13	0	4.0	0.14	0	4.0
	4	0.16	0	4.6	0.17	0	4.6
PM Peak (1700-1800)	1	0.18	0	4.4	0.19	0	4.5
	2	0.28	0	4.8	0.29	0	4.9
	3	0.07	0	3.9	0.08	0	4.0
	4	0.11	0	4.2	0.12	0	4.3



KEY:- Arm 1 = Poppyfields Way. Arm 2 = Halse Road (S). Arm 3 = Humphries Drive. Arm 4 = Halse Road (N). **Table 9.9: Summary of ARCADY Assessment (Halse Road Roundabout – 2020 and 2025 Scenarios)**

- 9.40 **Table 9.9** indicates that the Halse Road roundabout will operate well within capacity across all scenarios in both the AM and PM peak periods. The proposed junction is forecast to have no queuing across all scenarios with a maximum delay of 4.9 seconds on the Halse Road (s) arm in the 2025 Base + Committed + Development AM peak hour.
- 9.41 The results of the ARCADY model under the loading of the 2031 review year traffic flow scenario is presented in **Tables 9.10**. With the full results of the model contained in **Appendix AG**.

Time Period	Stream	2031 Base			2031 Base + Committed			2031 Base + Committed + Development		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.19	0	4.5	0.24	0	4.8	0.25	0	5.2
	2	0.14	0	4.0	0.15	0	4.1	0.17	0	4.3
	3	0.14	0	4.0	0.14	0	4.0	0.14	0	4.1
	4	0.10	0	4.2	0.10	0	4.3	0.17	0	4.7
PM Peak (1700-1800)	1	0.15	0	4.3	0.19	0	4.5	0.19	0	4.5
	2	0.21	0	4.4	0.25	0	4.7	0.30	0	5.0
	3	0.08	0	3.8	0.08	0	3.9	0.08	0	4.0
	4	0.09	0	4.1	0.09	0	4.2	0.12	0	4.3

KEY:- Arm 1 =Poppyfields Way. Arm 2 = Halse Road (S). Arm 3 = Humphries Drive. Arm 4 = Halse Road (N).

Table 9.10: Summary of ARCADY Assessment (Halse Road Roundabout Junction Assessment - 2031 Review Year Scenario)

- 9.42 **Table 9.10** demonstrates that the Halse Road roundabout will continue to operate well within capacity across the AM and PM peak hours. The maximum increase in RFC between the 2031 Base and 2031 Base + Committed + Development scenarios is 0.09 on the Halse Road (S) arm.
- 9.43 The Halse Road roundabout junction is forecast to have no queuing across both scenarios with a maximum delay of 5.2 seconds on the Poppyfields Way arm in the 2031 Base + Committed + Development AM peak hour. The maximum increase in delay

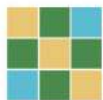


between the 2031 Base and 2031 Base + Committed + Development scenarios is 0.7 second on the Poppyfields Way arm in the AM peak hour.

- 9.44 The results of the modelling indicate that in all scenarios, the junction is forecast to operate well within capacity, with no queueing predicted and will not result in a significant delay. It is considered that the junction is suitable to accommodate the forecast demand of the proposed development.

Poppyfields Way / Juno Crescent

- 9.45 The results of the PICADY model under the loading of the 2020 and 2025 year traffic flow scenarios is presented in **Tables 9.11**. With the full results of the model contained in **Appendix AH**.



Time Period	Stream	2020 Base + Radstone Fields			2025 Base + Radstone Fields		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	B-C	0.10	0	5.6	0.10	0	5.6
	B-A	0.12	0	6.8	0.12	0	6.8
	C-AB	0.05	0	6.2	0.05	0	6.2
PM Peak (1700-1800)	B-C	0.06	0	5.3	0.06	0	5.3
	B-A	0.07	0	6.8	0.07	0	6.8
	C-AB	0.13	0	6.7	0.13	0	6.7
Time Period	Stream	2020 Base + Radstone Fields + Committed			2025 Base + Radstone Fields + Committed		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	B-C	0.18	0	6.3	0.18	0	6.3
	B-A	0.20	0	7.7	0.20	0	7.7
	C-AB	0.08	0	6.5	0.08	0	6.5
PM Peak (1700-1800)	B-C	0.12	0	5.9	0.12	0	5.9
	B-A	0.15	0	7.7	0.15	0	7.7
	C-AB	0.21	0	7.4	0.21	0	7.4
Time Period	Stream	2020 Base + Radstone Fields + Committed + Development			2025 Base + Radstone Fields + Committed + Development		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	B-C	0.37	1	8	0.37	1	8
	B-A	0.22	0	8.8	0.22	0	8.8
	C-AB	0.15	0	7.1	0.15	0	7.1
PM Peak (1700-1800)	B-C	0.20	0	6.3	0.20	0	6.3
	B-A	0.17	0	8.9	0.17	0	8.9
	C-AB	0.41	1	9.9	0.41	1	9.9

KEY:- Arm A = Poppyfields Way (SW). Arm B = Juno Crescent. Arm C = Poppyfields Way (SE).

Table 9.11: Summary of PICADY Assessment (Poppyfields Way / Juno Crescent Junction Assessment – 2020 and 2025 Scenarios)



- 9.46 **Table 9.11** indicates that the Poppyfields Way / Juno Crescent junction will operate well within capacity across all scenarios in both the AM and PM peak periods with a maximum RFC of 0.41. The junction is forecast to have one queuing vehicle on Juno Crescent and Poppyfields Way (SE) in the AM peak and PM peak, respectively, in the 2020 Base + Radstone Fields + Committed + Development and 2025 Base + Radstone Fields + Committed + Development.
- 9.47 There is forecast to be a maximum delay of 9.9 seconds on the Poppyfields Way (SE) in the Crescent and Poppyfields Way (SE) in the AM peak and PM peak, respectively, in the 2020 Base + Radstone Fields + Committed + Development and 2025 Base + Radstone Fields + Committed + Development.
- 9.48 The results of the PICADY model under the loading of the 2031 review year traffic flow scenario is presented in **Tables 9.12**. With the full results of the model contained in **Appendix AH**.

Time Period	Stream	2031 Base + Radstone Fields			2031 Base + Radstone Fields + Committed			2031 Base + Radstone Fields + Committed + Development		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	B-C	0.10	0	5.6	0.18	0	6.3	0.37	1	8.0
	B-A	0.12	0	6.8	0.20	0	7.7	0.22	0	8.8
	C-AB	0.05	0	6.2	0.08	0	6.5	0.15	0	7.1
PM Peak (1700-1800)	B-C	0.06	0	5.3	0.12	0	5.9	0.20	0	6.3
	B-A	0.07	0	6.8	0.15	0	7.7	0.17	0	8.8
	C-AB	0.13	0	6.6	0.21	0	7.4	0.41	1	9.9

KEY:- Arm A = Miranda Lane. Arm B = Juno Crescent (N). Arm C = Juno Crescent (S).

Table 9.12: Summary of PICADY Assessment (Poppyfields Way / Juno Crescent Junction Assessment 2031 Review Year Scenario)

- 9.49 **Table 9.12** demonstrates that the Poppyfields Way / Juno Crescent junction will continue to operate well within capacity across the AM and PM peak hours with a maximum RFC of 0.41. The maximum increase in RFC between the 2031 Base + Radstone Fields and 2031 Base + Radstone Fields + Committed + Development scenarios is 0.28.



- 9.50 The junction is forecast to have one queuing vehicle on Juno Crescent and Poppyfields Way (SE) in the AM peak and PM peak, respectively, in the 2020 Base + Radstone Fields + Committed + Development and 2025 Base + Radstone Fields + Committed + Development.
- 9.51 There is forecast to be a maximum delay of 9.9 seconds on the Poppyfields Way (SE) in the Crescent and Poppyfields Way (SE) in the AM peak and PM peak, respectively, in the 2020 Base + Radstone Fields + Committed + Development and 2025 Base + Radstone Fields + Committed + Development.
- 9.52 The results of the modelling indicate that in all scenarios, the junction is forecast to operate well within capacity, with no queueing predicted and will not result in a significant delay. It is considered that the junction is suitable to accommodate the forecast demand of the proposed development.

Radstone Road Roundabout

- 9.53 The results of the ARCADY model under the loading of the 2020 and 2025 year traffic flow scenarios is presented in **Tables 9.13**. With the full results of the model contained in **Appendix A1**.

Time Period	Stream	2020 Base + Radstone Fields			2025 Base + Radstone Fields		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.11	0	4.4	0.11	0	4.4
	2	0.14	0	3.8	0.14	0	3.8
	3	0.13	0	3.9	0.13	0	3.9
	4	0.23	0	4.4	0.23	0	4.4
PM Peak (1700-1800)	1	0.14	0	4.2	0.14	0	4.22
	2	0.31	0	4.9	0.31	0	4.9
	3	0.08	0	4.0	0.08	0	4.0
	4	0.12	0	3.8	0.12	0	3.8



Time Period	Stream	2020 Base + Radstone Fields + Committed			2025 Base + Radstone Fields + Committed		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.13	0	4.5	0.13	0	4.5
	2	0.14	0	3.9	0.15	0	3.9
	3	0.18	0	4.1	0.18	0	4.2
	4	0.23	0	4.5	0.24	0	4.5
PM Peak (1700-1800)	1	0.18	0	4.4	0.18	0	4.4
	2	0.32	1	5.1	0.33	1	5.1
	3	0.13	0	4.2	0.13	0	4.2
	4	0.13	0	3.9	0.13	0	3.9
Time Period	Stream	2020 Base + Radstone Fields + Committed + Development			2025 Base + Radstone Fields + Committed + Development		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.16	0	4.8	0.16	0	4.8
	2	0.16	0	4.0	0.17	0	4.0
	3	0.31	1	5.0	0.31	1	5.0
	4	0.25	0	5.0	0.26	0	5.0
PM Peak (1700-1800)	1	0.23	0	4.8	0.23	0	4.8
	2	0.38	1	5.8	0.39	1	5.8
	3	0.18	0	4.5	0.18	0	4.5
	4	0.13	0	4.0	0.14	0	4.1

KEY:- Arm 1 =Poppyfields Way (E). Arm 2 = Radstone Road (S). Arm 3 = Poppyfields Way (W). Arm 4 = Radstone Road (N).

Table 9.13: Summary of ARCADY Assessment (Radstone Road Roundabout Junction Assessment – 2020 and 2025 Scenarios)

9.54 **Table 9.13** indicates that the Radstone Road roundabout will operate well within capacity across all scenarios in both the AM and PM peak periods with a maximum RFC of 0.39. The proposed junction is forecast to have one vehicle queuing on Poppyfields Way (W) and Radstone Road (S) in the AM peak and PM peak respectively across all scenarios with the exception of the 2020 and 2025 Base + Radstone Fields scenarios.



- 9.55 There is forecast to be a maximum delay of 5.8 seconds on Radstone Road (S) in the PM peak in the 2020 Base + Radstone Fields + Committed + Development and 2025 Base + Radstone Fields + Committed + Development.
- 9.56 The results of the ARCADY model under the loading of the 2031 review year traffic flow scenario is presented in **Tables 9.14**. With the full results of the model contained in **Appendix A1**.

Time Period	Stream	2031 Base			2031 Base + Committed			2031 Base + Committed + Development		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.12	0	4.4	0.13	0	4.5	0.16	0	4.8
	2	0.14	0	3.8	0.15	0	3.9	0.17	0	4.0
	3	0.13	0	3.9	0.18	0	4.2	0.31	1	5.0
	4	0.24	0	4.4	0.24	0	4.6	0.26	0	5.1
PM Peak (1700-1800)	1	0.14	0	4.2	0.18	0	4.4	0.23	0	4.8
	2	0.32	1	5.0	0.33	1	5.2	0.39	1	5.9
	3	0.08	0	4.0	0.13	0	4.3	0.19	0	4.6
	4	0.13	0	3.8	0.13	0	3.9	0.14	0	4.1

KEY:- Arm 1 =Poppyfields Way (E). Arm 2 = Radstone Road (S). Arm 3 = Poppyfields Way (W). Arm 4 = Radstone Road (N).

Table 9.14: Summary of ARCADY Assessment (Radstone Road Roundabout Junction Assessment - 2031 Review Year Scenario)

- 9.57 **Table 9.14** demonstrates that the Radstone Road roundabout will continue to operate well within capacity across the AM and PM peak hours with a maximum RFC of 0.39. The maximum increase in RFC between the 2031 Base + Radstone Fields and 2031 Base + Radstone Fields + Committed + Development scenarios is 0.18 on the Poppyfields Way (W) arm.
- 9.58 The proposed junction is forecast to have one vehicle queuing on Poppyfields Way (W) and Radstone Road (S) in the AM peak and PM peak respectively across all scenarios with the exception of the 2031 Base + Radstone Fields AM peak scenario.
- 9.59 There is forecast to be a maximum delay of 5.9 seconds on Radstone Road (S) in the PM peak in the 2031 Base + Radstone Fields + Committed + Development scenario.

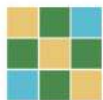


9.60 The results of the modelling indicate that in all scenarios, the junction is forecast to operate well within capacity, with no queueing predicted and will not result in a significant delay. It is considered that the junction is suitable to accommodate the forecast demand of the proposed development.

Northampton Road Roundabout

9.61 The results of the ARCADY model under the loading of the 2020 and 2025 year traffic flow scenarios is presented in **Tables 9.15**. With the full results of the model contained in **Appendix AJ**.

Time Period	Stream	2020 Base + Radstone Fields			2025 Base + Radstone Fields		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.53	1	5.3	0.54	1	5.5
	2	0.55	1	5.7	0.57	1	6.0
	3	0.05	0	6.7	0.05	0	6.8
	4	0.29	0	6.7	0.29	0	6.9
PM Peak (1700-1800)	1	0.54	1	5.6	0.56	1	5.9
	2	0.41	1	4.3	0.43	1	4.4
	3	0.03	0	5.4	0.03	0	5.5
	4	0.36	1	7.0	0.37	1	7.2
Time Period	Stream	2020 Base + Radstone Fields + Committed			2025 Base + Radstone Fields + Committed		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.53	1	5.4	0.55	1	5.6
	2	0.55	1	5.7	0.58	1	6.1
	3	0.05	0	6.7	0.05	0	6.9
	4	0.33	1	7.2	0.34	1	7.4
PM Peak (1700-1800)	1	0.56	1	5.9	0.58	1	6.2
	2	0.41	1	4.4	0.43	1	4.5
	3	0.03	0	5.5	0.03	0	5.7
	4	0.40	1	7.4	0.41	1	7.7

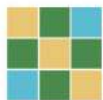


Time Period	Stream	2020 Base + Radstone Fields + Committed + Development			2025 Base + Radstone Fields + Committed + Development		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.55	1	5.6	0.57	1	5.8
	2	0.56	1	5.9	0.58	1	6.2
	3	0.05	0	6.9	0.06	0	7.1
	4	0.42	1	8.3	0.43	1	8.6
PM Peak (1700-1800)	1	0.60	1	6.5	0.62	2	6.8
	2	0.42	1	4.5	0.44	1	4.7
	3	0.03	0	5.8	0.03	0	5.9
	4	0.43	1	7.9	0.44	1	8.2

KEY:- Arm 1 = Northampton Road (N). Arm 2 = Northampton Road (S). Arm 3 = Delorean Way. Arm 4 = Poppyfields Way.

Table 9.15: Summary of ARCADY Assessment (Northampton Road Roundabout Junction Assessment – 2020 and 2025 Scenarios)

- 9.62 **Table 9.15** indicates that the Northampton Road roundabout will operate well within capacity across all scenarios in both the AM and PM peak periods with a maximum RFC of 0.62.
- 9.63 The proposed junction is forecast to have one vehicle queuing on the Northampton Road (N) and Northampton Road (S) arms across all scenarios during the AM and PM peak hours with an additional vehicle queuing on the Northampton Road (N) arm in the 2025 Base + Radstone Fields + Committed + Development scenario. In all scenarios with the exception of the 2020 and 2025 Bas + Radstone Fields scenarios there is forecast to be a vehicle queuing on the Poppyfields Way arm.
- 9.64 There is forecast to be a maximum delay of 8.6 seconds on the Poppyfields Way arm in the 2025 Base + Radstone Fields + Committed + Development in the AM peak hour.
- 9.65 The results of the ARCADY model under the loading of the 2031 review year traffic flow scenario is presented in **Tables 9.16**. With the full results of the model contained in **Appendix AJ**.



Time Period	Stream	2031 Base + Radstone Fields			2031 Base + Radstone Fields + Committed			2031 Base + Radstone Fields + Committed + Development		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak (0800-0900)	1	0.56	1	5.7	0.57	1	5.8	0.58	1	6.0
	2	0.60	2	6.3	0.60	2	6.4	0.60	2	6.5
	3	0.05	0	7.0	0.06	0	7.1	0.06	0	7.3
	4	0.30	0	7.1	0.34	1	7.6	0.44	1	8.9
PM Peak (1700-1800)	1	0.58	1	6.2	0.60	2	6.5	0.64	2	7.2
	2	0.44	1	4.6	0.45	1	4.7	0.46	1	4.8
	3	0.03	0	5.6	0.03	0	5.8	0.03	0	6.0
	4	0.38	1	7.5	0.42	1	8.0	0.46	1	8.5

KEY:- Arm 1 = Northampton Road (N). Arm 2 = Northampton Road (S). Arm 3 = Delorean Way. Arm 4 = Poppyfields Way.

Table 9.16: Summary of ARCADY Assessment (Northampton Road Roundabout Junction Assessment - 2031 Review Year Scenario)

- 9.66 **Table 9.16** demonstrates that the Northampton Road roundabout will continue to operate well within capacity across the AM and PM peak hours with a maximum RFC of 0.64. The maximum increase in RFC between the 2031 Base + Radstone Fields and 2031 Base + Radstone Fields + Committed + Development scenarios is 0.09 on the Halse Road (S) arm.
- 9.67 The Northampton Road roundabout junction is forecast to have one and two vehicles queuing on the Northampton Road (N) and Northampton Road (S) arms in the AM peak across all scenarios. One vehicle is forecast to queue on Poppyfields Way during the AM peak in the 2031 Base + Radstone Fields + Committed and 2031 Base + Radstone Fields + Committed + Development. In the PM peak there is forecast to be one vehicle queueing on Northampton Road (N), Northampton Road (S) and Poppyfields Way across all scenarios, with an additional vehicle queueing on the Northampton Road (N) arm in the 2031 Base + Radstone Fields + Committed and 2031 Base + Radstone Fields + Committed + Development.



- 9.68 The maximum delay forecast is 8.9 seconds on the Poppyfields Way arm in the 2031 Base + Committed + Development AM peak hour. The maximum increase in delay between the 2031 Base + Radstone Fields and 2031 Base + Radstone Fields + Committed + Development scenarios is 1.8 seconds on the Poppyfields Way arm in the AM peak hour.
- 9.69 The results of the modelling indicate that in all scenarios, the junction is forecast to operate well within capacity, with no queueing predicted and will not result in a significant delay. It is considered that the junction is suitable to accommodate the forecast demand of the proposed development.

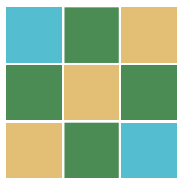
Summary

- 9.70 In summary, the results of the junction modelling demonstrate that all of the junctions considered will operate well within capacity for all modelled scenarios with a minimal queuing and delay.
- 9.71 Paragraph 109 of the NPPF states that development should only be prevented or refused on highway grounds where there will be an unacceptable impact on highway safety or a severe residual cumulative impact on the road network. It has been demonstrated that the residual cumulative net-impact of the development, i.e. the level of development traffic after background growth, would not be severe on the highway network therefore, the development can proceed without delay.



10 Summary & Conclusions

- 10.1 Cotswold Transport Planning Ltd has been commissioned by Mintondale Developments Ltd to produce a Transport Assessment (and ancillary reports) to support an Outline Planning Application (with all matters reserved except access), for a proposed development of up to 450 dwellings on land off Halse Road, Brackley.
- 10.2 This TA has been prepared in accordance with prevailing design and best practise guidance, following the submission of Scoping Statements to NCC and HE, and has demonstrated the following:
- i. A review of the local highway network and collision data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways;
 - ii. The site is well located for convenient access to a range of services and amenities in addition to public transport linkages to additional facilities further afield;
 - iii. The site is fully compliant with local and national planning policy guidance;
 - iv. The site access arrangements are safe and appropriate and have been designed in accordance with the prevailing national and regional design guidance;
 - v. Parking provision on-site will be suitable to negate any adverse impact upon the local highway network; and
 - vi. The proposed development will not have a severe impact on the operation of the local highway network and the surrounding off-site junctions.
- 10.3 To summarise, it can be concluded that the proposed development will not have any material impact upon the safety or operation of the surrounding local highway network.
- 10.4 Consequently, it is considered that there are no significant highways and transportation matters that would preclude the Local Highway or Planning Authorities from supporting the approval of this planning application.



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Appendix A

Transport Scoping Note to NCC and HE



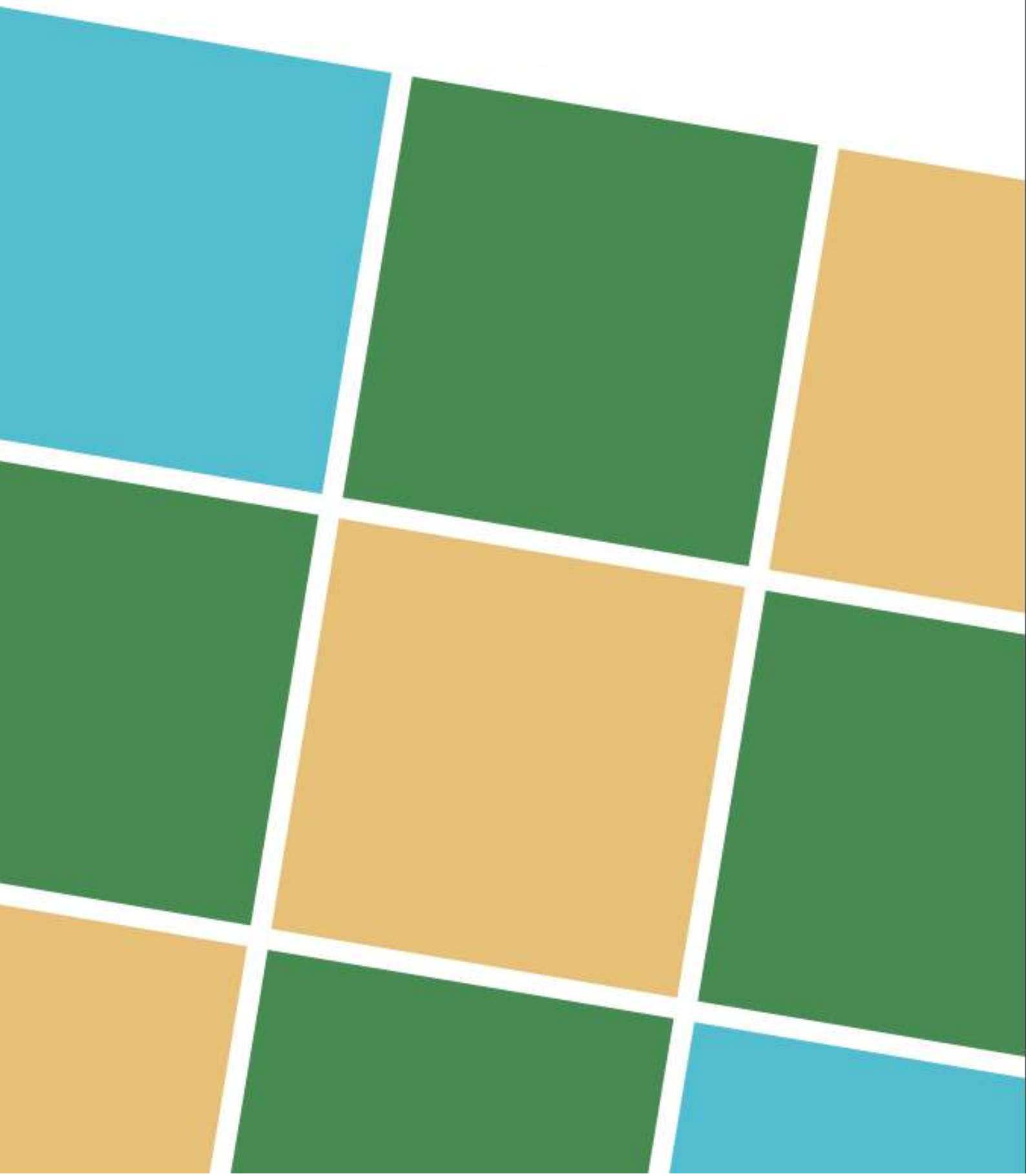
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Mintondale Developments Ltd

Land off Halse Road, Brackley

Transport Scoping Note

November 2020





DOCUMENT REGISTER

CLIENT:	MINTONDALE DEVELOPMENTS LTD
PROJECT:	LAND OFF HALSE ROAD, BRACKLEY
PROJECT CODE:	CTP-20-564

REPORT TITLE:	TRANSPORT SCOPING NOTE		
PREPARED BY:	MARTING WHITELOW	DATE:	NOVEMBER 2020
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APPENDIX D: Highway Works Overview Drawing
APPENDIX E: TRICS Data
APPENDIX F: Trip Assignment – Route Map
APPENDIX G: Radstone Fields Traffic Flow Diagram's



1 Introduction

- 1.1 Cotswold Transport Planning Ltd (CTP) has been instructed to prepare a Transport Scoping Note (TSN) to consider the transportation issues associated with a residential development of up to 450 dwellings, access to a cemetery / allotments and sports pitches, on land off Halse Road, Brackley.
- 1.2 The purpose of this TSN is not to provide a full technical appraisal of highways and transportation issues that would be required to support a planning application. The purpose is to identify, from a desktop-based study, whether the potential additional trips will be detrimental to the surrounding highway network and to determine the level of highway assessment required.
- 1.3 The TSN describes the methodology proposed for assessing the potential development impact on the surrounding transport infrastructure. The development traffic that will be generated by the site will increase the number of trips travelling to and from the site on the local and strategic highway network. On this basis, the TSN has been prepared to facilitate discussions with both Northamptonshire County Council (NCC) and Highways England (HE).
- 1.4 The TSN is written in accordance with 'Transport Assessments and Transport Statements', which forms part of the National Planning Practice Guidance.
- 1.5 This TSN will address the following:
- i) The site and adjacent highway network;
 - ii) Review of the sustainable transport opportunities available to potential residents;
 - iii) Planning policy position and relevant development proposals;
 - iv) Forecast trip generation;
 - v) Methodology of traffic distribution on the local highway network;
 - vi) Traffic modelling requirements; and
 - vii) Potential mitigation measures.



2 The Site and Adjacent Highway Network

- 2.1 The application site comprises land located to the east of Halse Road, and northwest of the Radstone Fields development, in Brackley. This land is shown indicatively on the site location plan at **Figure 2.1**.

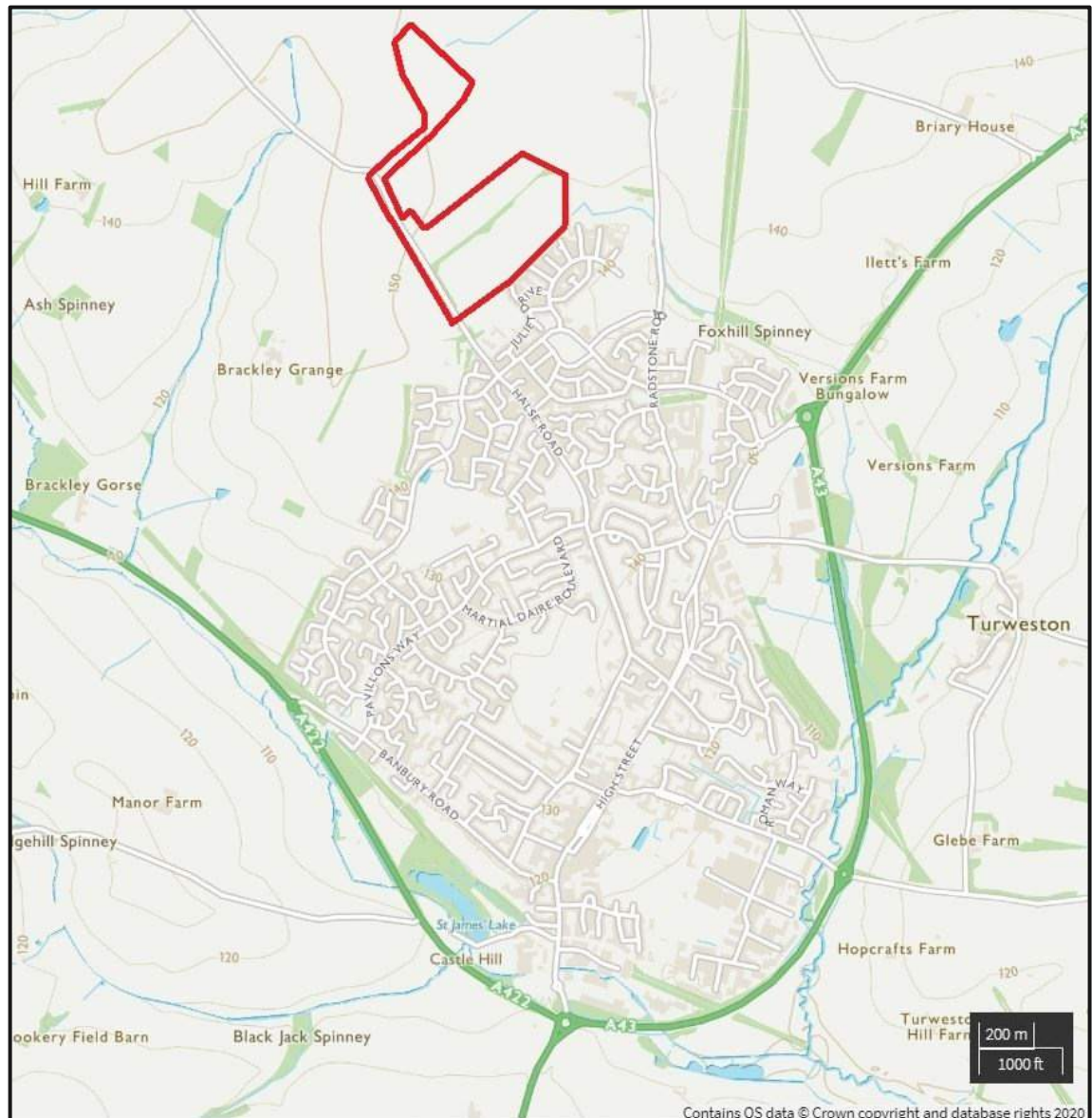


Figure 2.1 – Indicative Site Location Plan

- 2.2 The site is situated approximately 2km north of the central area (High Street) of Brackley. Brackley in turn is situated approximately 12km east of Banbury, and within approximately 40km respectively of Coventry (to the north), Northampton (to the north-east), Milton Keynes (to the east) and Oxford (to the south).



Local Highway Network

Halse Road

- 2.3 It is proposed that the application site will take access via two roundabout junctions off Halse Road. Halse Road is a single carriageway road which routes north from Brackley High Street to Cockley Road. Halse Road can be categorised as rural to the north and urban to the south of its access with Brackley Country House.
- 2.4 The northern section of Halse Road in the vicinity of the application sites western boundary is between 4.8m and 5m wide, it is mostly unilluminated with no footways. The sites field gate access is located in the southwest corner of site off Halse Road. At this point Halse Road has a 30mph speed limit, approximately 20m north of the access the speed limit transitions to a 60mph speed limit northbound.
- 2.5 The southern section of Halse Road is generally characterised by an illuminated 5.5m wide carriageway, a 30mph speed limit with a footway along the entirety of the eastern side of the carriageway and a footway to the west of the carriageway commencing southbound prior to the junction with Pavillions Way.

Miranda Lane

- 2.6 It is proposed that the application site will take access via a continuation of Miranda Lane. Miranda Lane is a cul-de-sac measuring approximately 5.5m wide and is restricted to a 30mph speed limit. The cul-de-sac currently forms a turning head at its north-western extent, with level surface private drives to the north-east and south-west, at its south-eastern extent it forms a priority junction with Juno Crescent.

Juno Crescent

- 2.1 Juno Crescent is a residential access road measuring approximately 6m wide and is restricted to a 30mph speed limit. Juno Crescent has currently not been completed with the north-eastern parcel of dwellings under construction. Once completed Juno Crescent shall be accessed via a priority junction with Poppyfields Way and Gold Road, in its current form access is via the Poppyfields Way junction.



Poppyfields Way

- 2.2 Poppyfields Way is a single carriageway road measuring approximately 6m to 7m wide and is restricted to a 30mph speed limit. Poppyfields Way acts as a residential distributor road for the Radstone Gardens development linking the Halse Road roundabout to the west to the Poppyfields Way / Radstone Road roundabout (Radstone Road roundabout) in the centre of the development and the Northampton Road / Poppyfields Way / Delorean Way roundabout (Northampton Road roundabout) to the east.

Gold Road

- 2.3 Gold Road is currently partially constructed to serve The Radstone Primary School. The reserved matters application (Ref: S/2020/1109/MAR) demonstrates that once fully constructed Gold Road shall be a single carriageway road measuring approximately 5.5m wide with a 30mph speed limit. At its western extent it forms a priority junction with Poppyfields Way at its western extent it shall form the western arm of the Radstone Road / Gold Road / Flanders Road roundabout. It shall also form the major arm of a priority junction with Juno Crescent.
- 2.4 Gold Road shall provide a 3m wide footway / cycleway to the north of the carriageway and a 2m wide footway to the south of the carriageway, both of which are offset from the carriageway by an approximately 2m wide verge.

Halse Road Roundabout

- 2.5 The junction of Halse Road, Poppyfields Way and Humphries Drive is formed by a four-arm single lane entry roundabout.
- 2.6 Pedestrian refuge islands are provided on the north western and south eastern arms of Halse Road, and the western arm of Humphries Drive. Pedestrian dropped kerbs with tactile paving are provided on the Poppyfields Way arm to the east of the traffic island.
- 2.7 A 3m wide footway / cycleway is provided from the northern side of Poppyfields Way crossing the Halse Road north western arm of the roundabout and Humphries Drive before continuing along Halse Road in south eastern direction.

Radstone Road Roundabout

- 2.8 The junction of Poppyfields Way and Radstone Road is formed by a four-arm single lane entry roundabout.



- 2.9 Pedestrian refuge islands are provided on all four arms of the roundabout with dropped kerbs and tactile paving.
- 2.10 A 3m wide footway / cycleway is provided on the northern side of Poppyfields Way crossing the northern arm of Radstone Road. The footway / cycleway then crosses the eastern arm of Poppyfields Way before continuing on the southern side.

Northampton Road Roundabout

- 2.11 The junction of Poppyfields Way, Northampton Road and Delorean Way is formed by a four-arm single lane entry roundabout.
- 2.12 Pedestrian refuge islands with tactile paving are provided on the Poppyfields Way arm and the north eastern arm of Northampton Road. Pedestrian dropped kerbs with tactile paving are provided to the west of the traffic island on the Delorean Way arm of the roundabout.
- 2.13 A 3m wide footway / cycleway is provided from the western side of Poppyfields Way crossing the Delorean Way arm of the roundabout junction before continuing south on the western side of Northampton Road.

Traffic Surveys

- 2.14 In order to establish the existing traffic conditions an initial Automatic Traffic Count (ATC) was undertaken by 360 TSL Ltd between Tuesday 26th March 2019 and Monday 1st April 2019. In addition, a Manual Classified Count (MCC) was undertaken by 360 TSL Ltd an independent traffic surveyor on Tuesday 26th March 2019 between 7am – 10am and 4pm – 7pm.
- 2.15 The full traffic survey information is provided at **Appendix A**.
- 2.16 Due to the changeable traffic conditions that have occurred since March 2020 due to the COVID-19 pandemic further traffic surveys have not been undertaken. In order to establish further traffic conditions, the Radstone Fields forecast traffic flows have been utilised as set out in **Section 7**.

Existing Traffic Conditions

- 2.17 In order to establish the existing traffic survey on Halse Road a seven-day ATC survey was undertaken on Halse Road in the vicinity of the proposed site accesses.



- 2.18 Based on the ATC survey, Halse Road had an average weekday speed of 40.1mph and 38.1mph northbound and southbound respectively, and an 85th percentile speeds of 48.4mph and 43.5mph northbound and southbound respectively.
- 2.19 In addition, based on the ATC survey, Halse Road had an average 24-hour weekday traffic flow of 673 and 595 northbound and southbound vehicles respectively, and an average of 1,268 two-way vehicles.
- 2.20 The full traffic survey information is provided at **Appendix A**.
- 2.21 The ATC has established an average weekday peak hour of 8am – 9am and 5pm – 6pm.

Local Highway Safety

- 2.22 For the purpose of this TSN a review has been undertaken of the Crashmap database for Personal Injury Collisions that have occurred within the most recent five-year period available to 2019).
- 2.23 The study area includes Halse Road, Halse Road roundabout, Poppyfields Way, Radstone Road Roundabout and Northampton Road roundabout. The search concluded that there have been two incidents at the Halse Road Roundabout, one on Radstone Road and one at the Northampton Road roundabout.
- 2.24 It is therefore concluded that a further review shall be undertaken as part of the TA through obtaining full PIC data from NCC.
- 2.25 A plan of the search area is demonstrated in **Figure 2.1**.

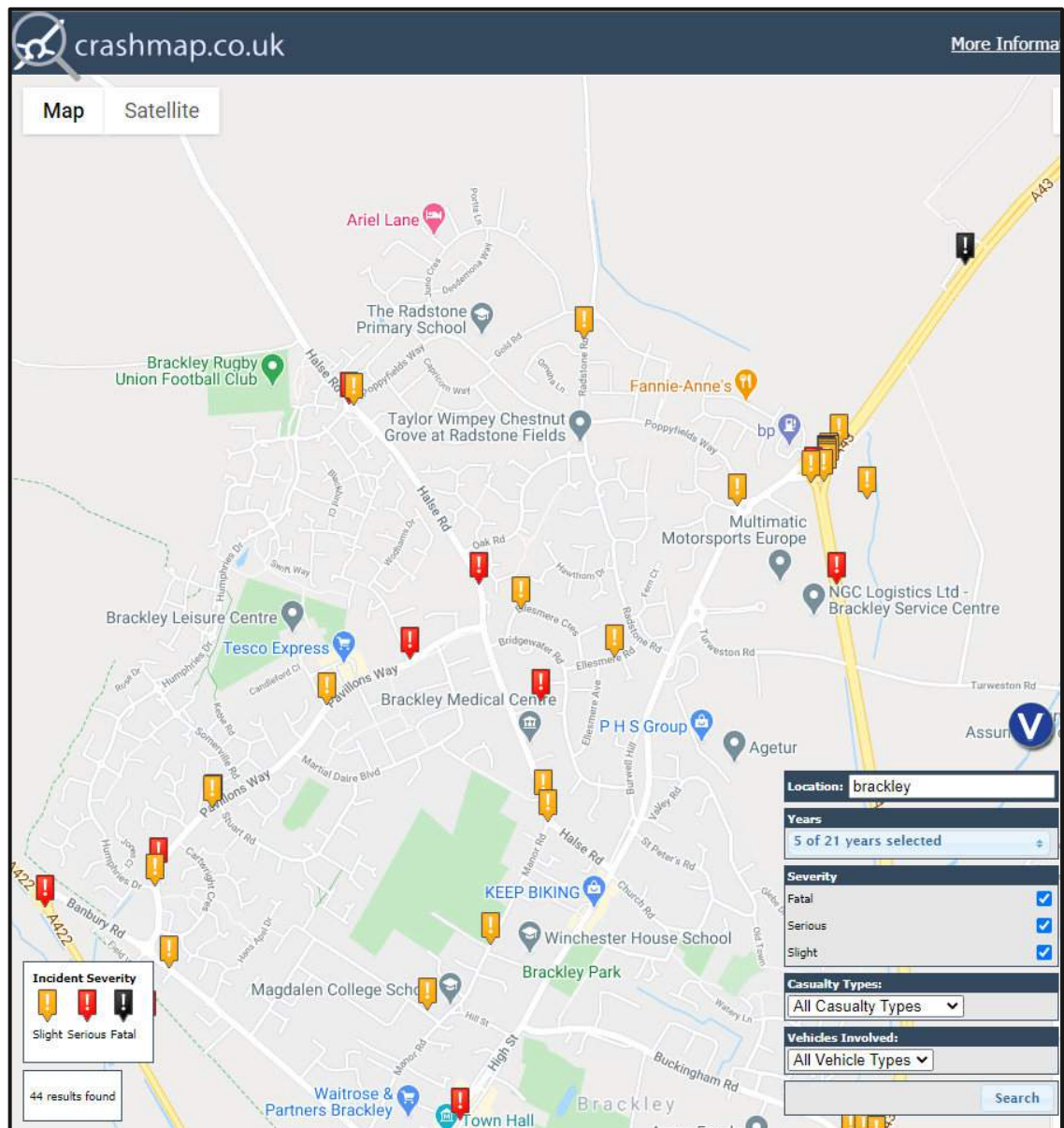


Figure 2.1: CrashMap Search Extent



3 Site Accessibility

Scope of Assessment

- 3.1 When considering the overall sustainability of a site, with regards to highways it is important that a site can be demonstrated to be accessible for all potential residents without resulting in a heavy reliance on travel by car, particularly single occupancy journeys. Within the local context of the site, this can be assessed against the proximity to local services and amenities, which residents and/or visitors may require access to on a day-to-day basis. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield from the site.

Proximity to Local Services and Amenities

- 3.2 It is key to a site's sustainability that there are a wide range of services and amenities nearby. **Table 3.1** demonstrates the local services and amenities.

Service / Amenity	Approximate Distance (m)	Travel Time Walking (minutes)	Travel Time Cycling (minutes)
Radstone Primary School	400m	5 minutes	2 minutes
Egerton Hall – Community Centre	400m	5 minutes	2 minutes
Bracken Leas Primary School	1400m	17 minutes	6 minutes
New Brackley Medical Centre (Due to Open 16 th November 2020)	1750m	21 minutes	7 minutes
New Sainsbury's Superstore (Due to Open Winter 2020)	1750m	21 minutes	7 minutes
Springfield Surgery	1900m	22 minutes	8 minutes
M & S Convenience Store	1900m	22 minutes	8 minutes
Tesco Express Convenience Store	1900m	22 minutes	8 minutes
Brackley Leisure Centre	1900m	22 minutes	8 minutes
Brackley Library	2400m	28 minutes	10 minutes
Magdalen College School	2400m	28 minutes	10 minutes
Dentist – Dentalcare Brackley	2800m	33 minutes	12 minutes
Brackley High Street (Between junction Halse Road – Bridge Street)	2000m-2800m	24-33 minutes	8-12 minutes
Tesco Superstore	3300m	39 minutes	14 minutes

Table 3.1: Distances to Services and Amenities



3.3 For robustness, the distances and their corresponding journey times have been measured from the centre of the application site, whilst they were calculated in accordance with Institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s).

3.4 **Table 3.1** demonstrates a number of services and amenities, that are required on a daily basis, can be found within 2km of the application site. Furthermore, Brackley High Street is located approximately 2km – 3km from the application site.

Walking and Cycling

3.5 A full assessment of the walking and cycling infrastructure shall be undertaken as part of the planning application following a detailed site visit.

Walking

3.6 The Institute of Highways and Transport (IHT) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km. This is supported by the 2019 National Travel Survey (NTS) which found that 80% of trips under 1mile (1.6km) are undertaken on foot.

3.7 The northern section of Halse Road does not have walking facilities on either side of the carriageway. The southern section of Halse Road from the Halse Road roundabout has footway provision available to the High Street.

3.8 Based on available imagery and the reserved matters applications for Radstone Fields footways are available throughout the Radstone Fields development as well as a footway / cycleway link along the Poppyfields Way corridor.

Cycling

3.9 The Local Transport Note 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:

'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people'

3.10 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five kilometres (20 minutes) and trips of 30-40 mins are considered acceptable for commuting purposes.



- 3.11 There are no dedicated on road cycling facilities in the immediate vicinity of the application site. A shared footway cycleway is available at the Halse Road roundabout and continuing eastbound along Poppyfields Way and southbound along Halse Road.

Public Transport Provision

Local Bus Services

- 3.12 The nearest bus stops in relation to the development site are the 'Juno Crescent' located on Poppyfields Way to the east of the junction with Juno Crescent. A bus stop is provided on the northern and southern side of Poppyfields Crescent. The bus stops currently comprise a flag with timetable information and hardstanding due to the presence of the grass verge segregating the carriageway from the footway.
- 3.13 A summary of the bus services and frequencies from the 'Juno Crescent' bus stops are provided in **Table 3.1** with the bus timetables provided at **Appendix B**.

No.	Operator	Route	Days	First Service	Frequency	Last Service
500	Stagecoach	Banbury – Chacombe – Middleton Cheney – Brackley	Monday – Friday	07:13	Approximately Every 20 – 30 Minutes	23:07
			Saturday	07:34	Approximately Every 30 Minutes	23:07
			Sunday	08:41	Approximately Every Hour	18:40
		Brackley – Middleton Cheney – Chacombe – Banbury	Monday – Friday	06:26	Approximately Every 20 – 30 Minutes	23:07
			Saturday	07:34	Approximately Every 30 Minutes	23:07
			Sunday	07:35	Approximately Every Hour	17:41

Table 3.1: Bus Services and Frequencies

Note: Information taken from www.stagecoachbus.com/timetables October 2020



- 3.14 The No.500 service from the 'Juno Crescent' bus stops provide regular services throughout the weekdays and weekend between Brackley and Banbury. The service from the 'Juno Crescent' bus stops to Brackley market place and Banbury town centre takes approximately 10 minutes and 45 minutes respectively.
- 3.15 It is considered that the bus services provide a good level of public transport with regular services available to access services and facilities as well as commuting capabilities.
- 3.16 It should be noted that due to the COVID-19 pandemic the bus timetables may have been affected and may have a future impact on bus service frequency.

Rail Service

- 3.17 Brackley currently does not benefit from having a railway station, however, the nearest railway station identified to Brackley is located at Banbury, approximately 13km west of the application site.
- 3.18 The No.500 bus provides a service between Brackley and Banbury, and therefore a connection to a railway service can be made from the application site.

Summary

- 3.19 This section has assessed the accessibility of the development by non-car modes. It has been demonstrated that the development can be described as having good accessibility, with suitable infrastructure and frequent bus services. The site is therefore considered to have real potential to promote sustainable transport modes and reduce single occupancy car dependency.



4 Relevant Transportation Planning Guidance

- 4.1 The relevant transportation policies are set out in the following National and Local documents:
- i) National Planning Policy Framework (2019);
 - ii) Planning Practice Guidance Travel Plans, Transport Assessment and Statements in Decision Taking (2014);
 - iii) Northamptonshire Place and Movement Guide (2008);
 - iv) Northamptonshire Local Transport Plan (2012);
 - v) Supplementary Planning Document (SPD) – Parking Standards (2019).
- 4.2 The main thrust of recent national and local policy guidance is to:
- vi) make effective and efficient reuse of land;
 - vii) reduce car dependency;
 - viii) make walking and cycling trips easier; and
 - ix) encourage public transport trips.

National Planning Policy Framework (NPPF)

- 4.3 National guidance on planning is set out in the updated National Planning Policy Framework (NPPF) published in February 2019 by the Ministry of Housing, Communities and Local Government. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.
- 4.4 Chapter 9 of the NPPF deals with 'Promoting sustainable transport' and Paragraph 102 of the NPPF states that *'transport issues should be considered early in the planning process so that:*
- a) *the potential impacts of development on transport networks can be addressed;*
 - b) *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;*
 - c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) *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*



- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*
- 4.5 Paragraph 108 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users; and*
 - c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*
- 4.6 Paragraph 109 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'.*
- 4.7 Paragraph 110 states that *'applications for development should:*
- a) *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 areas for bus or other public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *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;*
 - d) *allow for the efficient delivery of goods, and access by services and emergency vehicles; and*
 - e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*



National Planning Practice Guidance (March 2014)

- 4.8 The National Planning Practice Guidance (NPPG) provides the link between the National Planning Policy Framework (NPPF) and relevant planning practice guidance, as well as between different categories of guidance.
- 4.9 In respect of transport, the NPPG provides advice on what Transport Assessments, Transport Statements and Travel Plans are, when they are required, and the information that should be included when preparing the document. The key overarching principles included in the NPPG for Travel Plans, Transport Assessments and Transport Statements state that documents should be:
- i. Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
 - ii. Established at the earliest practicable possible stage of a development proposal;
 - iii. Tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and
 - iv. Brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network operators, Highways England where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).

Manual for Streets (2007)

- 4.10 Manual for Streets (MfS) is a Department for Transport (DfT) publication which provides guidance for planning and designing new streets. It aims to increase the quality of life through good design, which creates more people-orientated streets. The guidance contains principles in the design of suitable pedestrian and cyclist facilities to encourage and facilitate travel via these modes. Making the local environment convenient and attractive to walk in can help prioritise walking and cycling and reduce reliance on motor transport.



Manual for Streets 2 (2010)

- 4.11 Manual for Streets 2 (MfS2) takes the principles set out in MfS and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations. MfS2 does not supersede MfS, rather it explains how the principles of MfS can be applied more widely, exploring in greater detail how and where its key principles can be applied to busier streets and roads.

Northamptonshire Local Transport Plan (LTP) (Adopted 2012)

- 4.12 The main aim of the LTP is to promote policies and measures to achieve improved opportunities for travel choices by non-car modes. This provides the context for specific local measures to be considered, promoted and introduced.

Northamptonshire Place and Movement Guide (NPMG) (Adopted 2008)

- 4.13 Northamptonshire Place and Movement Guide sets out the principles that Northamptonshire County Council will apply to the design and construction of transport infrastructure associated with new development. NPMG is not intended to duplicate national guidance documents such as Manual for Streets and Manual for Streets 2 but where appropriate, reference is made to these, and other, guidance documents.

Supplementary Planning Document (SPD) – Parking Standards (2019)

- 4.14 The main aims of the SPD are to achieve the following through parking policy;
- x) Managing and reconciling the competing demands for kerb space for residents, businesses and visitors;
 - xi) Balancing the demand for parking in order to enhance the viability and attractiveness of the town;
 - xii) Reducing congestion, improving air quality and health, and promoting sustainable travel patterns and behaviours;
 - xiii) Facilitating the movement of buses and emergency vehicles by ensuring they are not impeded by inconsiderately parked vehicles;
 - xiv) Meeting the needs of cyclists and motorcyclists;
 - xv) Meeting the needs of people with disabilities;
 - xvi) Facilitating adequate loading and unloading facilities for businesses and shops without causing congestion and delay to traffic; and
 - xvii) Facilitating provision for electric vehicle charging and associated infrastructure.



The Suitability of the Development Proposals

- 4.15 The application site is located adjacent to the main built form of Brackley and in highways and transportation terms forms an extension of existing development where it will share the local highway network, predominantly in its current condition.
- 4.16 Existing residential areas, education, employment, leisure, retail and social opportunities are all located within reasonable travel distances of the application site, which presents the opportunity for residents to walk, cycle or use public transport from their home to all amenities and local services that are required on a daily basis.
- 4.17 Reviewed in detail later in this TA, site design being brought forward for approval as part of this planning application is all consistent with the prevailing design guidance documents referenced in this section.
- 4.18 It is concluded that the development of the site is consistent with the policies of local and national government, as journeys to local services and facilities can reasonably be made by modes other than the private car.



5 Development Proposals

- 5.1 Outline planning permission, with all matters reserved except access, is sought for a proposed development of up to 450 dwellings and access to a cemetery / allotments and sports pitches on land off Halse Road, Brackley
- 5.2 A copy of the illustrative site masterplan is provided in **Appendix C**.
- 5.3 Although at this stage the planning application is made in outline only, detailed matters relating to the site access are not being reserved for future consideration and therefore this TA sets out the requisite information required for a decision over the access arrangement to be made now.
- 5.4 Layout is not being assessed as a detailed consideration of this planning application and is therefore subject to change. However, this report will outline the basic design principles which will influence the ultimate design of the layout at the subsequent reserved matters or full application stage.

Site Access

As demonstrated on the illustrative site masterplan, the residential element of this planning application will benefit from three new vehicular access points, in addition to two secondary vehicular access points to serve the cemetery and future sports pitches. A proposed Highway works Overview drawing has been produced at **Appendix D**.

- 5.5 In summary the Highway Works Overview drawing demonstrates the following:
- i) Primary vehicle access to serve the residential dwellings taken from two new 32m ICD three arm roundabouts with Halse Road;
 - ii) Access to the cemetery / allotments from Halse Road by priority junction;
 - iii) Access to the sports pitches from Halse Road by priority junction;
 - iv) A 3m wide footway / cycleway adjacent to the eastern side of Halse Road between the Worlidge and a link into the development mid-point between the northern and southern roundabout junctions;
 - v) A 2m footway to the east side of Halse Road between the development link (iv) to a point opposite where the existing footpath running between Brackley Rugby Club and where Nightingale Close meets Halse Road;
 - vi) Realignment and change of priority of the existing Juno Crescent junction with Miranda Lane with Miranda Lane extending into the development site; and



- vii) Provision of a 3m footway / cycleway link from the south eastern corner of the development site into the Radstone Fields Country Park (near Portia Lane)

A Stage 1 Road Safety Audit (RSA) shall be undertaken to assess each of the proposed junction arrangements.

Internal Arrangement

Layout

- 5.6 Layout is not being presented for detailed approval as part of this planning application and is therefore subject to change. On this basis, detailed drawings or justification for the masterplan layout shall not be presented as part of the planning application and will change at the stage a future reserved matters or full application is made.
- 5.7 At this stage the layout is submitted to the Local Authority for approval, subject to any updates in design policy, it is likely to follow the key design guidelines set out within Northamptonshire's Place and Movement Guide (NPMG).

Car and Cycle Parking

- 5.8 At this stage, detailed parking provision numbers are not being provided due to the outline nature of the planning application.
- 5.9 At the stage where future reserved matters or full applications come forward for consideration, car and cycle parking levels and justification will be provided in accordance with the prevailing design guidance at that time.

Access for Service and Emergency Vehicles

- 5.10 The site will provide access for all requisite service and emergency vehicles.



6 Forecast Trip Generation, Distribution and Assignment

Introduction

- 6.1 When considering the impact of a residential development or a leisure facility, it is generally accepted that the critical periods, in terms of traffic impact on the adjacent highway network, are the weekday AM and PM peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest.
- 6.2 It follows that, should the impact of development traffic on the local road network be considered acceptable during these periods, it would also be acceptable during other, less busy, periods of the week.

Forecast Trip Generation

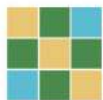
- 6.3 In order to assess the vehicle trip generation associated with the proposed development for 450 dwellings, average multi-modal trip rates have been derived from the TRICS database, and applied to the residential development schedule, as follows:
- Privately owned housing (60%) – 270 dwellings; and
 - Affordable housing (40%) – 180 dwellings.

Methodology

- 6.4 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:
- i. Sites located in England and Wales, excluding Greater London;
 - ii. Weekday surveys, where impact of the proposed development would be greatest;
 - iii. Sites located in edge of town and suburban locations;
 - iv. Sites with between 200 and 1000 privately owned units
 - v. Sites with between 14 and 500 affordable units.

Privately Owned Housing (270 Dwellings)

- 6.5 Multi-modal trip rates for privately owned housing have been derived from the TRICS database using the 'Houses Privately Owned' land use category. A copy of the TRICS data is provided in **Appendix E** for reference.



- 6.6 A summary of resulting multi-modal trip rates per person in relation to the privately owned dwellings is set out in **Table 6.1**.

Time Period	Trip Rates (per dwelling)			Person Trips (based on 270 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	0.203	0.774	0.977	55	209	264
PM Peak (17:00 - 18:00)	0.618	0.264	0.882	167	71	238

Table 6.1: Summary of Total Person Trip Rates and Trip Generation – Privately Owned Dwellings

- 6.7 In order to establish the trip rates per mode of travel, the modal split of travel to work has been obtained from the 2011 Census via commute.datashine.org.uk for the South Northamptonshire 009 MSOA. A summary of the modal split is contained in **Table 6.2**.

Mode of Travel	Census Modal Split
Bus	0.6%
Car Driver	85.6%
Car Passenger	3.0%
Bicycle	1.2%
Pedestrian	9.6%

Table 6.2: Modal Split of Travel to Work Trips in South Northamptonshire 009

- 6.8 The person trip generation per a dwelling, set out in **Table 6.1**, has been applied to the modal 2011 Census, set out in **Table 6.2**, to establish the local trip generation by mode.

- 6.9 The trip generation by mode is set out in **Table 6.3**.



Mode of Travel	Multi-Modal Trip Generation (based on 270 Privately Owned Dwellings)					
	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Bus	0	1	2*	1	0	1
Car Driver	47	179	226	143	61	204
Car Passenger	2	6	8	5	2	7
Bicycle	1	2	3	2	1	3
Pedestrian	5	20	25	16	7	23

Table 6.3: Summary of Multi-modal Forecast Vehicle Trip Generation – Privately Owned Dwellings *Summation due to Rounding

- 6.10 **Table 6.3** indicates that the proposed development is expected to create an additional 226 and 204 vehicle trips during the weekday AM and PM peak periods, respectively. This equates to approximately three to four new vehicle trips per minute in the network peak periods, which is considered to be low in real terms.

Affordable Housing (180 Dwellings)

- 6.11 A summary of resulting multi-modal trip rates per person in relation to the privately owned dwellings is set out in **Table 6.4** A copy of the TRICS data is provided in **Appendix E** for reference.

Time Period	Trip Rates (per dwelling)			Person Trips (based on 180 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	0.203	0.774	0.977	32	63	95
PM Peak (17:00 - 18:00)	0.618	0.264	0.882	38	32	69

Table 6.4: Summary of Total Person Trip Rates and Trip Generation – Affordable Dwellings

- 6.12 In order to establish the trip rates per mode of travel, the modal split of travel to work has been obtained from the 2011 Census via commute.datashine.org.uk for the South Northamptonshire 009 MSOA. A summary of the modal split is contained in **Table 6.2**.



- 6.13 The person trip generation per a dwelling, set out in **Table 6.4**, has been applied to the modal 2011 Census, set out in **Table 6.2**, to establish the local trip generation by mode. The trip generation by mode for affordable dwellings is set out in **Table 6.5**.

Mode of Travel	Multi-Modal Trip Generation (based on 180 Affordable Dwellings)					
	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Bus	0	0	1*	0	0	0
Car Driver	27	54	81	33	27	59
Car Passenger	1	2	3	1	1	2
Bicycle	0	1	1	0	0	1*
Pedestrian	3	6	9	4	3	7

Table 6.5: Summary of Multi-modal Forecast Vehicle Trip Generation – Affordable Dwellings *Summation due to Rounding

- 6.14 **Table 6.3** indicates that the proposed development is expected to create an additional 81 and 59 vehicle trips during the weekday AM and PM peak periods, respectively. This equates to approximately one to two new vehicle trips per minute in the network peak periods, which is considered to be low in real terms.

Total Residential Development (450 Dwellings)

- 6.15 Based on the trip rate analysis and predicted traffic generations above, the total development traffic arising from the residential elements of this planning application are set out below.
- 6.16 Based on the multi-modal trip generation per person in relation to the privately owned dwellings and affordable dwellings set out in **Table 6.1** and **Table 6.4** the total trip generation is set out in **Table 6.6**.

Time Period	Person Trips (based on 450 dwellings)		
	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	86	272	358
PM Peak (17:00 - 18:00)	205	103	308

Table 6.6: Summary of Total Person Trip Generation



- 6.17 In order to establish the trip rates per mode of travel, the modal split of travel to work has been obtained from the 2011 Census via commute.datashine.org.uk for the South Northamptonshire 009 MSOA. A summary of the modal split is contained in **Table 6.2**.
- 6.18 Based on the multi-modal trip generation in relation to the privately owned dwellings and affordable dwellings set out in **Table 6.3** and **Table 6.5** the total trip generation by mode is set out in **Table 6.7**.

Mode of Travel	Multi-Modal Trip Generation (based on 450 Dwellings)					
	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Bus	0	2	2	1	1	2
Car Driver	74	233	307	175	88	263
Car Passenger	3	8	11	6	3	9
Bicycle	1	3	4	2	1	4*
Pedestrian	8	26	35*	20	10	30

Table 6.7: Summary of Multi-modal Forecast Vehicle Trip Generation *Summation due to Rounding

- 6.19 **Table 6.7** indicates that the proposed development is expected to create an additional 307 and 263 vehicle trips during the weekday AM and PM peak periods, respectively. This equates to approximately four to five new vehicle trips per minute in the network peak periods, which is considered to be low in real terms.

Trip Distribution

- 6.20 For the purpose of assessing the off-site impact of the proposed development the forecast vehicular trips have been distributed and assigned to the local highway network based on the 2011 Census Journey to Work Travel data. The DataShine Census (<http://datashine.org.uk/#table=QS411EW&col=QS411EW0007&ramp=YIOrRd&layers=BTtT&zoom=12&lon=-0.1500&lat=51.5200>) which maps the 2011 Census data has been interrogated. The car driver method of travel to work from the DataShine Travel to Work Flows interactive map have been used to distribute traffic across the local highway network.



- 6.21 The proposed development site is situated within the MSOA of South Northamptonshire 009. The interactive flow maps on DataShine Commute demonstrate the employment locations of people that live within South Northamptonshire 009. Within this data, the exact number of those residing within South Northamptonshire 009 and travelling to other locations for employment purposes are set out. For example, 224 people who live in South Northamptonshire (North Brackley) work in Cherwell 004 (North Banbury) and travel by car.
- 6.22 MSOA's that attract 50 or more 'travel to work' vehicle trips from South Northamptonshire 009 have been considered, which provides distribution data for 13 super output employment locations and is an extremely robust assessment.

Trip Assignment

- 6.23 In order to assign the development trips to the local highway network, the quickest route from South Northamptonshire 009 to all 13 MSOA's has been reviewed. For each MSOA, an employment centre has been identified as the 'most likely' destination for employees, and the quickest route to this location (according to Google Maps, October 2020) has been assessed. Where there is no clear large employment area the centre of the MSOA has been used.
- 6.24 In order to assign the trips to each of the site access, the route has been compared between the accesses and the quickest or shortest route has determined site access assignment. The trips assigned to egress / access from Halse Road has then been split evenly between the two roundabout junctions.



6.25 It should be noted that the DataShine data sets out that 303 residents of South Northamptonshire 009 have no fixed place of work, these are likely to be contractors, those who are self-employed and temporary staff. It has therefore been decided not to include these trips in the assessment as they have no impact on the proposed assignment.

6.26 A total of 211 residents work within South Northamptonshire 009. The employment within South Northamptonshire 009 is split across the west, south and east, therefore the trips have been assigned 50% off Halse Road and 50% Miranda Lane. Then assigned pro-rata across the routes within the MSOA thereafter.

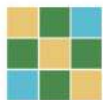
Route Choice

6.27 The assessment of the quickest routes from South Northamptonshire 009 to the 13 MSOA's demonstrated that there are five main routes which traffic will use to travel to the employment locations within the study area.

6.28 The industry standard method of 'reversing' the distribution and assignment of trips between the AM and PM peak hours has been applied. This is considered suitable as routes are not generally influenced by 'restricted' roads (i.e. one-way systems).

6.29 **Table 7.1** sets out the quickest route from South Northamptonshire 009 to each employment MSOA within the study area, these have been grouped into eight main routes within the study area. **Table 7.2** provides a review of the number of trips and the associated percentage of trips on each route. The routes are demonstrated on the map contained in **Appendix F**, and have also been summarised below for ease of reference:

- i) **Route 1** – North on Halse Road from Halse Road accesses;
- ii) **Route 2** – South on Halse Road from the Halse Road accesses and continuing south at the roundabout with Poppyfields Way and Humphries Drive;
- iii) **Route 3** – South on Miranda Lane and Juno Crescent to the junction with Poppyfields Way, southeast on Poppyfields Way to Radstone Road Roundabout, continuing east on Poppyfields Way to the Northampton Road Roundabout then north on Northampton Road;
- iv) **Route 4** - South on Miranda Lane and Juno Crescent to the junction with Poppyfields Way, southeast on Poppyfields Way to the junction with Radstone Road and continue south on Radstone Road;



- v) **Route 5** – South on Miranda Lane and Juno Crescent to the junction with Poppyfields Way, southeast on Poppyfields Way to the junction with Radstone Road and continue north on Radstone Road;

From South Northamptonshire 009 To	No. of Trips	% of Trips	Route
South Northamptonshire 010	778	39.8%	Split between accesses then Route 2 and Route 4
Cherwell 004	224	11.5%	Route 1
South Northamptonshire 009	211	10.8%	Split between accesses then Route 2 and Route 4
South Northamptonshire 011	125	6.4%	Route 3
Aylesbury Vale 004	89	4.6%	Route 3
Cherwell 013	83	4.2%	Route 3
Aylesbury Vale 001	76	3.9%	Route 3
Cherwell 003	72	3.7%	Route 1
Cherwell 006	72	3.7%	Route 1
South Northamptonshire 007	61	3.1%	Route 5
Cherwell 011	60	3.1%	Route 3
Cherwell 015	55	2.8%	Route 3
Cherwell 016	50	2.6%	Route 3
	1956	100%	

Table 7.1: Trip Assignment

Route	Total Number of Trips	Percentage of Trips
Route 1	368	18.8%
Route 2	495*	25.3%
Route 3	538	27.5%
Route 4	495*	25.3%
Route 5	61	3.1%
Total	1956	100%

Table 7.2: Summary of Trip Assignment for Travel to Work Trips

- 6.30 Based on the information summarised in **Table 7.2**, traffic flow diagrams (TFD) demonstrating the AM and PM trip distribution and assignment are contained in **Appendix G**. Based on the trip distribution and assignment, TFD's demonstrating the forecast trips for the peak AM and PM hours are contained in **Appendix G**.



Summary

- 6.31 CTP have set out the proposed distribution and assignment based on the 2011 Census travel to work and is considered to be a robust approach and suitable for assessing the impact of the application site.



7 Proposed Traffic Impact Assessment

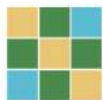
- 7.1 Based on the traffic distribution and assignment it is proposed that a traffic impact assessment will be undertaken as part of the TA in order to establish the impact of the development on the LHN.
- 7.2 As part of this TSN, CTP are seeking to agree a methodological approach to the traffic impact assessment, including junction assessment, suitability of proposed traffic growth rates and committed development.
- 7.3 An initial Automatic Traffic Count (ATC) was undertaken by 360 TSL Ltd between Tuesday 26th March 2019 and Monday 1st April 2019. In addition, a Manual Classified Count (MCC) was undertaken by 360 TSL Ltd an independent traffic surveyor on Tuesday 26th March 2019.
- 7.4 Due to the changeable traffic conditions that have occurred since March 2020 due to the COVID-19 pandemic it is proposed that historical traffic flow data is used in order to assess the traffic impact of the proposed development.

Base Traffic Flow Conditions

- 7.5 In order to assess the impact on the highway network, the following scenarios have been assessed:
- i) The base year (2020);
 - ii) Five years post base year (2025); and
 - iii) Greater than 10 years post submission (2031) - (The Review Period).

Radstone Fields Forecast Traffic Flows

- 7.6 In order to establish a more comprehensive network to assess the impact of the proposed development on the LHN it is proposed that the historic forecast traffic flows from the Radstone Fields development are utilised to form a base traffic scenario.
- 7.7 Based on the reserved matters applications for the Radstone Fields Developments the majority of the site has been built out. There are currently two parcels under construction, Phase 2.2 for 29 dwellings which obtained reserved matters approval in 2017 and Phase 3 for 129 dwellings which obtained reserved matters approval in 2019.
- 7.8 The TA for Radstone Fields (July, 2010) undertook a traffic assessment using 2020 base traffic with committed development, the full Radstone Fields development with access



off Northampton Road. The traffic flow diagrams (TFD's) for the AM and PM peak hours, obtained from the Radstone Fields TA is contained in **Appendix G**.

Base Traffic Flows

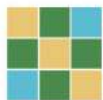
- 7.9 The Radstone Fields development forecast the 2020 base traffic utilising the TEMPro version 6.1, NTM dataset 5.4. A summary of the TEMPro growth rates applied by WSP is contained in **Table 7.1**.

Growth Period	Minor (Urban)	Trunk (Urban)	Trunk (Rural)
AM Peak 2009 – 2020	1.132	1.119	1.150
PM Peak 2009 – 2020	1.129	1.116	1.147

Table 7.1: WSP Radstone Fields - TEMPro Growth Rates

Committed Development

- 7.10 The committed development assessed as part of Radstone Fields, were Sawmills (S/2007/0824/PO), Faccenda (S/2005/0944/PO) and Brackley Employment Park / Land north of Turweston Road and east of Northampton Road (S/2008/1648/PO).
- 7.11 The Sawmills development proposals were altered as part of planning application reference: S/2010/0332/MAO for 130 dwellings as opposed to a mixed-use development. This application included an access off Northampton Road roundabout and Poppyfields Way. This development was observed to be fully built out and occupied during the site visit.
- 7.12 The application (Ref: S/2007/0824/PO) at Sawmills was included as committed development for the Radstone Fields development and assessed a greater number of vehicle trips accessing Poppyfields Way than the final development built out at Sawmills. On this basis it has been included in order to provide a robust assessment.
- 7.13 To account for turning manoeuvres to the Sawmills development off the Northampton Road roundabout these have been applied from the traffic flows included as part of planning application reference: S/2010/0332/MAO. Committed Sawmills vehicular movements are therefore included accessing both Poppyfields Way and the Sawmills development off Northampton Road roundabout. This provides an overly robust number of committed vehicle movements included as part of the baseline traffic.
- 7.14 The Faccenda development was observed be fully built out during the site visit and therefore has been included as baseline traffic.



- 7.15 Brackley Employment Park / Land north of Turweston Road and east of Northampton Road was observed to mostly be built out and operational with construction being undertaken on a plot. On this basis it has been included in the baseline traffic.

Development Traffic

- 7.16 The development traffic for the Radstone Fields development was distributed and assigned based on the 2001 Census data at the ward level. The assignment included the Radstone Road and Northampton Road roundabouts, but did not include internal assignment from Juno Crescent. On this basis the development traffic at the Radstone Road and Northampton Road have been included in the baseline traffic flows.
- 7.17 In order to establish the baseline traffic flows at the Juno Crescent / Miranda Lane and Poppyfields Way / Juno Crescent junctions an estimate of the number of dwellings constructed and occupied has been used to forecast trips based on the Radstone Fields TA trip rates and the distributed and assigned based on the Radstone Fields TA. The Radstone Fields trip rates are summarised in **Table 7.2**.

Time Period	Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak	0.153	0.426	0.579
PM Peak	0.405	0.234	0.639

Table 7.2 - WSP Radstone Fields – Trip Rates

- 7.18 Based on site observations and reserved matters applications it is estimated that there are a total of 310 dwellings currently served off Juno Crescent with 253 dwellings north of Miranda Lane and 27 dwellings served off Miranda Lane. Based on the number of existing dwellings off Miranda Lane and north of Miranda Lane, the AM and PM trip rates have been applied to establish baseline traffic flows at the junction. With the addition of the dwellings to the south of Miranda Lane the AM and PM trip rates have been applied then assigned to Poppyfields Way based on the Radstone Fields traffic assignment to the Halse Road roundabout and Radstone roundabout. It has been assumed that existing movements at the Radstone Road roundabout to / from Poppyfields Way (W) subtracted from the trips to / from Juno Crescent shall continue past the Juno Crescent. On this basis these traffic flows shall be included in the baseline traffic flows.



Summary

- 7.19 It is considered that base, committed and development traffic flows set out for Radstone Fields shall form the 'Radstone Fields' baseline traffic flows for assessing the impact of the proposed development on the LHN.

Committed Development

- 7.20 Based on the reserved matters applications for Radstone Fields there are 129 dwellings to be constructed and served off Juno Crescent. It is assumed that some dwellings may not be occupied. Therefore, for robustness a total of 200 dwellings are considered to be unoccupied / under construction.
- 7.21 Based on the number of unoccupied / under construction dwellings off Juno Crescent to the north of Miranda Lane, the AM and PM trip rates, set out in **Table 7.2**, have been applied to establish committed development traffic travelling past the Miranda Lane. This has then been applied then assigned to Poppyfields Way based on the Radstone Fields traffic assignment to the Halse Road roundabout and Radstone roundabout.
- 7.22 It should be noted that once the remaining dwellings are constructed on Juno Crescent, that residents may continue to Gold Road to access Poppyfields Way. Assigning all trips to pass Miranda Lane therefore provides a robust assessment of the Juno Crescent / Miranda Lane junction and Poppyfields Way / Miranda Lane junction.

Forecast Committed Development Traffic Flows

- 7.23 2020 and 2025 assessment year traffic flows for the AM and PM weekday peaks respectively have been created as well as a 2031 review period following the addition of the following traffic profiles:
- i) 2019 Base Traffic Flows (from traffic surveys);
 - ii) 2020 Traffic Flows (from Radstone Fields Development); and
 - iii) Predicted committed development traffic flows.

Forecast Development Traffic Flows

- 7.24 2020 and 2025 assessment year traffic flows for the AM and PM weekday peaks respectively have been created as well as a 2031 review period following the addition of the following traffic profiles:
- i) 2019 Base Traffic Flows (from traffic surveys);
 - ii) 2020 Traffic Flows (from Radstone Fields Development);



- iii) Predicted committed development traffic flows; and
- iv) Predicted development traffic flows.

TEMPro Growth Rates

- 7.25 To forecast the future year scenarios, it is proposed that TEMPro growth rates shall be applied to base traffic flows obtained from traffic surveys and base Radstone Fields traffic flows.
- 7.26 It is proposed that the TEMPro calculations, for the South Northamptonshire 009 MSOA are undertaken based on 'principal' road types with no adjustments to the TEMPro database. Although this may result, effectively, in double counting of trips, it is considered to provide a highly robust assessment.

Junction Assessment

- 7.27 Based on the distribution and assignment it is proposed that a junction assessment shall be undertaken at the following junctions to ensure that they will be able to operate within capacity and suitably accommodate the forecast demand of the proposed development:
- i) Halse Road / Poppyfields Way / Humphries Drive (Halse Road Roundabout) – MCC – uncontrolled roundabout junction – Tuesday 26th March 2019, 7am – 10am and 4pm – 7pm;
 - ii) Juno Crescent / Miranda Lane – Radstone Fields – uncontrolled 'T' junction;
 - iii) Juno Crescent / Poppyfields Way – Radstone Fields – uncontrolled 'T' junction;
 - iv) Radstone Road / Poppyfields Way (Radstone Road Roundabout) – Radstone Fields – uncontrolled roundabout junction; and
 - v) Northampton Road / Delorean Way / Poppyfields Way (Northampton Road Roundabout) – Radstone Fields / Sawmills.
- 7.28 This is considered to be the key junctions, which based on the assignment and distribution the will be impacted upon as a result of the proposed development.
- 7.29 Further junctions may be assessed in agreement with NCC and HE, subject to available data or an agreement of the methodology to collect data.

Summary

- 7.30 CTP believe that given the changeable traffic conditions since March 2020 due to the COVID-19 pandemic, the proposed methodology obtaining the traffic flows based on the Radstone Fields development shall provide a robust assessment.



- 7.31 The methodology takes account of the year of submission, opening year, five years post submission and greater than 10 years. The application of the unadjusted TEMPro growth rates, shall further the robustness of the assessment and will include an element of double counting of trips.
- 7.32 It is considered given the forecast trip distribution and assignment that the proposed junctions that are proposed to be assessed are suitable.
- 7.33 CTP would like to agree the methodological approach to traffic impact assessment with HE and NCC as part of this TSN. If NCC or HE do not agree with this approach, and have particular concerns over the methodology or specific junction(s), we would be pleased to discuss the potential traffic modelling requirement.



8 Summary Scope of Works to Support a Planning Application

8.1 Based on the scale of proposed development, it is anticipated that the following reports would be prepared by CTP to support the planning application and we would be grateful for confirmation by NCC and HE that the documents below are required to support the application:

- i. Transport Assessment;
- ii. Travel Plan;
- iii. Road Safety Audit;

Transport Assessment

8.2 The proposed scope of the Transport Assessment would be as follows:

Existing Conditions

- i. Assessment of site location and local highway network;
- ii. Site accessibility and opportunities for sustainable travel;
- iii. Compliance with national, regional and local planning policy; and
- iv. Analysis of local highway safety data for the most recent five-year period.

Development Proposal

- i. A description of the development proposals, including access arrangements;
- ii. Suitability of refuse and emergency access;
- iii. Suitability of the car and cycle parking provision;
- iv. Suitability of the internal layout; and
- v. Trip generation and predicted impact on the local highway network.

Framework Residential Travel Plan

8.3 The proposed scope of the Travel Plan is as follows:

- i. Site accessibility review;
- ii. Objectives to achieve during the lifetime of the Travel Plan;



- iii. Management and measures to be implemented to ensure the Travel Plan is carried out successfully;
- iv. Targets in reduction of car use, it is suggested that a 20% reduction, as per NCC guidance, in single occupancy car use is suitable;
- v. A detailed action plan, with measures on how to achieve the previously set objectives and targets;
- vi. Funding of the Travel Plan; and
- vii. A method of monitoring and review, to be agreed with NCC / HE.

Summary and Conclusion

- 8.4 This TSN has been prepared to agree the strategy and obtain the initial views from NCC and HE. CTP would be pleased to engage with HE and NCC to obtain their view in writing on the suitability of the proposed development and the assessment requirements to support a planning application.



9 Summary

- 9.1 This TSN has been prepared to set out a strategy and provide initial highways information to NCC and HE.
- 9.2 This TSN has addressed:
- i) Site location and composition;
 - ii) Site accessibility by sustainable transport modes;
 - iii) Access arrangements, car parking and internal layout;
 - iv) Forecast trip generation; and
 - v) Distribution of trips over the adjacent highway network.
- 9.3 CTP would be pleased to engage with the highway authorities and obtain their views in writing on the suitability of the proposed development and the assessment requirements to support a planning application.



COTSWOLD
TRANSPORT
PLANNING

Appendix A

Traffic Surveys

Brackley ATC, Halse Road

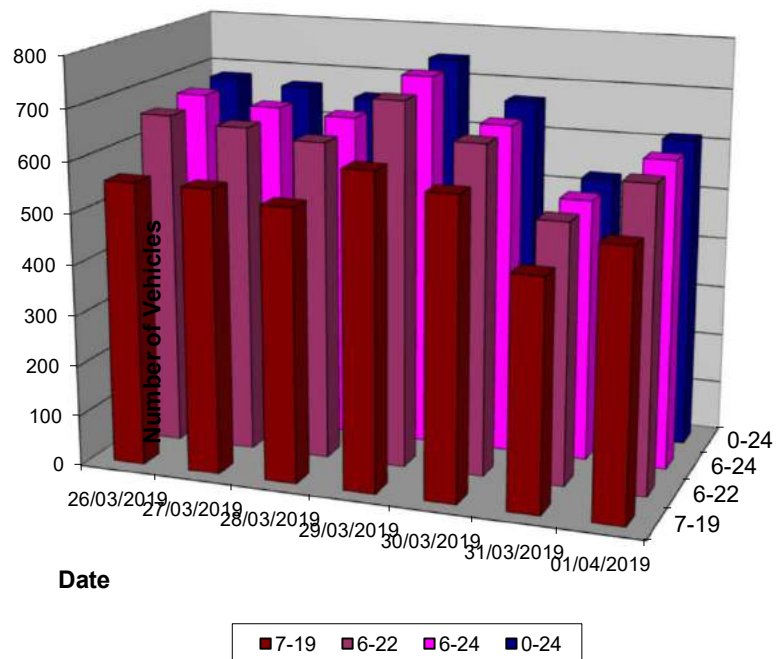
Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday	5 Day Ave	7 Day Ave
1	4	3	2	0	12	3	1	2	4
2	0	0	0	0	0	3	0	0	0
3	3	1	1	1	0	0	0	1	1
4	0	0	2	2	1	0	1	1	1
5	0	3	1	1	2	1	3	2	2
6	2	7	4	4	2	0	2	4	3
7	13	11	13	19	7	3	11	13	11
8	43	50	45	36	19	9	36	42	34
9	79	81	80	76	26	11	72	78	61
10	53	55	50	68	63	18	33	52	49
11	35	28	42	36	67	23	43	37	39
12	36	39	21	46	79	58	21	33	43
13	48	34	44	61	54	61	44	46	49
14	32	34	25	47	47	70	31	34	41
15	40	38	45	32	54	38	32	37	40
16	39	37	29	36	40	50	39	36	39
17	37	38	35	47	42	34	40	39	39
18	70	75	74	83	50	47	83	77	69
19	47	50	47	49	45	32	46	48	45
20	33	34	28	43	21	28	34	34	32
21	35	22	37	19	14	18	21	27	24
22	18	19	12	19	19	13	11	16	16
23	10	8	18	12	3	4	6	11	9
24	4	3	1	8	2	1	4	4	3
7-19	559	559	537	617	586	451	520	558	547
6-22	658	645	627	717	647	513	597	649	629
6-24	672	656	646	737	652	518	607	664	641
0-24	681	670	656	745	669	525	614	673	651

Vehicle Flow (Channel 1)



Brackley ATC, Halse Road

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday
1	38.6	41.3	43.0	-	42.2	43.0	33.0
2	-	-	-	-	-	46.3	-
3	36.3	48.0	43.0	48.0	-	-	-
4	-	-	35.5	45.5	43.0	-	48.0
5	-	35.5	38.0	43.0	45.5	43.0	44.7
6	40.5	36.6	34.9	33.6	35.5	-	40.5
7	41.5	38.0	44.2	42.7	33.0	44.7	39.6
8	43.5	40.0	41.9	40.0	36.8	32.1	40.2
9	42.5	40.9	42.0	37.3	39.1	34.6	41.0
10	40.2	38.8	38.9	35.9	41.5	39.4	41.3
11	41.4	34.7	38.3	39.2	40.7	38.8	40.8
12	38.8	40.1	39.7	37.0	40.2	37.7	39.3
13	36.9	33.4	38.9	38.9	41.1	41.4	40.7
14	39.9	38.3	37.6	39.1	40.1	41.0	37.7
15	39.1	37.9	39.6	40.1	40.0	38.6	39.8
16	40.6	40.8	39.5	41.0	37.6	39.5	40.7
17	41.5	42.1	42.4	40.8	40.4	39.4	41.6
18	41.6	40.1	43.1	41.6	39.8	41.8	41.2
19	37.3	41.1	39.2	39.6	40.6	40.7	41.9
20	40.5	38.7	40.3	39.9	41.8	42.3	41.5
21	39.9	39.1	39.8	43.5	47.5	41.6	40.0
22	41.1	41.4	42.2	43.0	38.7	39.9	36.6
23	43.2	41.8	39.7	38.8	41.3	41.8	39.2
24	45.5	36.3	43.0	41.1	43.0	38.0	46.8
10-12	40.0	37.9	38.7	38.0	40.5	38.0	40.3
14-16	39.9	39.4	39.5	40.6	39.0	39.1	40.3
0-24	40.5	39.4	40.5	39.5	40.3	40.0	40.7

Average 40.1

Channel 1 - Northbound

85th Percentile

Hr Ending	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday
1	43.7	48.5	48.0	-	53.4	48.5	-
2	-	-	-	-	-	53.7	-
3	43.5	-	-	-	-	-	-
4	-	-	38.4	48.6	-	-	-
5	-	43.6	-	-	48.2	-	48.3
6	43.6	48.6	43.9	43.4	38.5	-	43.9
7	48.3	43.3	54.0	48.1	43.3	53.8	48.8
8	48.3	48.3	48.4	48.6	43.6	38.1	48.3
9	48.8	48.8	48.3	43.7	48.5	43.2	48.7
10	43.0	48.8	43.2	48.9	48.2	48.7	43.3
11	48.8	43.6	48.2	48.8	43.9	48.5	48.1
12	48.8	49.0	43.6	43.0	48.7	48.4	43.0
13	43.7	43.9	43.4	48.5	48.5	48.1	48.3
14	48.0	43.2	43.4	48.9	48.4	48.7	43.8
15	48.4	48.7	48.7	48.4	48.1	43.9	48.3
16	48.9	49.0	48.3	48.7	43.8	43.5	48.2
17	48.8	48.2	48.6	48.5	43.5	48.1	48.5
18	48.4	48.5	48.2	53.5	43.8	48.8	53.3
19	44.0	48.1	48.2	48.5	48.6	48.4	53.3
20	43.9	49.0	48.6	48.4	48.8	53.5	43.0
21	48.1	48.7	48.1	48.4	53.0	43.5	43.5
22	48.9	48.0	53.5	48.3	43.2	48.2	48.2
23	58.4	43.6	43.9	43.1	48.1	48.3	48.9
24	58.5	38.1	-	48.2	48.1	-	53.6
10-12	48.8	48.1	48.8	44.0	48.3	48.6	48.8
14-16	48.1	48.8	48.4	48.1	43.1	43.2	48.9
0-24	48.6	48.3	48.3	48.4	48.0	48.9	48.3

85th %ile 48.4

Brackley ATC, Halse Road

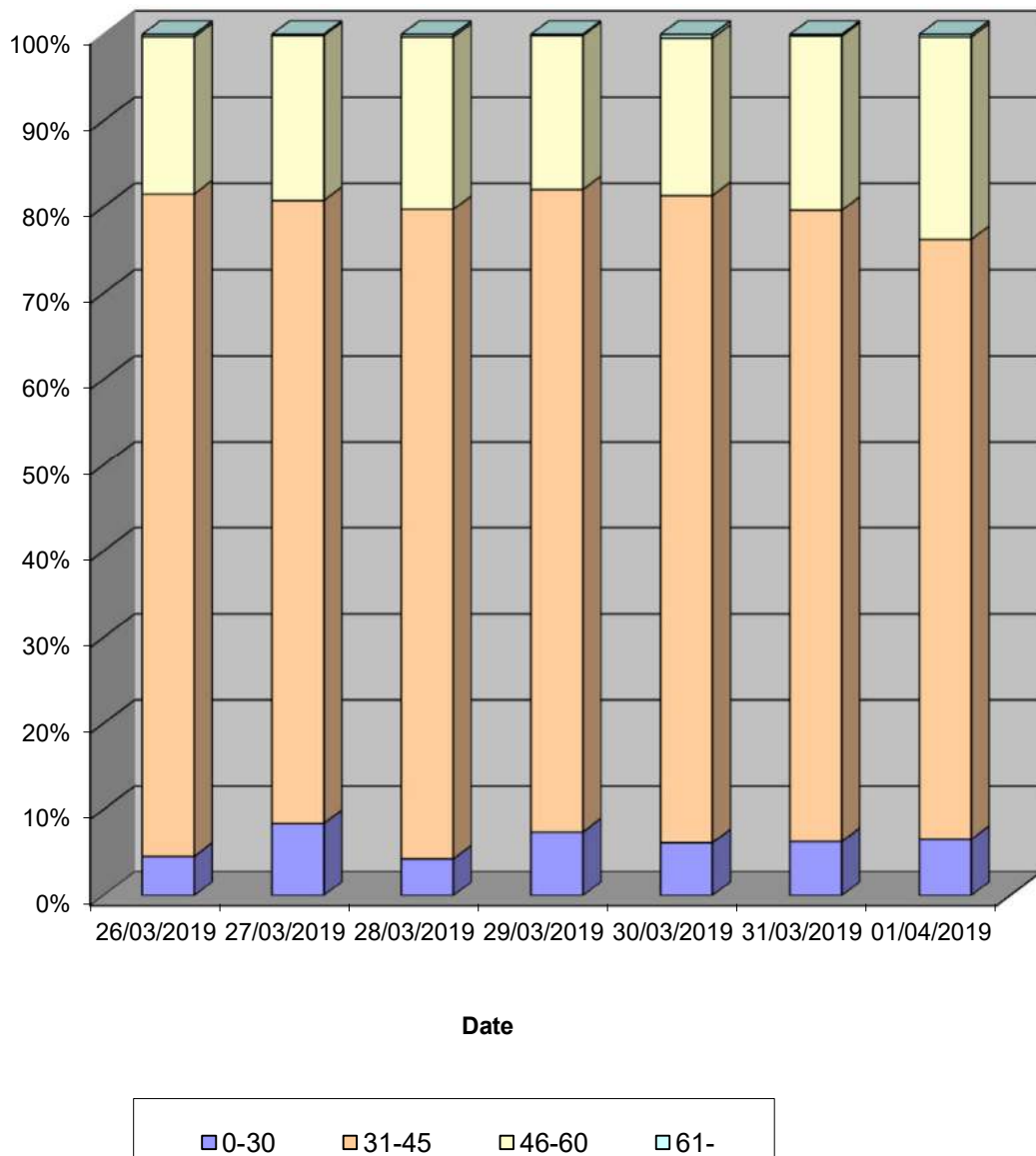
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday
0-30	31	56	28	55	41	33	40
31-45	524	485	495	556	503	385	428
46-60	124	128	131	133	122	106	144
61-	2	1	2	1	3	1	2
TOTAL	681	670	656	745	669	525	614

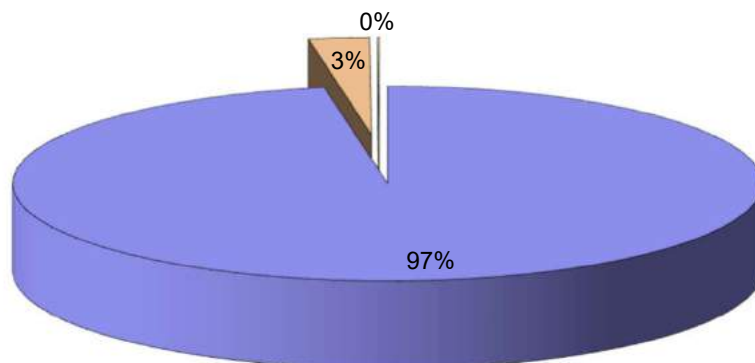
Speed Summary (MPH)



Brackley ATC, Halse Road

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
26/03/2019				
7-19	536	22	1	559
6-22	631	26	1	658
6-24	643	28	1	672
0-24	652	28	1	681
27/03/2019				
7-19	540	19	0	559
6-22	624	21	0	645
6-24	635	21	0	656
0-24	647	23	0	670
28/03/2019				
7-19	518	18	1	537
6-22	606	20	1	627
6-24	625	20	1	646
0-24	635	20	1	656
29/03/2019				
7-19	598	19	0	617
6-22	697	20	0	717
6-24	717	20	0	737
0-24	725	20	0	745
30/03/2019				
7-19	580	6	0	586
6-22	641	6	0	647
6-24	646	6	0	652
0-24	663	6	0	669
31/03/2019				
7-19	448	3	0	451
6-22	510	3	0	513
6-24	515	3	0	518
0-24	522	3	0	525
01/04/2019				
7-19	501	17	2	520
6-22	576	19	2	597
6-24	586	19	2	607
0-24	593	19	2	614
Average				
7-19	532	15	1	547
6-22	612	16	1	629
6-24	624	17	1	641
0-24	634	17	1	651

Total Vehicle Class Distribution



Brackley ATC, Halse Road

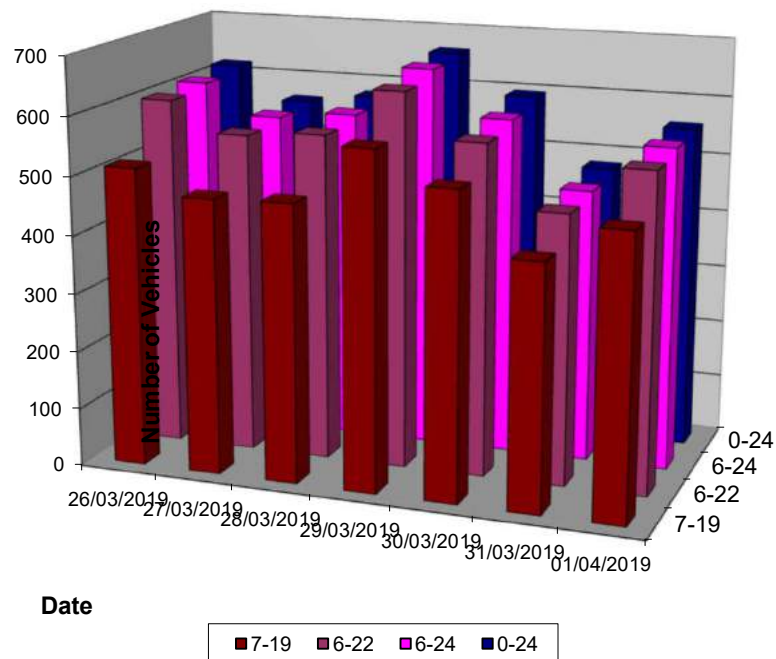
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday	5 Day Ave	7 Day Ave
1	2	1	3	1	6	2	0	1	2
2	0	0	0	0	0	2	1	0	0
3	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	2	0	0	1
5	0	0	0	1	2	0	1	0	1
6	5	3	4	4	7	3	3	4	4
7	23	20	17	17	9	2	13	18	14
8	22	26	24	27	22	7	19	24	21
9	69	61	54	67	30	13	57	62	50
10	49	49	53	49	53	38	54	51	49
11	37	34	44	45	48	23	25	37	37
12	33	27	29	37	44	40	26	30	34
13	40	22	25	36	82	33	35	32	39
14	35	39	27	47	49	33	37	37	38
15	36	22	25	37	37	45	29	30	33
16	35	28	37	57	53	53	33	38	42
17	37	41	44	52	33	53	46	44	44
18	67	64	63	80	35	53	69	69	62
19	53	59	51	41	35	27	49	51	45
20	48	30	25	24	20	24	32	32	29
21	10	18	23	14	10	16	16	16	15
22	8	11	20	12	7	2	3	11	9
23	6	4	8	8	7	4	6	6	6
24	1	2	1	7	6	3	3	3	3
7-19	513	472	476	575	521	418	479	503	493
6-22	602	551	561	642	567	462	543	580	561
6-24	609	557	570	657	580	469	552	589	571
0-24	618	561	577	663	595	478	557	595	578

Vehicle Flow (Channel 2)



Brackley ATC, Halse Road

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday
1	38.0	48.0	46.3	48.0	42.2	45.5	-
2	-	-	-	-	-	38.0	38.0
3	-	-	-	-	-	-	-
4	38.0	-	-	-	-	38.0	-
5	-	-	-	43.0	38.0	-	53.0
6	29.0	28.8	28.0	29.9	40.1	38.0	41.3
7	36.5	37.2	37.1	37.9	37.7	40.5	38.2
8	37.1	35.9	38.9	38.4	37.1	31.2	36.4
9	41.2	38.8	39.1	36.8	39.4	34.7	38.2
10	39.7	35.3	37.7	36.0	39.5	37.0	38.3
11	37.9	37.1	37.1	38.3	39.3	36.4	37.0
12	39.2	36.1	37.7	37.5	39.2	35.3	36.7
13	34.0	36.2	39.3	38.6	38.0	37.8	35.9
14	35.2	35.8	34.9	38.4	36.6	36.8	36.9
15	36.2	36.8	38.0	35.7	39.4	38.6	37.5
16	35.7	38.5	38.3	38.6	37.5	39.2	37.6
17	38.5	41.0	38.3	39.6	36.5	37.8	38.4
18	40.4	36.0	40.9	38.9	38.9	37.7	39.6
19	40.1	40.1	38.9	39.3	39.1	41.2	39.5
20	37.9	37.0	36.9	37.2	38.5	40.7	38.3
21	42.0	36.1	37.1	39.1	39.2	38.2	38.0
22	38.6	38.9	40.8	40.1	37.3	40.5	39.7
23	38.4	38.0	36.1	44.9	35.9	39.2	41.3
24	53.0	34.2	43.0	40.1	40.1	39.7	38.0
10-12	38.5	36.7	37.3	37.9	39.3	35.7	36.8
14-16	36.0	37.8	38.2	37.5	38.2	38.9	37.6
0-24	38.3	37.4	38.3	38.1	38.4	37.9	38.1

Average 38.1

Channel 2 - Southbound

85th Percentile

Hr Ending	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday
1	38.5	-	53.6	-	48.9	53.7	-
2	-	-	-	-	-	43.1	-
3	-	-	-	-	-	-	-
4	38.1	-	-	-	-	38.8	-
5	-	-	-	-	43.1	-	-
6	43.6	38.3	43.4	38.2	48.6	43.7	53.2
7	43.4	38.5	43.9	43.5	43.3	43.5	43.5
8	44.0	43.4	43.5	43.7	43.1	33.2	43.4
9	43.1	43.7	48.2	43.8	43.2	43.2	43.1
10	43.9	38.2	43.7	43.4	43.1	43.3	43.3
11	43.6	43.4	43.7	43.9	48.4	43.8	43.6
12	43.3	48.5	43.6	43.7	44.0	38.1	43.8
13	43.1	43.8	43.8	43.1	43.5	43.5	43.5
14	43.5	38.5	43.2	43.6	43.5	43.8	43.2
15	43.2	43.4	43.8	43.7	49.0	43.8	43.9
16	44.0	43.5	43.2	48.0	43.2	43.3	43.4
17	43.1	43.2	44.0	48.4	43.4	44.0	43.3
18	43.0	43.6	43.1	43.4	43.4	43.8	48.8
19	48.3	48.5	48.1	43.3	43.3	48.7	43.2
20	43.5	43.7	43.8	44.0	43.5	48.9	43.4
21	48.9	43.9	43.4	43.8	43.1	43.9	43.2
22	43.5	43.4	43.5	43.7	38.5	43.4	48.9
23	53.4	43.3	38.1	53.4	39.0	48.1	43.6
24	-	43.3	-	43.7	58.6	44.0	43.4
10-12	43.8	48.2	43.2	43.3	48.9	43.8	43.4
14-16	43.7	43.5	43.0	43.4	43.7	43.7	43.9
0-24	43.7	43.2	43.7	43.4	43.4	43.4	43.6

85th %ile 43.5

Brackley ATC, Halse Road

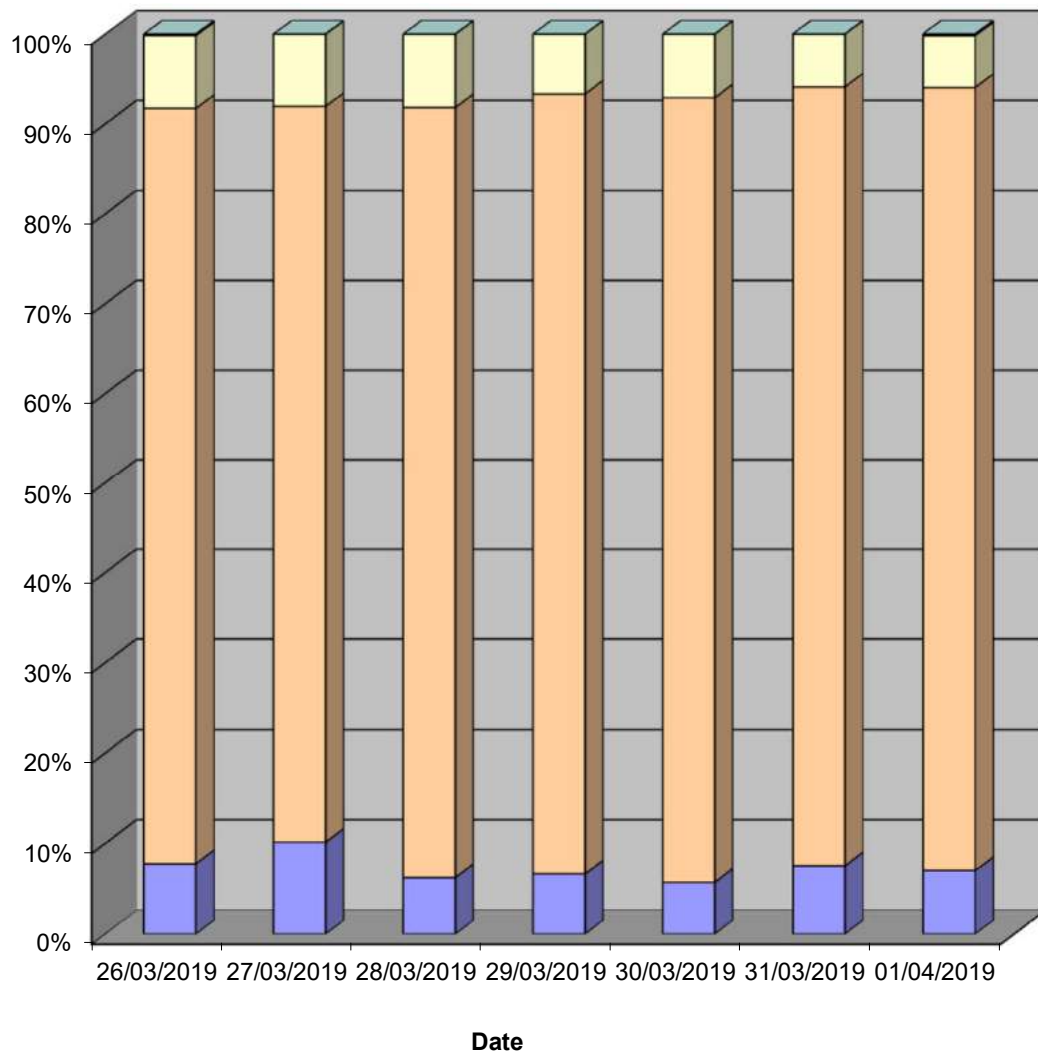
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday
0-30	48	57	36	44	34	36	39
31-45	519	459	494	575	519	414	485
46-60	50	45	47	44	42	28	32
61-	1	0	0	0	0	0	1
TOTAL	618	561	577	663	595	478	557

Speed Summary (MPH)



0-30

31-45

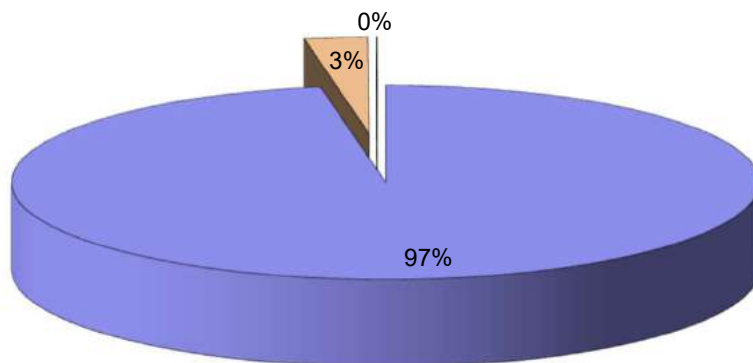
46-60

61-

Brackley ATC, Halse Road

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
26/03/2019				
7-19	492	20	1	513
6-22	578	23	1	602
6-24	585	23	1	609
0-24	594	23	1	618
27/03/2019				
7-19	452	20	0	472
6-22	529	22	0	551
6-24	535	22	0	557
0-24	539	22	0	561
28/03/2019				
7-19	460	16	0	476
6-22	543	18	0	561
6-24	551	19	0	570
0-24	558	19	0	577
29/03/2019				
7-19	554	21	0	575
6-22	619	23	0	642
6-24	634	23	0	657
0-24	640	23	0	663
30/03/2019				
7-19	514	6	1	521
6-22	560	6	1	567
6-24	573	6	1	580
0-24	588	6	1	595
31/03/2019				
7-19	412	6	0	418
6-22	456	6	0	462
6-24	463	6	0	469
0-24	472	6	0	478
01/04/2019				
7-19	467	12	0	479
6-22	531	12	0	543
6-24	540	12	0	552
0-24	545	12	0	557
Average				
7-19	479	14	0	493
6-22	545	16	0	561
6-24	554	16	0	571
0-24	562	16	0	578

Total Vehicle Class Distribution



Brackley - Tuesday 26th March 2019

Junction: Halse Road/Humphries Drive/Poppyfields Way

Approach: Halse Road NB

TIME	Left Turn				Northbound				Right Turn			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	1	0	0	1	6	0	0	6	6	0	0	6
0715 - 0730	0	0	0	0	9	0	0	9	7	0	0	7
0730 - 0745	0	0	0	0	11	0	0	11	7	0	0	7
0745 - 0800	2	0	0	2	14	0	0	14	4	0	0	4
Hourly Total	2	0	0	2	25	0	0	25	11	0	0	24
0800 - 0815	5	0	0	5	16	0	0	16	7	0	0	7
0815 - 0830	5	0	0	5	17	0	0	17	5	0	0	5
0830 - 0845	7	0	0	7	12	0	0	12	9	0	1	10
0845 - 0900	12	0	0	12	10	0	0	10	11	0	0	11
Hourly Total	29	0	0	29	55	0	0	55	32	0	1	33
0900 - 0915	1	0	0	1	12	0	0	12	15	0	0	15
0915 - 0930	3	0	0	3	10	0	0	10	6	0	0	6
0930 - 0945	2	0	0	2	8	0	0	8	8	0	0	8
0945 - 1000	1	0	0	1	9	0	0	9	9	0	0	9
Hourly Total	7	0	0	7	39	0	0	39	38	0	0	38
TOTAL	38	0	0	38	119	0	0	119	81	0	1	95

TIME	Left Turn				Northbound				Right Turn			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	15	0	0	15	14	0	0	14	10	0	0	10
1615 - 1630	19	0	0	19	15	0	0	15	14	0	0	14
1630 - 1645	17	0	0	17	13	0	0	13	13	0	0	13
1645 - 1700	18	0	0	18	18	0	0	18	16	0	1	17
Hourly Total	35	0	0	35	31	0	0	31	29	0	1	54
1700 - 1715	20	0	0	20	14	0	0	14	15	0	0	15
1715 - 1730	15	0	0	15	13	0	0	13	15	0	0	15
1730 - 1745	18	0	0	18	14	0	0	14	16	0	0	16
1745 - 1800	14	0	0	14	13	0	0	13	16	0	0	16
Hourly Total	67	0	0	67	54	0	0	54	62	0	0	62
1800 - 1815	16	0	0	16	11	0	0	11	21	0	1	22
1815 - 1830	14	0	0	14	10	0	0	10	18	0	0	18
1830 - 1845	13	0	0	13	8	0	0	8	15	0	0	15
1845 - 1900	10	0	0	10	7	0	0	7	12	0	0	12
Hourly Total	53	0	0	53	36	0	0	36	66	0	1	67
TOTAL	155	0	0	155	121	0	0	121	157	0	2	183

Queues Measured as Stationary Vehicles (Snapshot at 5 Min Period)

Queue Lengths (Vehicles)	
TIME	Stationary
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0
1000	0

Queue Lengths (Vehicles)	
TIME	Stationary
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0
1900	0

Brackley - Tuesday 26th March 2019

Junction: Halse Road/Humphries Drive/Poppyfields Way

Approach: Humphries Drive

Queues Measured as Stationary Vehicles (Snapshot at 5 Min Period)

TIME	Left Turn				Eastbound				Right Turn			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	1	0	0	1	5	0	0	5	4	0	0	4
0715 - 0730	1	0	0	1	9	0	0	9	8	0	0	8
0730 - 0745	0	0	0	0	9	0	0	9	10	0	0	10
0745 - 0800	2	0	0	2	18	0	0	18	11	0	0	11
Hourly Total	2	0	0	2	27	0	0	27	21	0	0	33
0800 - 0815	3	0	0	3	17	0	0	17	17	0	0	17
0815 - 0830	4	0	0	4	12	0	0	12	15	0	0	15
0830 - 0845	1	0	0	1	14	0	0	14	14	0	0	14
0845 - 0900	1	0	0	1	13	0	0	13	11	0	0	11
Hourly Total	9	0	0	9	56	0	0	56	57	0	0	57
0900 - 0915	2	0	0	2	12	0	0	12	8	0	0	8
0915 - 0930	3	0	0	3	4	0	0	4	4	0	0	4
0930 - 0945	2	0	0	2	6	0	0	6	5	0	0	5
0945 - 1000	1	0	0	1	3	0	0	3	3	0	0	3
Hourly Total	8	0	0	8	25	0	0	25	20	0	0	20
TOTAL	19	0	0	19	108	0	0	108	98	0	0	110

TIME	Left Turn				Eastbound				Right Turn			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	1	0	0	1	6	0	0	6	4	0	0	4
1615 - 1630	0	0	0	0	8	0	0	8	7	0	0	7
1630 - 1645	1	0	0	1	10	0	0	10	7	0	0	7
1645 - 1700	3	0	0	3	7	0	0	7	7	0	0	7
Hourly Total	4	0	0	4	17	0	0	17	14	0	0	25
1700 - 1715	2	0	0	2	6	0	0	6	4	0	0	4
1715 - 1730	3	0	0	3	7	0	0	7	7	0	0	7
1730 - 1745	2	0	0	2	6	0	0	6	7	0	0	7
1745 - 1800	1	0	0	1	11	0	0	11	4	0	0	4
Hourly Total	8	0	0	8	30	0	0	30	22	0	0	22
1800 - 1815	4	0	0	4	4	0	0	4	10	0	0	10
1815 - 1830	1	0	0	1	11	0	0	11	6	0	0	6
1830 - 1845	2	0	0	2	5	0	0	5	5	0	0	5
1845 - 1900	0	0	0	0	2	0	0	2	4	0	0	4
Hourly Total	7	0	0	7	22	0	0	22	25	0	0	25
TOTAL	19	0	0	19	69	0	0	69	61	0	0	72

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0
1000	0

TIME	Queue Lengths (Vehicles)
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0
1900	0

Brackley - Tuesday 26th March 2019

Junction: Halse Road/Humphries Drive/Poppyfields Way

Approach: Halse Road SB

TIME	Left Turn				Southbound				Right Turn			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	2	0	0	2	2	0	0	2	0	0	0	0
0715 - 0730	2	0	0	2	4	0	0	4	1	0	0	1
0730 - 0745	4	0	0	4	4	0	0	4	1	0	0	1
0745 - 0800	0	0	0	0	11	0	0	11	1	0	0	1
Hourly Total	4	0	0	4	15	0	0	15	2	0	0	3
0800 - 0815	1	0	0	1	16	0	1	17	1	0	0	1
0815 - 0830	2	0	0	2	12	0	0	12	4	0	0	4
0830 - 0845	2	0	0	2	14	0	0	14	1	0	0	1
0845 - 0900	5	0	0	5	18	0	0	18	2	0	0	2
Hourly Total	10	0	0	10	60	0	1	61	8	0	0	8
0900 - 0915	3	0	0	3	15	0	0	15	2	0	0	2
0915 - 0930	2	0	0	2	10	0	0	10	2	0	0	2
0930 - 0945	1	0	0	1	6	0	0	6	1	0	0	1
0945 - 1000	2	0	0	2	9	0	0	9	0	0	0	0
Hourly Total	8	0	0	8	40	0	0	40	5	0	0	5
TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	22	0	0	22	115	0	1	116	15	0	0	16

TIME	Left Turn				Southbound				Right Turn			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	3	0	0	3	8	0	0	8	2	0	0	2
1615 - 1630	4	0	0	4	6	0	0	6	2	0	0	2
1630 - 1645	6	0	0	6	10	0	0	10	1	0	0	1
1645 - 1700	2	0	0	2	14	0	0	14	2	0	0	2
Hourly Total	8	0	0	8	24	0	0	24	3	0	0	7
1700 - 1715	0	0	0	0	12	2	0	14	1	0	0	1
1715 - 1730	2	0	0	2	12	0	0	12	6	0	0	6
1730 - 1745	7	0	0	7	11	0	0	11	2	0	0	2
1745 - 1800	4	0	0	4	11	0	0	11	2	0	0	2
Hourly Total	13	0	0	13	46	2	0	48	11	0	0	11
1800 - 1815	0	0	0	0	14	0	0	14	1	0	0	1
1815 - 1830	1	0	0	1	13	0	0	13	2	0	0	2
1830 - 1845	1	0	0	1	11	0	0	11	2	0	0	2
1845 - 1900	0	0	0	0	8	0	0	8	2	0	0	2
Hourly Total	2	0	0	2	46	0	0	46	7	0	0	7
TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	23	0	0	23	116	2	0	118	21	0	0	25

Queues Measured as Stationary Vehicles (Snapshot at 5 Min Period)

Queue Lengths (Vehicles)	
TIME	Stationary
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0
1000	0

Queue Lengths (Vehicles)	
TIME	Stationary
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0
1900	0

Brackley - Tuesday 26th March 2019

Junction: Halse Road/Humphries Drive/Poppyfields Way

Approach: Poppyfields Way

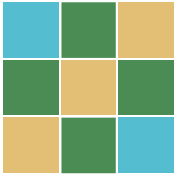
	Left Turn				Westbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	11	0	0	11	3	0	0	3	3	0	0	3
0715 - 0730	14	0	0	14	4	0	0	4	4	0	0	4
0730 - 0745	13	0	1	14	4	0	0	4	6	0	0	6
0745 - 0800	21	0	1	22	9	0	0	9	5	0	0	5
Hourly Total	34	0	2	36	13	0	0	13	11	0	0	18
0800 - 0815	19	0	0	19	11	0	0	11	2	0	0	2
0815 - 0830	22	0	1	23	13	0	0	13	6	0	0	6
0830 - 0845	22	0	0	22	17	0	0	17	5	0	0	5
0845 - 0900	18	0	1	19	10	0	0	10	5	0	0	5
Hourly Total	81	0	2	83	51	0	0	51	18	0	0	18
0900 - 0915	10	0	0	10	5	0	0	5	4	0	0	4
0915 - 0930	6	0	1	7	5	0	0	5	3	0	0	3
0930 - 0945	8	0	0	8	3	0	0	3	1	0	0	1
0945 - 1000	9	0	0	9	4	0	0	4	3	0	0	3
Hourly Total	33	0	1	34	17	0	0	17	11	0	0	11
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	148	0	5	153	81	0	0	81	40	0	0	47

	Left Turn				Westbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	6	0	0	6	6	0	0	6	1	0	0	1
1615 - 1630	4	0	0	4	8	0	0	8	0	0	0	0
1630 - 1645	7	0	0	7	11	0	0	11	0	1	0	1
1645 - 1700	10	0	1	11	6	0	0	6	1	0	0	1
Hourly Total	17	0	1	18	17	0	0	17	1	1	0	3
1700 - 1715	9	0	0	9	16	0	0	16	2	0	0	2
1715 - 1730	11	0	1	12	21	0	0	21	4	0	0	4
1730 - 1745	14	0	1	15	19	0	0	19	6	0	0	6
1745 - 1800	9	0	0	9	10	0	0	10	1	0	0	1
Hourly Total	43	0	2	45	66	0	0	66	13	0	0	13
1800 - 1815	12	0	1	13	10	0	0	10	2	0	0	2
1815 - 1830	15	0	2	17	11	0	0	11	3	0	0	3
1830 - 1845	11	0	0	11	12	0	0	12	1	0	0	1
1845 - 1900	8	0	0	8	7	0	0	7	0	0	0	0
Hourly Total	46	0	3	49	40	0	0	40	6	0	0	6
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	106	0	6	112	123	0	0	123	20	1	0	22

Queues Measured as Stationary Vehicles (Snapshot at 5 Min Period)

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0
1000	0

TIME	Queue Lengths (Vehicles)
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0
1900	0



COTSWOLD
TRANSPORT
PLANNING

Appendix B

Bus Timetables

**500****Banbury - (Chacombe) - Middleton Cheney - Brackley**

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Mondays to Fridays

Banbury Town Centre, Bus Station (Bay 5)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Banbury Town Centre, opp Calthorpe Street	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Banbury, adj Dashwood Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Calthorpe, o/s Horton Hospital	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Calthorpe, opp Hightown Gardens for Hospital	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Calthorpe, opp Western Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Calthorpe, Morrisons (entrance)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Banbury Town Centre, Bus Station (Bay 5)	0630	0655	0715	0735	0810	0840	0900	0920	0940	1010	1030	1100	1130	1200	1230	1300	1330	1400
§ Grimsbury, o/s Co-op	0631	0656	0716	0736	0811	0840	0901	0921	0940	1011	1030	1101	1130	1201	1230	1301	1330	1401
§ Grimsbury, o/s Tesco	arr 0631	0656	0716	0736	0812	0841	0902	0922	0941	1012	1031	1102	1131	1202	1231	1302	1331	1402
§ Grimsbury, o/s Tesco	dep 0631	0657	0717	0736	0812	0841	0902	0922	0941	1012	1031	1102	1131	1202	1231	1302	1331	1402
§ Grimsbury, opp Priory Vale Road	0632	0658	0718	0737	0813	0842	0903	0923	0942	1013	1032	1103	1132	1203	1232	1303	1332	1403
§ Grimsbury, opp Stroud Park	0633	0700	0720	0738	0814	0842	0904	0924	0942	1014	1032	1104	1132	1204	1232	1304	1332	1404
Banbury, in Gateway Retail Park	0635	0708	0728	0740														
§ Chacombe, Banbury Road (Outside 12)	0639			0744		0849			0949		1039		1139		1239		1339	
Chacombe, adj Middleton Road	0640			0745		0850			0950		1040		1140		1240		1340	
§ Middleton Cheney, Banbury Lane Crossroads (SE-bound)	0644	0709	0729	0749	0822	0854	0912	0932	0954	1022	1044	1112	1144	1212	1244	1312	1344	1412
§ Middleton Cheney, nr Stanwell Drive	0645	0709	0729	0750	0823	0855	0913	0933	0955	1023	1045	1113	1145	1213	1245	1313	1345	1413
§ Middleton Cheney, opp Rectory Lane	0646	0710	0730	0751	0824	0856	0914	0934	0956	1024	1046	1114	1146	1214	1246	1314	1346	1414
Middleton Cheney, opp Red Lion	0647	0710	0730	0752	0825	0857	0915	0935	0957	1025	1047	1115	1147	1215	1247	1315	1347	1415
§ Middleton Cheney, o/s Library	0647	0710	0730	0752	0825	0857	0915	0935	0957	1025	1047	1115	1147	1215	1247	1315	1347	1415
§ Middleton Cheney, adj The Green	0647	0711	0731	0752	0825	0857	0915	0935	0957	1025	1047	1115	1147	1215	1247	1315	1347	1415
§ Middleton Cheney, opp New Inn	0648	0711	0731	0753	0826	0858	0916	0936	0958	1026	1048	1116	1148	1216	1248	1316	1348	1416
§ Middleton Cheney, opp Washie Drive	0648	0716	0736	0753	0826	0858	0916	0936	0958	1026	1048	1116	1148	1216	1248	1316	1348	1416
Farthinghoe, o/s St Michael's Church	0653	0725	0745	0758	0831	0903	0921	0941	1003	1031	1053	1121	1153	1221	1253	1321	1353	1421
§ Brackley, opp Farthinghoe Close	0702	0725	0745	0807	0840	0912	0930	0950	1012	1040	1102	1130	1202	1230	1302	1330	1402	1430
§ Brackley, adj Westhill Avenue	0702	0726	0746	0807	0840	0912	0930	0950	1012	1040	1102	1130	1202	1230	1302	1330	1402	1430
§ Brackley, adj Manor Road	0703	0726	0746	0808	0841	0913	0931	0951	1013	1041	1103	1131	1203	1231	1303	1331	1403	1431
§ Brackley, opp Southfield Primary School	0703	0727	0747	0808	0841	0913	0931	0951	1013	1041	1103	1131	1203	1231	1303	1331	1403	1431
Brackley, opp Market Place	0704	0727	0747	0809	0842	0914	0932	0952	1014	1042	1104	1132	1204	1232	1304	1332	1404	1432
§ Brackley, o/s Winchester House	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Jarvis Court	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Top Station Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, Northampton Road (N-bound)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brackley, opp Jutland Drive	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Juno Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Local Centre	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Sycamore Close	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Cemetery Entrance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Ellesmere Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, nr Ellesmere Avenue	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Top Station Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Valley Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Church Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brackley, adj Market Place	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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



Stagecoach in Oxfordshire - Banbury - Brackley

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

Banbury Town Centre, Bus Station (Bay 5)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2010	2110	—
§ Banbury Town Centre, opp Calthorpe Street	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2015	2115	—
§ Banbury, adj Dashwood Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2017	2117	—
Calthorpe, o/s Horton Hospital	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2020	2120	—
§ Calthorpe, opp Hightown Gardens for Hospital	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2022	2122	—
§ Calthorpe, opp Western Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2024	2124	—
§ Calthorpe, Morrisons (entrance)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2026	2126	—
Banbury Town Centre, Bus Station (Bay 5)	1430	1500	1520	1540	1610	1640	1700	1720	1745	1810	1840	1930	2030	2130	2230		
§ Grimsbury, o/s Co-op	1430	1501	1521	1540	1611	1641	1700	1721	1745	1811	1840	1930	2031	2131	2231		
§ Grimsbury, o/s Tesco	1431	1502	1522	1541	1612	1642	1701	1722	1746	1812	1841	1931	2031	2131	2232		
§ Grimsbury, o/s Tesco	1431	1502	1522	1541	1612	1642	1701	1722	1746	1812	1841	1931	2031	2131	2232		
§ Grimsbury, opp Priory Vale Road	1432	1503	1523	1542	1613	1643	1702	1723	1747	1813	1842	1932	2032	2132	2232		
§ Grimsbury, opp Stroud Park	1432	1504	1524	1542	1614	1644	1702	1724	1747	1814	1842	1932	2033	2133	2233		
Banbury, in Gateway Retail Park																	
§ Chacombe, Banbury Road (Outside 12)	1439			1549			1709		1754		1849	1939					
Chacombe, adj Middleton Road	1440			1550			1710		1755		1850	1940					
§ Middleton Cheney, Banbury Lane Crossroads (SE-bound)	1444	1512	1532	1554	1622	1652	1714	1732	1759	1822	1854	1943	2041	2141	2241		
§ Middleton Cheney, nr Stanwell Drive	1445	1513	1533	1555	1623	1653	1715	1733	1800	1823	1855	1943	2041	2141	2241		
§ Middleton Cheney, opp Rectory Lane	1446	1514	1534	1556	1624	1654	1716	1734	1801	1824	1856	1944	2042	2142	2242		
Middleton Cheney, opp Red Lion	1447	1515	1535	1557	1625	1655	1717	1735	1802	1825	1857	1945	2043	2143	2243		
§ Middleton Cheney, o/s Library	1447	1515	1535	1557	1625	1655	1717	1735	1802	1825	1857	1945	2043	2143	2243		
§ Middleton Cheney, adj The Green	1447	1515	1535	1557	1625	1655	1717	1735	1802	1825	1857	1945	2043	2143	2243		
§ Middleton Cheney, opp New Inn	1448	1516	1536	1558	1626	1656	1718	1736	1803	1826	1858	1945	2043	2143	2243		
§ Middleton Cheney, opp Washle Drive	1448	1516	1536	1558	1626	1656	1718	1736	1803	1826	1858	1946	2044	2144	2244		
Farthinghoe, o/s St Michael's Church	1453	1521	1541	1603	1631	1701	1723	1741	1808	1831	1903	1950	2048	2148	2248		
§ Brackley, opp Farthinghoe Close	1502	1530	1550	1612	1640	1710	1732	1750	1817	1840	1912	1958	2056	2156	2256		
§ Brackley, adj Westhill Avenue	1502	1530	1550	1612	1640	1710	1732	1750	1817	1840	1912	1958	2056	2156	2256		
§ Brackley, adj Manor Road	1503	1531	1551	1613	1641	17											

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

**500****Banbury - (Chacombe) - Middleton Cheney - Brackley**

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Saturdays

Banbury Town Centre, Bus Station (Bay 5)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Banbury Town Centre, opp Calthorpe Street	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Banbury, adj Dashwood Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Calthorpe, o/s Horton Hospital	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Calthorpe, opp Hightown Gardens for Hospital	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Calthorpe, opp Western Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Calthorpe, Morrisons (entrance)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Banbury Town Centre, Bus Station (Bay 5)	0700	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
§ Grimsbury, o/s Co-op	0701	0801	0830	0901	0930	1001	1030	1101	1130	1201	1230	1301	1330	1401	1430	1501	1530	1601
§ Grimsbury, o/s Tesco	arr 0701	0802	0831	0902	0931	1002	1031	1102	1131	1202	1231	1302	1331	1402	1431	1502	1531	1602
§ Grimsbury, o/s Tesco	dep 0701	0802	0831	0902	0931	1002	1031	1102	1131	1202	1231	1302	1331	1402	1431	1502	1531	1602
§ Grimsbury, opp Priory Vale Road	0702	0803	0832	0903	0932	1003	1032	1103	1132	1203	1232	1303	1332	1403	1432	1503	1532	1603
§ Grimsbury, opp Stroud Park	0703	0804	0832	0904	0932	1004	1032	1104	1132	1204	1232	1304	1332	1404	1432	1504	1532	1604
Banbury, in Gateway Retail Park	0705																	
§ Chacombe, Banbury Road (Outside 12)	0709		0839		0939		1039		1139		1239		1339		1439		1539	
Chacombe, adj Middleton Road	0710		0840		0940		1040		1140		1240		1340		1440		1540	
§ Middleton Cheney, Banbury Lane Crossroads (SE-bound)	0714	0812	0844	0912	0944	1012	1044	1112	1144	1212	1244	1312	1344	1412	1444	1512	1544	1612
§ Middleton Cheney, nr Stanwell Drive	0715	0813	0845	0913	0945	1013	1045	1113	1145	1213	1245	1313	1345	1413	1445	1513	1545	1613
§ Middleton Cheney, opp Rectory Lane	0716	0814	0846	0914	0946	1014	1046	1114	1146	1214	1246	1314	1346	1414	1446	1514	1546	1614
Middleton Cheney, opp Red Lion	0717	0815	0847	0915	0947	1015	1047	1115	1147	1215	1247	1315	1347	1415	1447	1515	1547	1615
§ Middleton Cheney, o/s Library	0717	0815	0847	0915	0947	1015	1047	1115	1147	1215	1247	1315	1347	1415	1447	1515	1547	1615
§ Middleton Cheney, adj The Green	0717	0815	0847	0915	0947	1015	1047	1115	1147	1215	1247	1315	1347	1415	1447	1515	1547	1615
§ Middleton Cheney, opp New Inn	0718	0816	0848	0916	0948	1016	1048	1116	1148	1216	1248	1316	1348	1416	1448	1516	1548	1616
§ Middleton Cheney, opp Washie Drive	0718	0816	0848	0916	0948	1016	1048	1116	1148	1216	1248	1316	1348	1416	1448	1516	1548	1616
Farthinghoe, o/s St Michael's Church	0723	0821	0853	0921	0953	1021	1053	1121	1153	1221	1253	1321	1353	1421	1453	1521	1553	1621
§ Brackley, opp Farthinghoe Close	0732	0830	0902	0930	1002	1030	1102	1130	1202	1230	1302	1330	1402	1430	1502	1530	1602	1630
§ Brackley, adj Westhill Avenue	0732	0830	0902	0930	1002	1030	1102	1130	1202	1230	1302	1330	1402	1430	1502	1530	1602	1630
§ Brackley, adj Manor Road	0733	0831	0903	0931	1003	1031	1103	1131	1203	1231	1303	1331	1403	1431	1503	1531	1603	1631
§ Brackley, opp Southfield Primary School	0733	0831	0903	0931	1003	1031	1103	1131	1203	1231	1303	1331	1403	1431	1503	1531	1603	1631
Brackley, opp Market Place	0734	0832	0904	0932	1004	1032	1104	1132	1204	1232	1304	1332	1404	1432	1504	1532	1604	1632
§ Brackley, o/s Winchester House	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Jarvis Court	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Top Station Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, Northampton Road (N-bound)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brackley, opp Jutland Drive	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Juno Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Local Centre	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Sycamore Close	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Cemetery Entrance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Ellesmere Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, nr Ellesmere Avenue	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Top Station Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Valley Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Church Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brackley, adj Market Place	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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



Stagecoach in Oxfordshire - Banbury - Brackley

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

[illegible]

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

**500****Banbury - (Chacombe) - Middleton Cheney - Brackley**

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Sundays

Banbury Town Centre, Bus Station (Bay 5)	—	—	—
§ Banbury Town Centre, opp Calthorpe Street	—	—	—
§ Banbury, adj Dashwood Road	—	—	—
Calthorpe, o/s Horton Hospital	—	—	—
§ Calthorpe, opp Hightown Gardens for Hospital	—	—	—
§ Calthorpe, opp Western Crescent	—	—	—
§ Calthorpe, Morrisons (entrance)	—	—	—
Banbury Town Centre, Bus Station (Bay 5)	1600	1700	1800
§ Grimsbury, o/s Co-op	1601	1701	1801
§ Grimsbury, o/s Tesco	arr 1602	1702	1802
§ Grimsbury, o/s Tesco	dep 1602	1702	1802
§ Grimsbury, opp Priory Vale Road	1603	1703	1803
§ Grimsbury, opp Stroud Park	1604	1704	1804
Banbury, in Gateway Retail Park			
§ Chacombe, Banbury Road (Outside 12)			
Chacombe, adj Middleton Road			
§ Middleton Cheney, Banbury Lane Crossroads (SE-bound)	1612	1712	1812
§ Middleton Cheney, nr Stanwell Drive	1613	1713	1813
§ Middleton Cheney, opp Rectory Lane	1614	1714	1814
Middleton Cheney, opp Red Lion	1615	1715	1815
§ Middleton Cheney, o/s Library	1615	1715	1815
§ Middleton Cheney, adj The Green	1615	1715	1815
§ Middleton Cheney, opp New Inn	1616	1716	1816
§ Middleton Cheney, opp Washie Drive	1616	1716	1816
Farthinghoe, o/s St Michael's Church	1621	1721	1821
§ Brackley, opp Farthinghoe Close	1630	1730	1830
§ Brackley, adj Westhill Avenue	1630	1730	1830
§ Brackley, adj Manor Road	1631	1731	1831
§ Brackley, opp Southfield Primary School	1631	1731	1831
Brackley, opp Market Place	1632	1732	1832
§ Brackley, o/s Winchester House	—	—	1833
§ Brackley, opp Jarvis Court	—	—	1835
§ Brackley, opp Top Station Road	—	—	1836
§ Brackley, Northampton Road (N-bound)	—	—	1837
Brackley, opp Jutland Drive	—	—	1840
§ Brackley, opp Juno Crescent	—	—	1840
§ Brackley, opp Local Centre	—	—	1841
§ Brackley, adj Sycamore Close	—	—	1841
§ Brackley, opp Cemetery Entrance	—	—	1842
§ Brackley, adj Ellesmere Crescent	—	—	1842
§ Brackley, nr Ellesmere Avenue	—	—	1842
§ Brackley, adj Top Station Road	—	—	1843
§ Brackley, adj Valley Road	—	—	1843
§ Brackley, adj Church Road	—	—	1844
Brackley, adj Market Place	—	—	1845

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



500

Brackley - Middleton Cheney - (Chacombe) - Banbury

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Mondays to Fridays

Service Restrictions	SH	Sch	SH	Sch	SH	Sch													
Brackley, opp Market Place	0620	0704	0704	0727	0727	0747	0747	0809	0842	0914	0932	0952	1014	1042	1104	1132	1204	1232	
\$ Brackley, opp Church Road	0621	0705	0705	0728	0728	0748	0748	0810	0843	0915	0933	0953	1015	1043	1105	1133	1205	1233	
\$ Brackley, opp Jarvis Court	0621	0707	0707	0730	0730	0750	0750	0812	0845	0917	0935	0955	1017	1045	1107	1135	1207	1235	
\$ Brackley, opp Top Station Road	0622	0708	0708	0731	0731	0751	0751	0813	0846	0918	0936	0956	1018	1046	1108	1136	1208	1236	
\$ Brackley, Northampton Road (N-bound)	0623	0709	0709	0732	0732	0752	0752	0814	0847	0919	0937	0957	1019	1047	1109	1137	1209	1237	
Brackley, opp Jutland Drive	0625	0712	0712	0735	0735	0755	0755	0817	0850	0922	0940	1000	1022	1050	1112	1140	1212	1240	
\$ Brackley, opp Juno Crescent	0626	0713	0713	0736	0736	0756	0756	0818	0851	0923	0941	1001	1023	1051	1113	1141	1213	1241	
\$ Brackley, opp Local Centre	0627	0714	0714	0737	0737	0757	0757	0819	0852	0924	0942	1002	1024	1052	1114	1142	1214	1242	
\$ Brackley, adj Sycamore Close	0627	0714	0714	0737	0737	0757	0757	0819	0852	0924	0942	1002	1024	1052	1114	1142	1214	1242	
\$ Brackley, opp Cemetery Entrance	0629	0715	0715	0739	0739	0759	0759	0820	0854	0925	0944	1004	1025	1054	1115	1144	1215	1244	
\$ Brackley, adj Ellesmere Crescent	0630	0716	0716	0740	0740	0800	0800	0821	0855	0926	0945	1005	1026	1055	1116	1145	1216	1245	
\$ Brackley, nr Ellesmere Avenue	0630	0716	0716	0740	0740	0800	0800	0821	0855	0926	0945	1005	1026	1055	1116	1145	1216	1245	
\$ Brackley, adj Top Station Road	0631	0717	0717	0741	0741	0801	0801	0822	0856	0927	0946	1006	1027	1056	1117	1146	1217	1246	
\$ Brackley, adj Valley Road	0632	0717	0717	0742	0742	0802	0802	0822	0857	0927	0947	1007	1027	1057	1117	1147	1217	1247	
\$ Brackley, adj Church Road	0633	0718	0718	0743	0743	0803	0803	0823	0858	0928	0948	1008	1028	1058	1118	1148	1218	1248	
\$ Brackley, opp Winchester House	0633	0719	0719	0743	0743	0803	0803	0824	0858	0929	0948	1008	1029	1058	1119	1148	1219	1248	
Brackley, adj Market Place	0635	0720	0720	0745	0745	0805	0805	0825	0900	0930	0950	1010	1030	1100	1120	1150	1220	1250	
\$ Brackley, adj Southfield Primary School	0635	0720	0720	0745	0745	0805	0805	0825	0900	0930	0950	1010	1030	1100	1120	1150	1220	1250	
\$ Brackley, opp Westhill Avenue	0636	0721	0721	0746	0746	0806	0806	0826	0901	0931	0951	1011	1031	1101	1121	1151	1221	1251	
\$ Brackley, adj Farthinghoe Close	0636	0721	0721	0746	0746	0806	0806	0826	0901	0931	0951	1011	1031	1101	1121	1151	1221	1251	
Farthinghoe, o/s Almshouses	0643	0728	0728	0753	0753	0813	0813	0833	0908	0938	0958	1018	1038	1108	1128	1158	1228	1258	
\$ Middleton Cheney, adj Washle Drive	0649	0734	0734	0759	0759	0819	0819	0839	0914	0944	1004	1024	1044	1114	1134	1204	1234	1304	
\$ Middleton Cheney, o/s New Inn	0650	0735	0735	0800	0800	0820	0820	0840	0915	0945	1005	1025	1045	1115	1135	1205	1235	1305	
\$ Middleton Cheney, opp The Green	0650	0735	0735	0800	0800	0820	0820	0840	0915	0945	1005	1025	1045	1115	1135	1205	1235	1305	
\$ Middleton Cheney, opp Library	0651	0736	0736	0801	0801	0821	0821	0841	0916	0946	1006	1026	1046	1116	1136	1206	1236	1306	
Middleton Cheney, o/s Red Lion	0652	0737	0737	0802	0802	0822	0822	0842	0917	0947	1007	1027	1047	1117	1137	1207	1237	1307	
\$ Middleton Cheney, adj Rectory Lane	0652	0737	0737	0802	0802	0822	0822	0842	0917	0947	1007	1027	1047	1117	1137	1207	1237	1307	
\$ Middleton Cheney, opp Stanwell Drive	0653	0738	0738	0803	0803	0823	0823	0843	0918	0948	1008	1028	1048	1118	1138	1208	1238	1308	
\$ Middleton Cheney, Banbury Lane Crossroads (NW-bound)	0653	0738	0738	0804	0804	0824	0824	0843	0919	0948	1009	1029	1048	1119	1138	1209	1238	1309	
\$ Middleton Cheney, Banbury Lane Crossroads (SW-bound)																			
Chacombe, opp The Ring	0657	0742	0742					0847		0952			1052		1142		1242		
\$ Chacombe, Banbury Road (Opposite 12)	0657	0742	0742					0847		0952			1052		1142		1242		
\$ Grimsbury, o/s Stroud Park	0704	0749	0755	0812	0819	0832	0839	0854	0927	0959	1017	1037	1059	1127	1149	1217	1249	1317	
\$ Grimsbury, adj Priory Vale Road	0705	0750	0757	0813	0821	0833	0841	0855	0928	1000	1018	1038	1100	1128	1150	1218	1250	1318	
\$ Grimsbury, opp Tesco	0706	0751	0758	0814	0823	0834	0843	0856	0929	1001	1019	1039	1101	1129	1151	1219	1251	1319	
\$ Grimsbury, opp Co-op	0707	0752	0800	0815	0824	0835	0844	0857	0930	1002	1020	1040	1102	1130	1152	1220	1252	1320	
Banbury Town Centre, Bus Station (Arrivals YYY)	0708	0753	0802	0817	0827	0837	0847	0858	0932	1003	1022	1042	1103	1132	1153	1222	1253	1322	

Mondays to Fridays

Brackley, opp Market Place	1304	1332	1404	1432	1504	1532	1552	1614	1642	1712	1734	1752	1819	1842	1914	2000	2058	2158
\$ Brackley, opp Church Road	1305	1333	1405	1433	1505	1533	1553	1615	1643	1713	1735	1753	1820	1843	1915	2001	2059	2159
\$ Brackley, opp Jarvis Court	1307	1335	1407	1435	1507	1535	1555	1617	1645	1715	1737	1755	1822	1845	1917	2002	2101	2201
\$ Brackley, opp Top Station Road	1308	1336	1408	1436	1508	1536	1556	1618	1646	1716	1738	1756	1823	1846	1918	2003	2102	2202
\$ Brackley, Northampton Road (N-bound)	1309	1337	1409	1437	1509	1537	1557	1619	1647	1717	1739	1757	1824	1847	1919	2004	2103	2203
Brackley, opp Jutland Drive	1312	1340	1412	1440	1512	1540	1600	1622	1650	1720	1742	1800	1827	1850	1922	2007	2106	2206
\$ Brackley, opp Juno Crescent	1313	1341	1413	1441	1513	1541	1601	1623	1651	1721	1743	1801	1828	1851	1923	2008	2107	2207
\$ Brackley, opp Local Centre	1314	1342	1414	1442	1514	1542	1602	1624	1652	1722	1744	1802	1829	1852	1924	2009	2108	2208
\$ Brackley, adj Sycamore Close	1314	1342	1414	1442	1514	1542	1602	1624	1652	1722	1744	1802	1829	1852	1924	2009	2108	2208
\$ Brackley, opp Cemetery Entrance	1315	1344	1415	1444	1515	1544	1604	1625	1654	1724	1745	1804	1830	1854	1925	2010	2109	2209
\$ Brackley, adj Ellesmere Crescent	1316	1345	1416	1445	1516	1545	1605	1626	1655	1725	1746	1805	1831	1855	1926	2011	2110	2210
\$ Brackley, nr Ellesmere Avenue	1316	1345	1416	1445	1516	1545	1605	1626	1655	1725	1746	1805	1831	1855	1926	2011	2111	2211
\$ Brackley, adj Top Station Road	1317	1346	1417	1446	1517	1546	1606	1627	1656	1726	1747	1806	1832	1856	1927	2012	2111	2211
\$ Brackley, adj Valley Road	1317	1347	1417	1447	1517	1547	1607	1627	1657	1727	1747	1807	1832	1857	1927	2012	2112	2212
\$ Brackley, adj Church Road	1318	1348	1418	1448	1518	1548	1608	1628	1658	1728	1748	1808	1833	1858	1928	2013	2113	2213
\$ Brackley, opp Winchester House	1319	1348	1419	1448	1519	1548	1608	1629	1658	1728	1749	1808	1834	1858	1929	2014	2113	2213
Brackley, adj Market Place	1320	1350	1420	1450	1520	1550	1610	1630	1700	1730	1750	1810	1835	1900	1930	2015	2115	2215
\$ Brackley, adj Southfield Primary School	1320	1350	1420	1450	1520	1550	1610	1630	1700	1730	1750	1810	1835	1900	1930	2015	2115	2215
\$ Brackley, opp Westhill Avenue	1321	1351	1421	1451	1521	1551	1611	1631	1701	1731	1751	1811	1836	1901	1931	2016	2116	2216
\$ Brackley, adj Farthinghoe Close	1321	1351	1421	1451	1521	1551	1611	1631	1701	1731	1751	1811	1836	1901	1931	2016	2116	2216
Farthinghoe, o/s Almshouses	1328	1358	1428	1458	1528	1558	1618	1638	1708	1738	1758	1818	1843	1908	1938	2023	2123	2223
\$ Middleton Cheney, adj Washle Drive	1334	1404	1434	1504	1534	1604	1624	1644	1714	1744	1804	1824	1849	1914	1944	2028	2128	2228
\$ Middleton Cheney, o/s New Inn	1335	1405	1435	1505	1535	1605	1625	1645	1715	1745	1805	1825	1850	1915	1945	2028	2128	2228
\$ Middleton Cheney, opp The Green	1335	1405	1435	1505	1535	1605	1625	1645	1715	1745	1805	1825	1850	1915	1945	2029	2129	2229
\$ Middleton Cheney, opp Library	1336	1406	1436	1506	1536	1606	1626	1646	1716	1746	1806	1826	1851	1916	1946	2029	2129	2229
Middleton Cheney, o/s Red Lion	1337	1407	1437	1507	1537	1607	1627	1647	1717	1747	1807	1827	1852	1917	1947	2030	2130	2230
\$ Middleton Cheney, adj Rectory Lane	1337	1407	1437	1507	1537	1607	1627	1647	1717	1747	1807	1827	1852	1917	1947	2030	2130	2230
\$ Middleton Cheney, opp Stanwell Drive	1338	1408	1438	1508	1538	1608	1628	1648	1718	1748	1808	1828	1853	1918	1948	2031	2131	2231
\$ Middleton Cheney, Banbury Lane Crossroads (NW-bound)	1338	1409	1438	1509	1538	1609	1629	1648	1719	1749	1808	1829	1853	1919	1948	2031	2131	2231
\$ Middleton Cheney, Banbury Lane Crossroads (SW-bound)																		
Chacombe, opp The Ring	1342		1442		1542			1652			1812		1857		1952	2035		
\$ Chacombe, Banbury Road (Opposite 12)	1342		1442		1542			1652			1812		1857		1952	2035		
\$ Grimsbury, o/s Stroud Park	1349	1417	1449	1521	1552	1621	1641	1702	1731	1801	1819	1837	1904	1927	1959	2041	2138	2238
\$ Grimsbury, adj Priory Vale Road	1350	1418	1450	1522	1553	1622	1642	1703	1732	1802	1820	1838	1905	1928	2000	2042	2139	2239
\$ Grimsbury, opp Tesco	1351	1419	1451	1523	1554	1623	1643	1704	1733	1803	1821	1839	1906	1929	2001	2043	2140	2240
\$ Grimsbury, opp Co-op	1352	1420	1452	1525	1555	1625	1645	1705	1735	1805	1822	1840	1907	1930	2002	2044	2140	2240
Banbury Town Centre, Bus Station (Arrivals YYY)	1353	1422	1453	1527	1557	1627	1647	1707	1737	1807	1823	1842	1908	1932	2003	2045	2142	2242



500

Brackley - Middleton Cheney - (Chacombe) - Banbury

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Brackley, opp Market Place	2258
\$ Brackley, opp Church Road	2259
\$ Brackley, opp Jarvis Court	2301
\$ Brackley, opp Top Station Road	2302
\$ Brackley, Northampton Road (N-bound)	2303
Brackley, opp Jutland Drive	2306
\$ Brackley, opp Juno Crescent	2307
\$ Brackley, opp Local Centre	2308
\$ Brackley, adj Sycamore Close	2308
\$ Brackley, opp Cemetery Entrance	2309
\$ Brackley, adj Ellesmere Crescent	2310
\$ Brackley, nr Ellesmere Avenue	2311
\$ Brackley, adj Top Station Road	2311
\$ Brackley, adj Valley Road	2312
\$ Brackley, adj Church Road	2313
\$ Brackley, opp Winchester House	2313
Brackley, adj Market Place	2315
\$ Brackley, adj Southfield Primary School	2315
\$ Brackley, opp Westhill Avenue	2316
\$ Brackley, adj Farthinghoe Close	2316
Farthinghoe, o/s Almshouses	2323
\$ Middleton Cheney, adj Washle Drive	2328
\$ Middleton Cheney, o/s New Inn	2328
\$ Middleton Cheney, opp The Green	2329
\$ Middleton Cheney, opp Library	2329
Middleton Cheney, o/s Red Lion	2330
\$ Middleton Cheney, adj Rectory Lane	2330
\$ Middleton Cheney, opp Stanwell Drive	2331
\$ Middleton Cheney, Banbury Lane Crossroads (NW-bound)	2331
\$ Middleton Cheney, Banbury Lane Crossroads (SW-bound)	
Chacombe, opp The Ring	
\$ Chacombe, Banbury Road (Opposite 12)	
\$ Grimsbury, o/s Stroud Park	2338
\$ Grimsbury, adj Priory Vale Road	2339
\$ Grimsbury, opp Tesco	2340
\$ Grimsbury, opp Co-op	2340
Banbury Town Centre, Bus Station (Arrivals YYY)	2342

Saturdays

0734	0832	0904	0932	1004	1032	1104	1132	1204	1232	1304
0735	0833	0905	0933	1005	1033	1105	1133	1205	1233	1305
0737	0835	0907	0935	1007	1035	1107	1135	1207	1235	1307
0738	0836	0908	0936	1008	1036	1108	1136	1208	1236	1308
0739	0837	0909	0937	1009	1037	1109	1137	1209	1237	1309
0742	0840	0912	0940	1012	1040	1112	1140	1212	1240	1312
0743	0841	0913	0941	1013	1041	1113	1141	1213	1241	1313
0744	0842	0914	0942	1014	1042	1114	1142	1214	1242	1314
0744	0842	0914	0942	1014	1042	1114	1142	1214	1242	1314
0745	0844	0915	0944	1015	1044	1115	1144	1215	1244	1315
0746	0845	0916	0945	1016	1045	1116	1145	1216	1245	1316
0746	0845	0916	0945	1016	1045	1116	1145	1216	1245	1316
0747	0846	0917	0946	1017	1046	1117	1146	1217	1246	1317
0747	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317
0748	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318
0749	0848	0919	0948	1019	1048	1119	1148	1219	1248	1319
0750	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320
0750	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320
0751	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321
0751	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321
0758	0858	0928	0958	1028	1058	1128	1158	1228	1258	1328
0804	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334
0805	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335
0805	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335
0806	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336
0807	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337
0807	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337
0808	0908	0938	1008	1038	1108	1138	1208	1238	1308	1338
0808	0909	0938	1009	1038	1109	1138	1209	1238	1309	1338
0812	0942	1042	1142	1242	1342					
0812	0942	1042	1142	1242	1342					
0819	0917	0949	1017	1049	1117	1149	1217	1249	1317	1349
0820	0918	0950	1018	1050	1118	1150	1218	1250	1318	1350
0821	0919	0951	1019	1051	1119	1151	1219	1251	1319	1351
0822	0920	0952	1020	1052	1120	1152	1220	1252	1320	1352
0823	0922	0953	1022	1053	1122	1153	1222	1253	1322	1353

Saturdays

Brackley, opp Market Place	1332	1404	1432	1504	1532	1604	1632	1704	1732	1804	1832	1904	2000	2058	2158	2258
\$ Brackley, opp Church Road	1333	1405	1433	1505	1533	1605	1633	1705	1733	1805	1833	1905	2001	2059	2159	2259
\$ Brackley, opp Jarvis Court	1335	1407	1435	1507	1535	1607	1635	1707	1735	1807	1835	1907	2002	2101	2201	2301
\$ Brackley, opp Top Station Road	1336	1408	1436	1508	1536	1608	1636	1708	1736	1808	1836	1908	2003	2102	2202	2302
\$ Brackley, Northampton Road (N-bound)	1337	1409	1437	1509	1537	1609	1637	1709	1737	1809	1837	1909	2004	2103	2203	2303
Brackley, opp Jutland Drive	1340	1412	1440	1512	1540	1612	1640	1712	1740	1812	1840	1912	2007	2106	2206	2306
\$ Brackley, opp Juno Crescent	1341	1413	1441	1513	1541	1613	1641	1713	1741	1813	1841	1913	2008	2107	2207	2307
\$ Brackley, opp Local Centre	1342	1414	1442	1514	1542	1614	1642	1714	1742	1814	1842	1914	2009	2108	2208	2308
\$ Brackley, adj Sycamore Close	1342	1414	1442	1514	1542	1614	1642	1714	1742	1814	1842	1914	2009	2108	2208	2308
\$ Brackley, opp Cemetery Entrance	1344	1415	1444	1515	1544	1615	1644	1715	1744	1815	1844	1915	2010	2109	2209	2309
\$ Brackley, adj Ellesmere Crescent	1345	1416	1445	1516	1545	1616	1645	1716	1745	1816	1845	1916	2011	2110	2210	2310
\$ Brackley, nr Ellesmere Avenue	1345	1416	1445	1516	1545	1616	1645	1716	1745	1816	1845	1916	2011	2111	2211	2311
\$ Brackley, adj Top Station Road	1346	1417	1446	1517	1546	1617	1646	1717	1746	1817	1846	1917	2012	2111	2211	2311
\$ Brackley, adj Valley Road	1347	1417	1447	1517	1547	1617	1647	1717	1747	1817	1847	1917	2012	2112	2212	2312
\$ Brackley, adj Church Road	1348	1418	1448	1518	1548	1618	1648	1718	1748	1818	1848	1918	2013	2113	2213	2313
\$ Brackley, opp Winchester House	1348	1419	1448	1519	1548	1619	1648	1719	1748	1819	1848	1919	2014	2113	2213	2313
Brackley, adj Market Place	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850	1920	2015	2115	2215	2315
\$ Brackley, adj Southfield Primary School	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850	1920	2015	2115	2215	2315
\$ Brackley, opp Westhill Avenue	1351	1421	1451	1521	1551	1621	1651	1721	1751	1821	1851	1921	2016	2116	2216	2316
\$ Brackley, adj Farthinghoe Close	1351	1421	1451	1521	1551	1621	1651	1721	1751	1821	1851	1921	2016	2116	2216	2316
Farthinghoe, o/s Almshouses	1358	1428	1458	1528	1558	1628	1658	1728	1758	1828	1858	1928	2023	2123	2223	2323
\$ Middleton Cheney, adj Washle Drive	1404	1434	1504	1534	1604	1634	1704	1734	1804	1834	1904	1934	2028	2128	2228	2328
\$ Middleton Cheney, o/s New Inn	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905	1935	2028	2128	2228	2328
\$ Middleton Cheney, opp The Green	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905	1935	2029	2129	2229	2329
\$ Middleton Cheney, opp Library	1406	1436	1506	1536	1606	1636	1706	1736	1806	1836	1906	1936	2029	2129	2229	2329
Middleton Cheney, o/s Red Lion	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837	1907	1937	2030	2130	2230	2330
\$ Middleton Cheney, adj Rectory Lane	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837	1907	1937	2030	2130	2230	2330
\$ Middleton Cheney, opp Stanwell Drive	1408	1438	1508	1538	1608	1638	1708	1738	1808	1838	1908	1938	2031	2131	2231	2331
\$ Middleton Cheney, Banbury Lane Crossroads (NW-bound)	1409	1438	1509	1538	1609	1638	1709	1738	1809	1838	1909	1938	2031	2131	2231	2331
\$ Middleton Cheney, Banbury Lane Crossroads (SW-bound)																
Chacombe, opp The Ring		1442		1542		1642		1742		1842		1942	2035			
\$ Chacombe, Banbury Road (Opposite 12)		1442		1542		1642		1742		1842		1942	2035			
\$ Grimsbury, o/s Stroud Park	1417	1449	1517	1549	1617	1649	1717	1749	1817	1849	1917	1949	2041	2138	2238	2338
\$ Grimsbury, adj Priory Vale Road	1418	1450	1518	1550	1618	1650	1718	1750	1818	1850	1918	1950	2042	2139	2239	2339
\$ Grimsbury, opp Tesco	1419	1451	1519	1551	1619	1651	1719	1751	1819	1851	1919	1951	2043	2140	2240	2340
\$ Grimsbury, opp Co-op	1420	1452	1520	1552	1620	1652	1720	1752	1820	1852	1920	1952	2044	2140	2240	2340
Banbury Town Centre, Bus Station (Arrivals YYY)	1422	1453	1522	1553	1622	1653	1722	1753	1822	1853	1922	1953	2045	2142	2242	2342

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

**500****Brackley - Middleton Cheney - (Chacombe) - Banbury**

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Sundays

Brackley, opp Market Place	0735	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732
\$ Brackley, opp Church Road	0736	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733
\$ Brackley, opp Jarvis Court	0736	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735
\$ Brackley, opp Top Station Road	0737	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736
\$ Brackley, Northampton Road (N-bound)	0738	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737
Brackley, opp Jutland Drive	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740
\$ Brackley, opp Juno Crescent	0741	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741
\$ Brackley, opp Local Centre	0742	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742
\$ Brackley, adj Sycamore Close	0742	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742
\$ Brackley, opp Cemetery Entrance	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744
\$ Brackley, adj Ellesmere Crescent	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745
\$ Brackley, nr Ellesmere Avenue	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745
\$ Brackley, adj Top Station Road	0746	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746
\$ Brackley, adj Valley Road	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747
\$ Brackley, adj Church Road	0748	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748
\$ Brackley, opp Winchester House	0748	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748
Brackley, adj Market Place	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750
\$ Brackley, adj Southfield Primary School	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750
\$ Brackley, opp Westhill Avenue	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751
\$ Brackley, adj Farthinghoe Close	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751
Farthinghoe, o/s Almshouses	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758
\$ Middleton Cheney, adj Washle Drive	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803
\$ Middleton Cheney, o/s New Inn	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803
\$ Middleton Cheney, opp The Green	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804
\$ Middleton Cheney, opp Library	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804
Middleton Cheney, o/s Red Lion	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805
\$ Middleton Cheney, adj Rectory Lane	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805
\$ Middleton Cheney, opp Stanwell Drive	0806	0906	1006	1106	1206	1306	1406	1506	1606	1706	1806
\$ Middleton Cheney, Banbury Lane Crossroads (NW-bound)	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807
\$ Middleton Cheney, Banbury Lane Crossroads (SW-bound)											
Chacombe, opp The Ring											
\$ Chacombe, Banbury Road (Opposite 12)											
\$ Grimsbury, o/s Stroud Park	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815
\$ Grimsbury, adj Priory Vale Road	0816	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816
\$ Grimsbury, opp Tesco	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817
\$ Grimsbury, opp Co-op	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818
Banbury Town Centre, Bus Station (Arrivals YYY)	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820

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



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Banbury - (Chacombe) - Middleton Cheney - Brackley

Stagecoach in Oxfordshire - Banbury - Brackley

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: **buctdgt 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.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

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
oxfampda	Banbury Town Centre, Bus Station (Bay 5)	Bus Station	3400000725
oxfagwat	Banbury Town Centre, opp Calthorpe Street	Calthorpe Street	340001456OPP
oxfgtagm	Banbury, adj Dashwood Road	South Bar Street	340001345OPP
oxfapgtm	Calthorpe, o/s Horton Hospital	Oxford Road	340000878ENT
oxfgajaw	Calthorpe, opp Hightown Gardens for Hospital	Hightown Road	340003166OPP
oxfgajda	Calthorpe, opp Western Crescent	Hightown Road	340003165OPP
oxfagjgd	Calthorpe, Morrisons (entrance)	Swan Close Road	340001399ENT
oxfagjwg	Grimsbury, o/s Co-op	Middleton Road	340001414MR
oxfagjwa	Grimsbury, o/s Tesco	Middleton Road	340001415OUT
oxfgpwmj	Grimsbury, opp Priory Vale Road	Middleton Road	340001623OPP
oxfagwgd	Grimsbury, opp Stroud Park	Erment Way	340001461EAS
oxfgtmda	Banbury, in Gateway Retail Park	car park	340001461GRP
nthdamga	Chacombe, Banbury Road (Outside 12)	Banbury Road	300000534TH
nthdamgd	Chacombe, adj Middleton Road	The Ring	300000534TL
nthdgpdt	Middleton Cheney, Banbury Lane Crossroads (SE-bound)	Chacombe Road	300000614CM
nthdgpma	Middleton Cheney, nr Stanwell Drive	Chacombe Road	300000614SD
nthdgpdm	Middleton Cheney, opp Rectory Lane	High Street	300000614CC
nthdgpjt	Middleton Cheney, opp Red Lion	High Street	300000614RL
nthdgpjp	Middleton Cheney, o/s Library	Main Road	300000614L
nthdgpjg	Middleton Cheney, adj The Green	Main Road	300000614G
nthdgpjw	Middleton Cheney, opp New Inn	Main Road	300000614ON
nthdgpjt	Middleton Cheney, opp Washle Drive	Main Road	300000614LG
nthdgpmt	Farthinghoe, o/s St Michael's Church	Main Road	300000615C
nthdmjwg	Brackley, opp Farthinghoe Close	Banbury Road	300000037P
nthadagm	Brackley, adj Westhill Avenue	Banbury Road	300000037WA
nthdpgwp	Brackley, adj Manor Road	Banbury Road	300000037BM
nthadamt	Brackley, opp Southfield Primary School	Banbury Road	300000037B
nthadatm	Brackley, opp Market Place	High Street	300000037G
nthdwdpm	Brackley, o/s Winchester House	High Street	300000037WS
nthdwdpg	Brackley, opp Jarvis Court	Burwell Hill	300000037JC
nthadaga	Brackley, opp Top Station Road	Burwell Hill	300000037TS
nthdwmwa	Brackley, Northampton Road (N-bound)	Northampton Road	300000037NN
nthdwmjg	Brackley, opp Jutland Drive	Poppyfields Way	300000037JT
nthdwmja	Brackley, opp Juno Crescent	Poppyfields Way	300000037OJ
nthdwmpt	Brackley, opp Local Centre	Poppyfields Way	300000037OL
nthdwmjp	Brackley, adj Sycamore Close	Halse Road	300000037SC
nthadadm	Brackley, opp Cemetery Entrance	Halse Road	300000037HM
nthadapj	Brackley, adj Ellesmere Crescent	Bridgewater Road	300000037E
nthdppad	Brackley, nr Ellesmere Avenue	Ellesmere Road	300000037ER
nthdapd	Brackley, adj Top Station Road	Burwell Hill	300000037BU
nthdtpgd	Brackley, adj Valley Road	High Street	300000037VR
nthadatp	Brackley, adj Church Road	High Street	300000037H
nthdmjtp	Brackley, adj Market Place	High Street	300000037MT



500

Brackley - Middleton Cheney - (Chacombe) - Banbury

Stagecoach in Oxfordshire - Banbury - Brackley

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: **buctdgt 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.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

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
nthadatm	Brackley, opp Market Place	High Street	300000037G
nthadadj	Brackley, opp Church Road	High Street	300000037HI
nthdwdpg	Brackley, opp Jarvis Court	Burwell Hill	300000037JC
nthadaga	Brackley, opp Top Station Road	Burwell Hill	300000037TS
nthdwmwa	Brackley, Northampton Road (N-bound)	Northampton Road	300000037NN
nthdwmjg	Brackley, opp Jutland Drive	Poppyfields Way	300000037JT
nthdwmja	Brackley, opp Juno Crescent	Poppyfields Way	300000037OJ
nthdwmpt	Brackley, opp Local Centre	Poppyfields Way	300000037OL
nthdwmjp	Brackley, adj Sycamore Close	Halse Road	300000037SC
nthadadm	Brackley, opp Cemetery Entrance	Halse Road	300000037HM
nthadapt	Brackley, adj Ellesmere Crescent	Bridgewater Road	300000037E
nthdpjad	Brackley, nr Ellesmere Avenue	Ellesmere Road	300000037ER
nthadapd	Brackley, adj Top Station Road	Burwell Hill	300000037BU
nthdtpgd	Brackley, adj Valley Road	High Street	300000037VR
nthadatp	Brackley, adj Church Road	High Street	300000037H
nthdwdpj	Brackley, opp Winchester House	High Street	300000037OS
nthdmjtp	Brackley, adj Market Place	High Street	300000037MT
nthdmpdp	Brackley, adj Southfield Primary School	Banbury Road	300000037SF
nthadapa	Brackley, opp Westhill Avenue	Banbury Road	300000037BS
nthdmjwj	Brackley, adj Farthinghoe Close	Banbury Road	300000037PA
nthdgpjmj	Farthinghoe, o/s Almshouses	Main Road	300000615A
nthdgpww	Middleton Cheney, adj Washle Drive	Main Road	300000614LO
nthdgpja	Middleton Cheney, o/s New Inn	Main Road	300000614NI
nthdgpjm	Middleton Cheney, opp The Green	Main Road	300000614GR
nthdgpmm	Middleton Cheney, opp Library	Main Road	300000614TA
nthdgpjm	Middleton Cheney, o/s Red Lion	High Street	300000614R
nthdgpjp	Middleton Cheney, adj Rectory Lane	Chacombe Road	300000614RE
nthdgpmd	Middleton Cheney, opp Stanwell Drive	Chacombe Road	300000614SW
nthdgpdp	Middleton Cheney, Banbury Lane Crossroads (NW-bound)	Appletree Road	300000614CH
nthdgpdw	Middleton Cheney, Banbury Lane Crossroads (SW-bound)	Banbury Lane	300000614CR
nthdamgj	Chacombe, opp The Ring	Banbury Road	300000534TR
nthdamdw	Chacombe, Banbury Road (Opposite 12)	Banbury Road	300000534BR
oxfgpwwm	Grimsbury, o/s Stroud Park	Erment Way	340001461SEA
oxfgpwwm	Grimsbury, adj Priory Vale Road	Middleton Road	340001623PVR
oxfgjwd	Grimsbury, opp Tesco	Middleton Road	340001415OEA
oxfgmtpj	Grimsbury, opp Co-op	Middleton Road	340001414OPP
oxfgpjmp	Banbury Town Centre, Bus Station (Arrivals YYY)	Bus Station	340000001730



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Banbury - (Chacombe) - Middleton Cheney - Brackley

Stagecoach in Oxfordshire - Banbury - Brackley

Service Restrictions

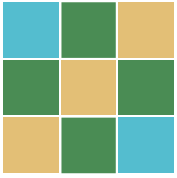
SH - Oxfordshire School Holidays

		Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo
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Sch - Oxfordshire School Day

		Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu						
2020	October					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
	November							1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
	December		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				

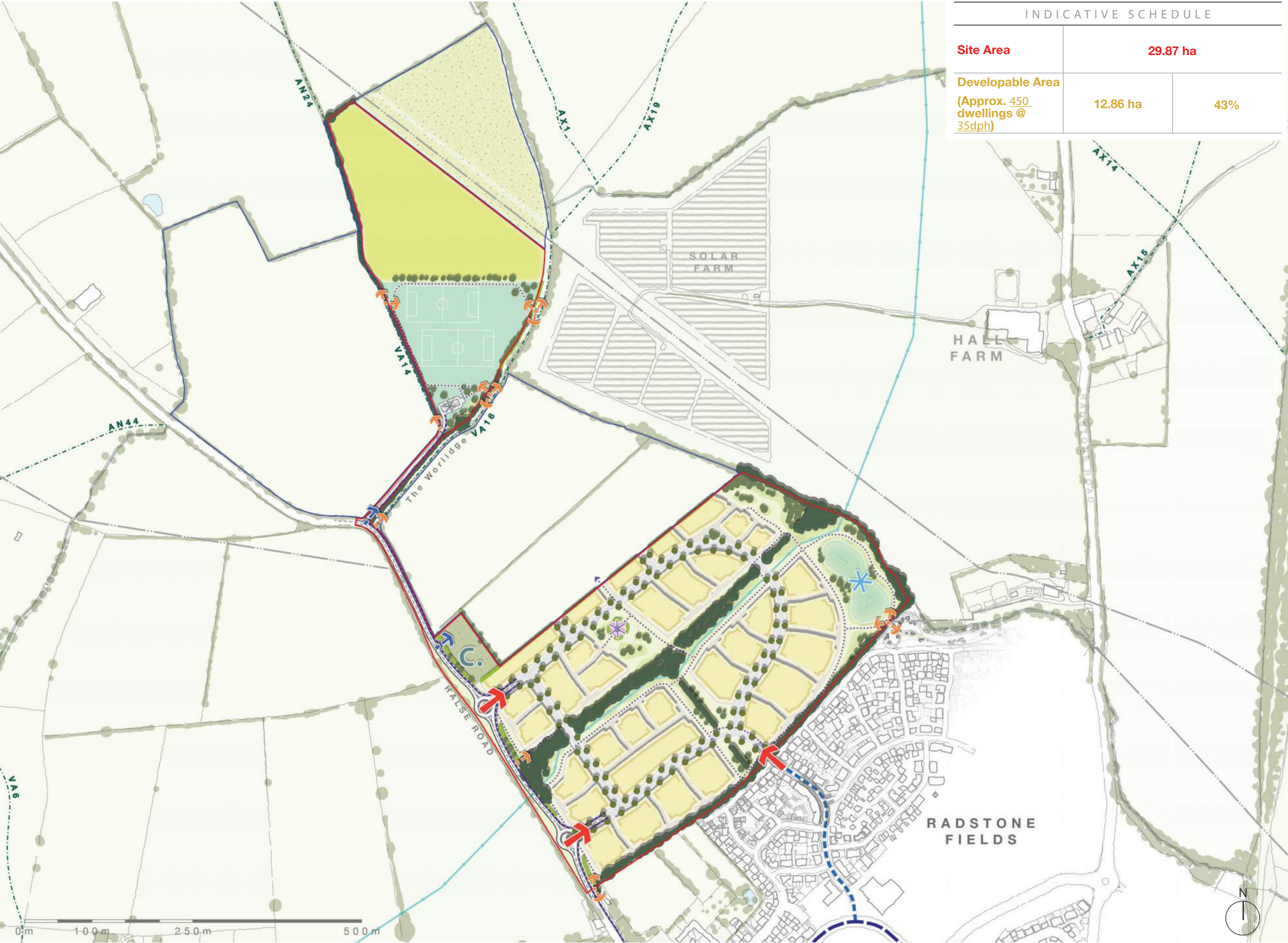
- # Days of operation
- # Mo = Monday, Tu = Tuesday, We = Wednesday, Th = Thursday, Fr = Friday
- # Sa = Saturday
- # Su = Sunday



COTSWOLD
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Appendix C

Illustrative Site Masterplan



INDICATIVE SCHEDULE		
Site Area	29.87 ha	
Developable Area (Approx. 450 dwellings @ 35dph)	12.86 ha	43%

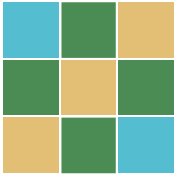
- Site Boundary
- Retained Land
- Proposed Residential Development
- Proposed Residential Frontages
- Proposed Primary Vehicular Access Points
- Proposed Secondary Vehicular Access Points
- Existing Medium Pressure Gas Main
- Existing Bus Route through Radstone Fields
- Proposed Bus Route Extension through Radstone Fields
- Existing Public Rights of Way
- Proposed Pedestrian Connections
- Proposed Footpath Along Halse Road
- Indicative Footpath / Cycle Network
- Proposed Primary Road / Bus Loop
- Existing Vegetation
- Proposed Open Space
- Call Option Recreation Land
- Land Reserved for Biodiversity Net Gain
- Formal Sports / Recreational Land
- Proposed Location of Cemetery / Allotments
- Proposed Car Park for associated Formal Sports / Recreational Land
- Proposed Children's Play Area
- Proposed Location of Attenuation Basins

Land North of Radstone Fields, Brackley

Mintondale Developments

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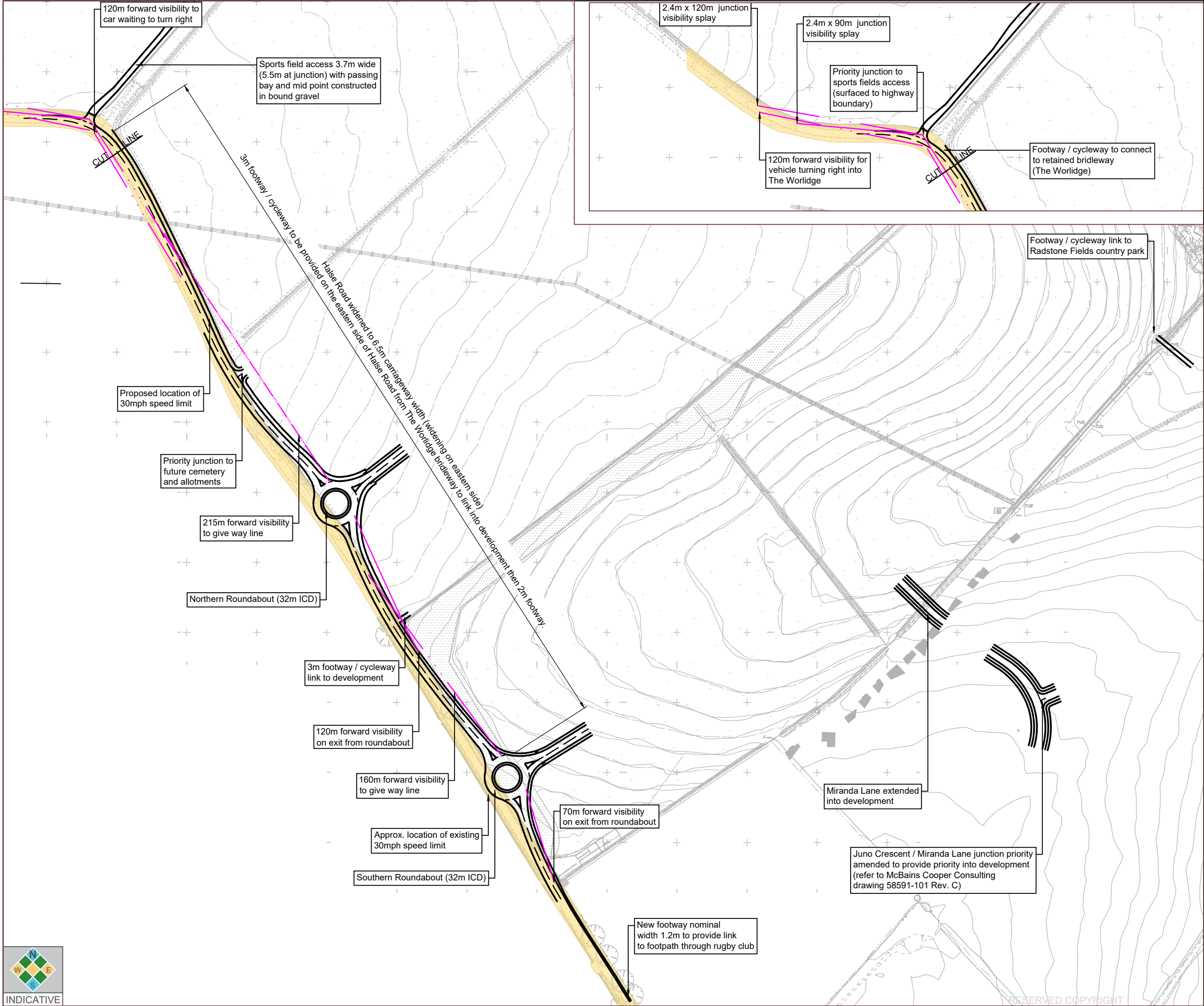
drawing no.	LB01	drawing	Illustrative Masterplan
revision	I	scale	Refer to scale bar
drawn by	CJM	checked by	AR
date	06/11/2020	job no.	462784



COTSWOLD TRANSPORT PLANNING

Appendix D

Highway Works Overview
Drawing



- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Savills Illustrative Masterplan drawing 462784/LB01 Rev. H dated 02.10.2020. The PDF file has been overlaid as closely as possible on the topographical survey using common features.
 3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

Key

Extent of adopted highway (from Northants CC record drawing dated 22/10/2020)

B	28.10.20	Sports field access layout amended following Client comments	MP	JM
A	27.10.20	Amended following internal discussions	MP	JM
Rev	Date	Details	Drawn by	Checked by



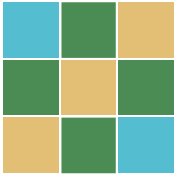
COTSWOLD
TRANSPORT
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CLIENT:
Mintondale Developments Ltd.

PROJECT:
Land North of
Radstone Fields
Brackley

TITLE:
Highway Works Overview

STATUS: INFORMATION				
SCALE @ A3: 1:2500	DATE: 26.10.20	DRAWN: MP	CHECKED: JM	APPROVED: AP
JOB NO: CTP-20-564	DRAWING NO: SK01		REVISION: B	



COTSWOLD TRANSPORT PLANNING

Appendix E

TRICS Output Report Multi
Modal Residential Private and
Affordable

Calculation Reference: AUDIT-701101-201029-1036

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days

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

Primary 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: No of Dwellings
 Actual Range: 207 to 984 (units:)
 Range Selected by User: 200 to 1000 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 24/09/19

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	4 days
Tuesday	3 days
Wednesday	3 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	9

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	9
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 10 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	5 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	3 days
75,001 to 100,000	3 days
125,001 to 250,000	4 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	4 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
No	6 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	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES	DERBYSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
2	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
3	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
4	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
5	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
6	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
7	NF-03-A-09 ROUND HOUSE WAY NORWICH CRINGLEFORD	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	984	
	Survey date: TUESDAY	24/09/19	Survey Type: MANUAL
8	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>	DETACHED & SEMI -DETACHED	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
10	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 918 <i>Survey date: TUESDAY 02/04/19</i>	MIXED HOUSES	WEST SUSSEX	<i>Survey Type: MANUAL</i>

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	10	430	0.071	10	430	0.304	10	430	0.375
08:00 - 09:00	10	430	0.135	10	430	0.381	10	430	0.516
09:00 - 10:00	10	430	0.130	10	430	0.158	10	430	0.288
10:00 - 11:00	10	430	0.101	10	430	0.123	10	430	0.224
11:00 - 12:00	10	430	0.111	10	430	0.116	10	430	0.227
12:00 - 13:00	10	430	0.136	10	430	0.136	10	430	0.272
13:00 - 14:00	10	430	0.133	10	430	0.126	10	430	0.259
14:00 - 15:00	10	430	0.155	10	430	0.158	10	430	0.313
15:00 - 16:00	10	430	0.228	10	430	0.164	10	430	0.392
16:00 - 17:00	10	430	0.267	10	430	0.158	10	430	0.425
17:00 - 18:00	10	430	0.354	10	430	0.159	10	430	0.513
18:00 - 19:00	10	430	0.312	10	430	0.163	10	430	0.475
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.133			2.146			4.279

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

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

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Parameter summary

Trip rate parameter range selected:	207 - 984 (units:)
Survey date range:	01/01/12 - 24/09/19
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	10	430	0.003	10	430	0.005	10	430	0.008
08:00 - 09:00	10	430	0.004	10	430	0.013	10	430	0.017
09:00 - 10:00	10	430	0.001	10	430	0.003	10	430	0.004
10:00 - 11:00	10	430	0.001	10	430	0.002	10	430	0.003
11:00 - 12:00	10	430	0.001	10	430	0.002	10	430	0.003
12:00 - 13:00	10	430	0.002	10	430	0.002	10	430	0.004
13:00 - 14:00	10	430	0.001	10	430	0.001	10	430	0.002
14:00 - 15:00	10	430	0.002	10	430	0.002	10	430	0.004
15:00 - 16:00	10	430	0.004	10	430	0.002	10	430	0.006
16:00 - 17:00	10	430	0.010	10	430	0.005	10	430	0.015
17:00 - 18:00	10	430	0.008	10	430	0.005	10	430	0.013
18:00 - 19:00	10	430	0.006	10	430	0.006	10	430	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.048			0.091

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	10	430	0.010	10	430	0.034	10	430	0.044
08:00 - 09:00	10	430	0.022	10	430	0.082	10	430	0.104
09:00 - 10:00	10	430	0.014	10	430	0.020	10	430	0.034
10:00 - 11:00	10	430	0.014	10	430	0.018	10	430	0.032
11:00 - 12:00	10	430	0.013	10	430	0.012	10	430	0.025
12:00 - 13:00	10	430	0.014	10	430	0.010	10	430	0.024
13:00 - 14:00	10	430	0.016	10	430	0.016	10	430	0.032
14:00 - 15:00	10	430	0.022	10	430	0.022	10	430	0.044
15:00 - 16:00	10	430	0.057	10	430	0.021	10	430	0.078
16:00 - 17:00	10	430	0.041	10	430	0.013	10	430	0.054
17:00 - 18:00	10	430	0.031	10	430	0.021	10	430	0.052
18:00 - 19:00	10	430	0.033	10	430	0.030	10	430	0.063
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.287			0.299			0.586

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	10	430	0.002	10	430	0.026	10	430	0.028
08:00 - 09:00	10	430	0.002	10	430	0.027	10	430	0.029
09:00 - 10:00	10	430	0.004	10	430	0.011	10	430	0.015
10:00 - 11:00	10	430	0.004	10	430	0.008	10	430	0.012
11:00 - 12:00	10	430	0.003	10	430	0.008	10	430	0.011
12:00 - 13:00	10	430	0.005	10	430	0.004	10	430	0.009
13:00 - 14:00	10	430	0.006	10	430	0.005	10	430	0.011
14:00 - 15:00	10	430	0.009	10	430	0.005	10	430	0.014
15:00 - 16:00	10	430	0.019	10	430	0.008	10	430	0.027
16:00 - 17:00	10	430	0.027	10	430	0.005	10	430	0.032
17:00 - 18:00	10	430	0.020	10	430	0.004	10	430	0.024
18:00 - 19:00	10	430	0.017	10	430	0.006	10	430	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.118			0.117			0.235

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	10	430	0.107	10	430	0.513	10	430	0.620
08:00 - 09:00	10	430	0.203	10	430	0.774	10	430	0.977
09:00 - 10:00	10	430	0.194	10	430	0.266	10	430	0.460
10:00 - 11:00	10	430	0.161	10	430	0.212	10	430	0.373
11:00 - 12:00	10	430	0.174	10	430	0.198	10	430	0.372
12:00 - 13:00	10	430	0.217	10	430	0.208	10	430	0.425
13:00 - 14:00	10	430	0.210	10	430	0.205	10	430	0.415
14:00 - 15:00	10	430	0.253	10	430	0.252	10	430	0.505
15:00 - 16:00	10	430	0.485	10	430	0.265	10	430	0.750
16:00 - 17:00	10	430	0.535	10	430	0.259	10	430	0.794
17:00 - 18:00	10	430	0.618	10	430	0.264	10	430	0.882
18:00 - 19:00	10	430	0.544	10	430	0.301	10	430	0.845
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.701			3.717			7.418

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.

Calculation Reference: AUDIT-701101-201029-1042

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days

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

Primary 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: No of Dwellings
 Actual Range: 15 to 54 (units:)
 Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/09/13

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	1 days
Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3

4 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

5,001 to 10,000 1 days

10,001 to 15,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

5,001 to 25,000 1 days

75,001 to 100,000 2 days

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days

1.1 to 1.5 1 days

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

Travel Plan:

No

4 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

4 days

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

LIST OF SITES relevant to selection parameters

1	LC-03-B-02 BILLINGE STREET BLACKBURN	SEMI DETACHED/TERRACED		LANCASHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		15	
	Survey date: MONDAY		10/06/13	Survey Type: MANUAL
2	MS-03-B-01 TARBOCK ROAD LIVERPOOL SPEKE	TERRACED		MERSEYSIDE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	Survey date: TUESDAY		18/06/13	Survey Type: MANUAL
3	WY-03-B-02 WHITEACRE STREET HUDDERSFIELD DEIGHTON	MIXED HOUSES		WEST YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		54	
	Survey date: TUESDAY		17/09/13	Survey Type: MANUAL
4	WY-03-B-03 LINCOLN GREEN ROAD LEEDS	TERRACED HOUSES		WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings:		29	
	Survey date: THURSDAY		19/09/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	29	0.079	4	29	0.096	4	29	0.175
08:00 - 09:00	4	29	0.175	4	29	0.351	4	29	0.526
09:00 - 10:00	4	29	0.246	4	29	0.254	4	29	0.500
10:00 - 11:00	4	29	0.167	4	29	0.184	4	29	0.351
11:00 - 12:00	4	29	0.123	4	29	0.132	4	29	0.255
12:00 - 13:00	4	29	0.167	4	29	0.149	4	29	0.316
13:00 - 14:00	4	29	0.114	4	29	0.114	4	29	0.228
14:00 - 15:00	4	29	0.175	4	29	0.158	4	29	0.333
15:00 - 16:00	4	29	0.228	4	29	0.237	4	29	0.465
16:00 - 17:00	4	29	0.140	4	29	0.184	4	29	0.324
17:00 - 18:00	4	29	0.211	4	29	0.175	4	29	0.386
18:00 - 19:00	4	29	0.167	4	29	0.096	4	29	0.263
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.992			2.130			4.122

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

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

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Parameter summary

Trip rate parameter range selected:	15 - 54 (units:)
Survey date range:	01/01/12 - 19/09/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	29	0.000	4	29	0.000	4	29	0.000
08:00 - 09:00	4	29	0.009	4	29	0.026	4	29	0.035
09:00 - 10:00	4	29	0.009	4	29	0.018	4	29	0.027
10:00 - 11:00	4	29	0.018	4	29	0.000	4	29	0.018
11:00 - 12:00	4	29	0.000	4	29	0.000	4	29	0.000
12:00 - 13:00	4	29	0.000	4	29	0.000	4	29	0.000
13:00 - 14:00	4	29	0.000	4	29	0.000	4	29	0.000
14:00 - 15:00	4	29	0.000	4	29	0.009	4	29	0.009
15:00 - 16:00	4	29	0.026	4	29	0.009	4	29	0.035
16:00 - 17:00	4	29	0.000	4	29	0.009	4	29	0.009
17:00 - 18:00	4	29	0.009	4	29	0.000	4	29	0.009
18:00 - 19:00	4	29	0.000	4	29	0.000	4	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	29	0.035	4	29	0.088	4	29	0.123
08:00 - 09:00	4	29	0.096	4	29	0.526	4	29	0.622
09:00 - 10:00	4	29	0.140	4	29	0.149	4	29	0.289
10:00 - 11:00	4	29	0.140	4	29	0.175	4	29	0.315
11:00 - 12:00	4	29	0.158	4	29	0.219	4	29	0.377
12:00 - 13:00	4	29	0.246	4	29	0.158	4	29	0.404
13:00 - 14:00	4	29	0.114	4	29	0.105	4	29	0.219
14:00 - 15:00	4	29	0.184	4	29	0.246	4	29	0.430
15:00 - 16:00	4	29	0.570	4	29	0.333	4	29	0.903
16:00 - 17:00	4	29	0.132	4	29	0.228	4	29	0.360
17:00 - 18:00	4	29	0.325	4	29	0.307	4	29	0.632
18:00 - 19:00	4	29	0.175	4	29	0.193	4	29	0.368
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.315			2.727				5.042

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	29	0.000	4	29	0.009	4	29	0.009
08:00 - 09:00	4	29	0.000	4	29	0.070	4	29	0.070
09:00 - 10:00	4	29	0.009	4	29	0.044	4	29	0.053
10:00 - 11:00	4	29	0.000	4	29	0.009	4	29	0.009
11:00 - 12:00	4	29	0.009	4	29	0.000	4	29	0.009
12:00 - 13:00	4	29	0.009	4	29	0.000	4	29	0.009
13:00 - 14:00	4	29	0.026	4	29	0.000	4	29	0.026
14:00 - 15:00	4	29	0.009	4	29	0.009	4	29	0.018
15:00 - 16:00	4	29	0.053	4	29	0.009	4	29	0.062
16:00 - 17:00	4	29	0.000	4	29	0.009	4	29	0.009
17:00 - 18:00	4	29	0.044	4	29	0.000	4	29	0.044
18:00 - 19:00	4	29	0.009	4	29	0.000	4	29	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.168			0.159			0.327

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL TOTAL PEOPLE

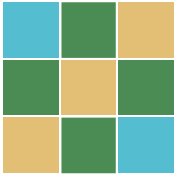
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	29	0.132	4	29	0.254	4	29	0.386
08:00 - 09:00	4	29	0.342	4	29	1.184	4	29	1.526
09:00 - 10:00	4	29	0.509	4	29	0.570	4	29	1.079
10:00 - 11:00	4	29	0.404	4	29	0.482	4	29	0.886
11:00 - 12:00	4	29	0.316	4	29	0.395	4	29	0.711
12:00 - 13:00	4	29	0.474	4	29	0.360	4	29	0.834
13:00 - 14:00	4	29	0.281	4	29	0.254	4	29	0.535
14:00 - 15:00	4	29	0.456	4	29	0.491	4	29	0.947
15:00 - 16:00	4	29	1.132	4	29	0.746	4	29	1.878
16:00 - 17:00	4	29	0.377	4	29	0.544	4	29	0.921
17:00 - 18:00	4	29	0.667	4	29	0.570	4	29	1.237
18:00 - 19:00	4	29	0.430	4	29	0.351	4	29	0.781
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.520			6.201			11.721

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.

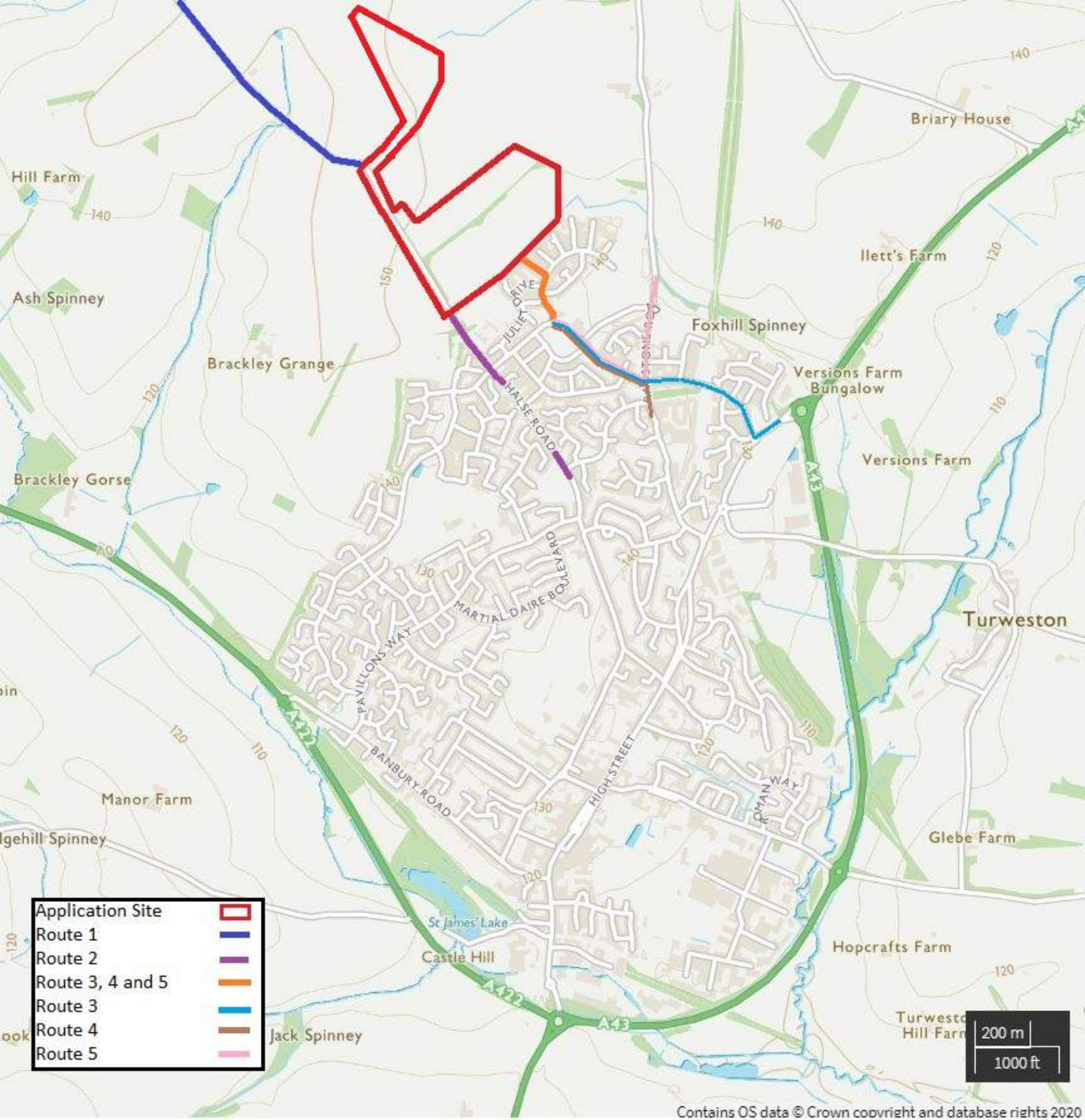
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



COTSWOLD
TRANSPORT
PLANNING

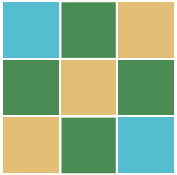
Appendix F

Trip Assignment Route Map



- | | |
|------------------|--|
| Application Site | |
| Route 1 | |
| Route 2 | |
| Route 3, 4 and 5 | |
| Route 3 | |
| Route 4 | |
| Route 5 | |

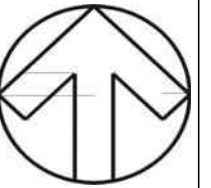
200 m
1000 ft



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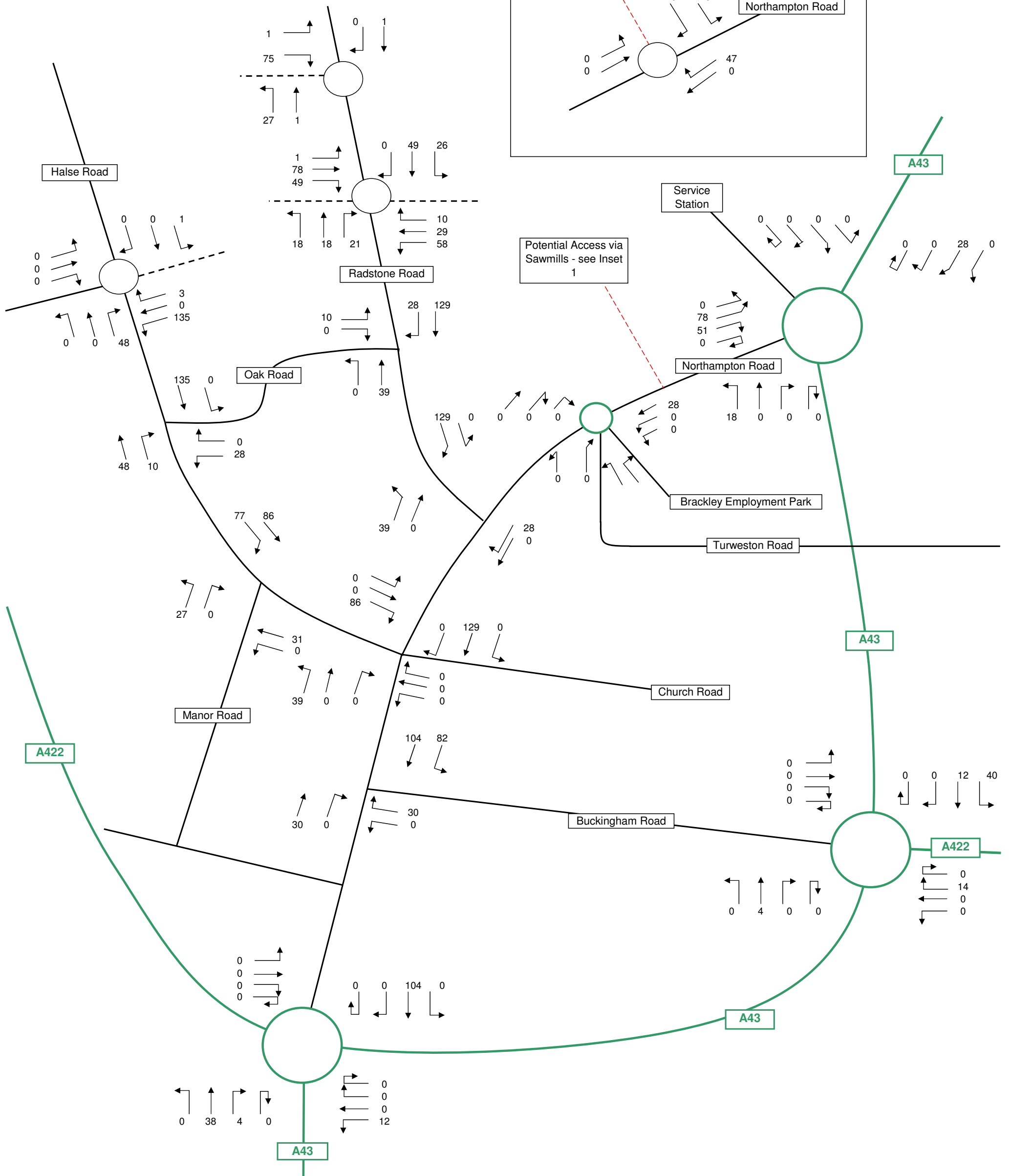
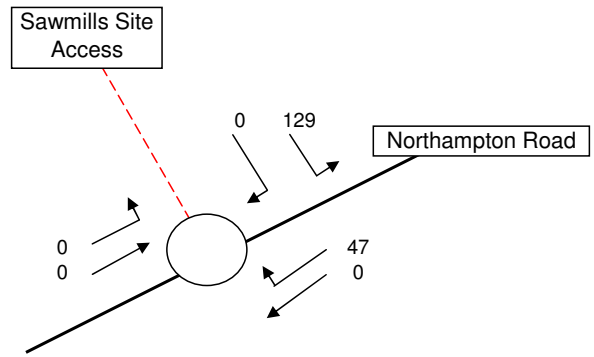
Appendix G

Radstone Fields Traffic Flow
Diagrams

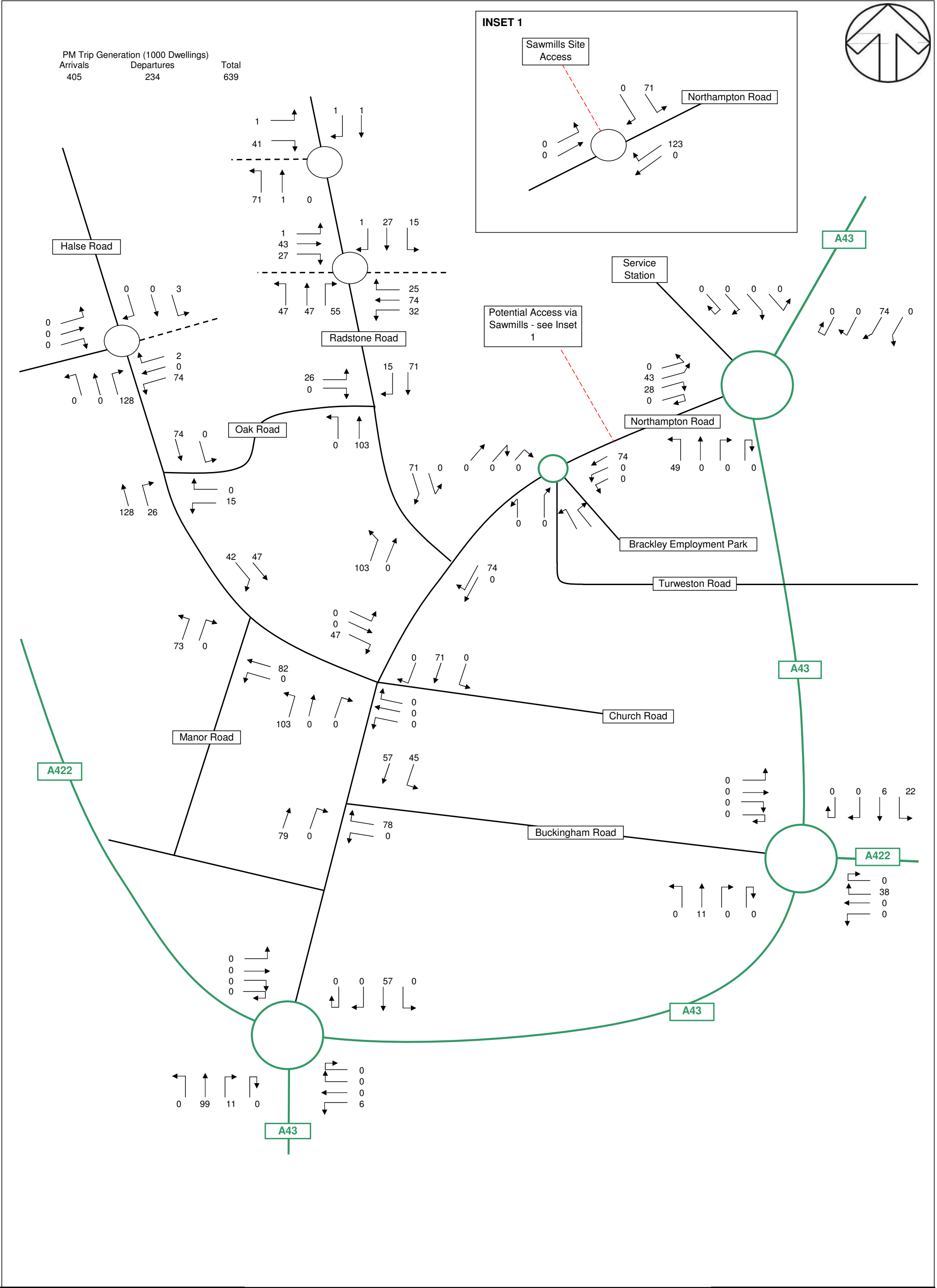


AM Trip Generation (1000 Dwellings)
Arrivals 153
Departures 426
Total 579

INSET 1



V:\Cad\Excel\Traffic Flows\A3 Landscape frame.xls



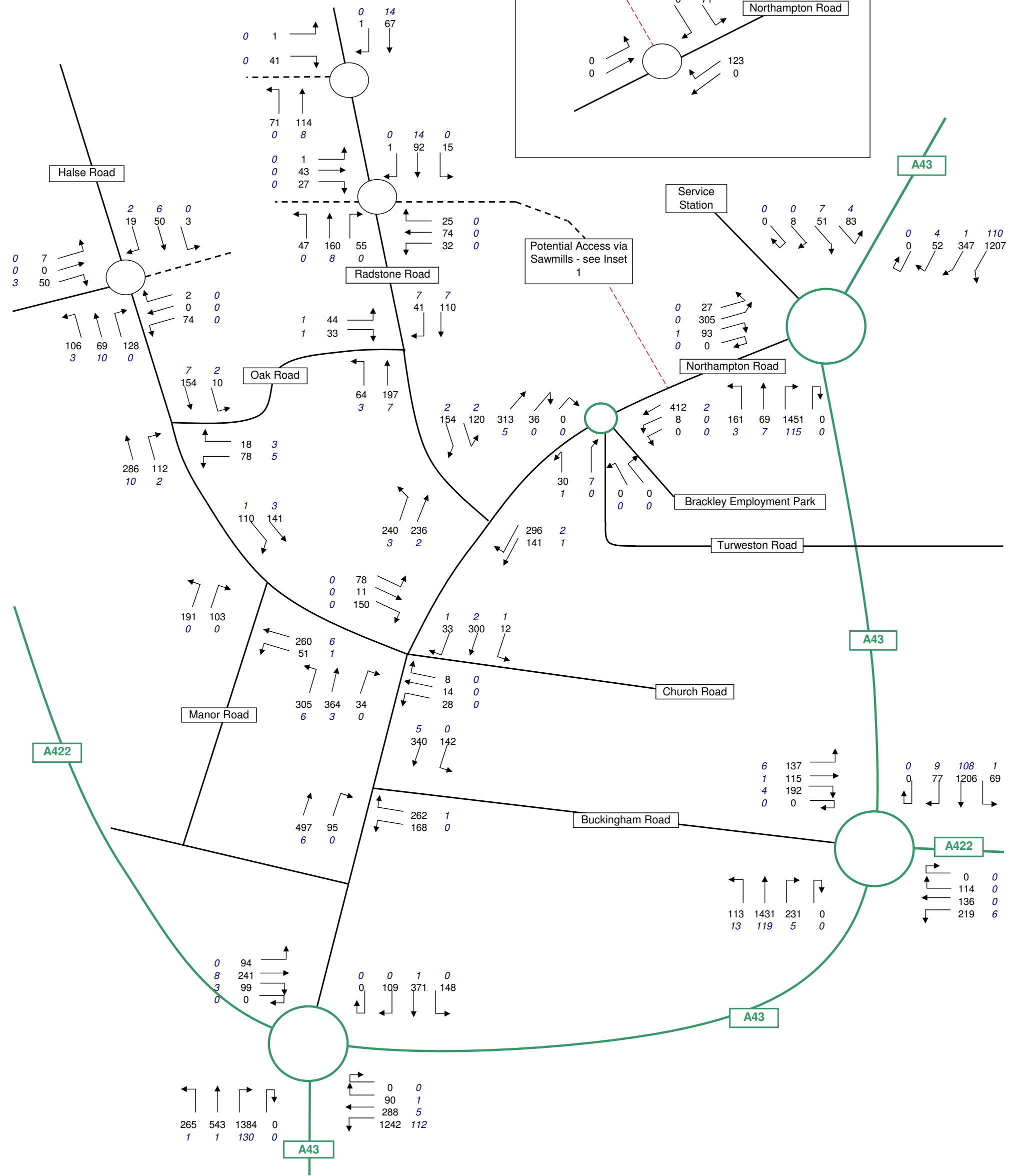
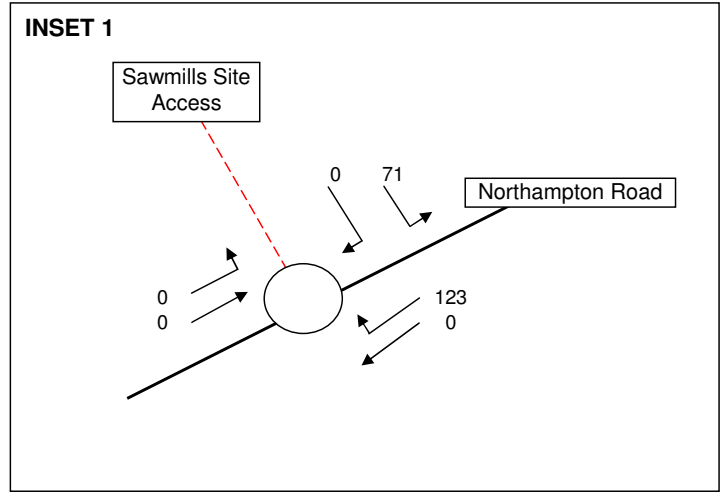
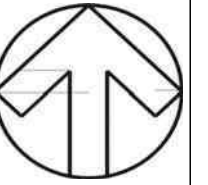
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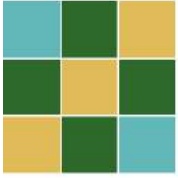
SENSITIVITY TEST

Full Development (with access via Sawmills) Traffic Flows

PM Peak Hour

FIGURE No: 58





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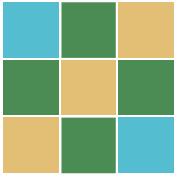
Office locations in:
Bedford
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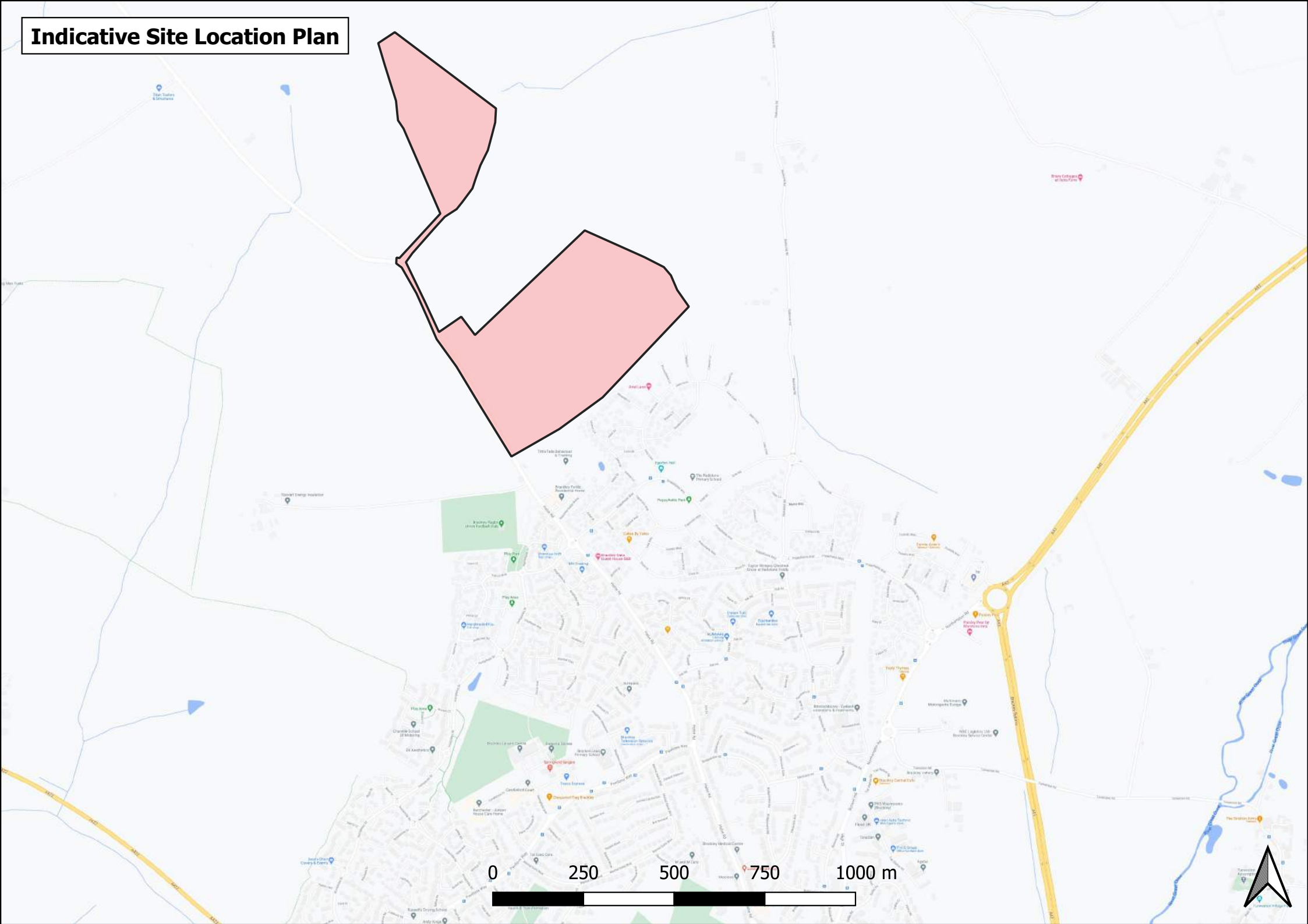


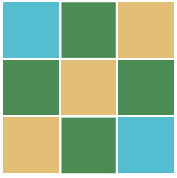
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Appendix B

Indicative Site Location Plan

Indicative Site Location Plan





COTSWOLD TRANSPORT PLANNING

Appendix C

Local Highway Network Plan and
Site Access Location

Proposed Site Access Points

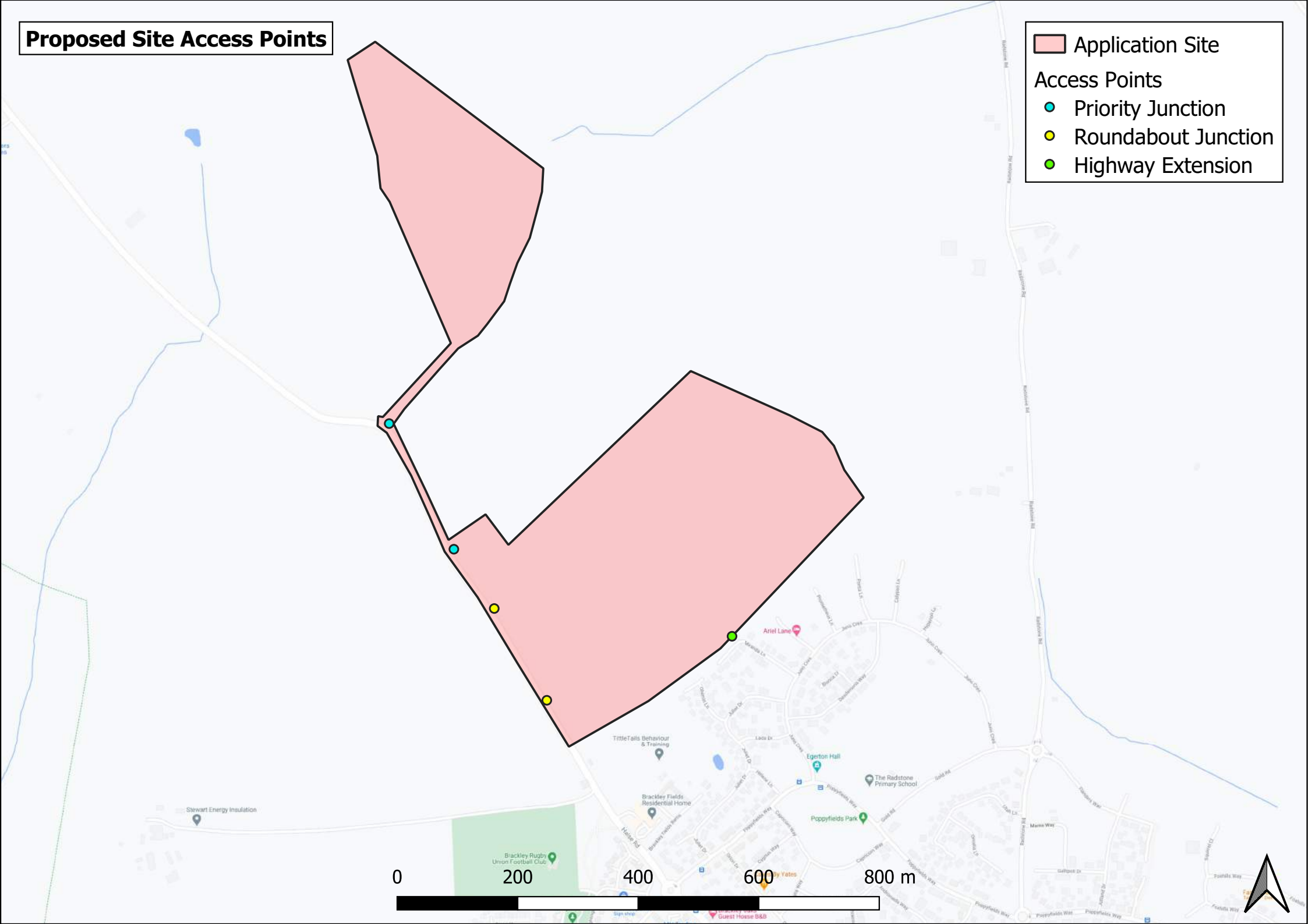
Application Site

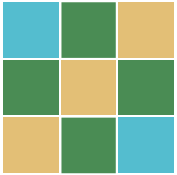
Access Points

Priority Junction

Roundabout Junction

Highway Extension





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Appendix D

Traffic Survey Data

Brackley ATC, Halse Road

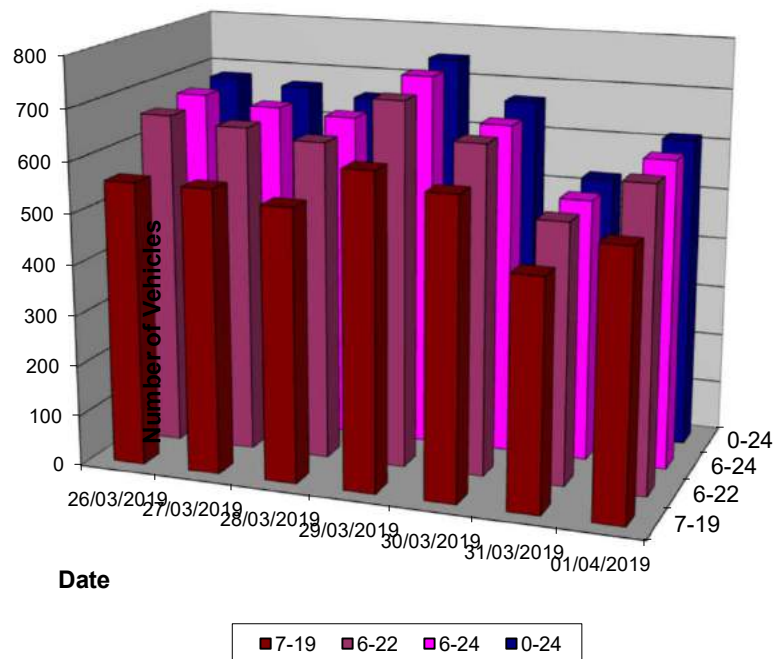
Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday	5 Day Ave	7 Day Ave
1	4	3	2	0	12	3	1	2	4
2	0	0	0	0	0	3	0	0	0
3	3	1	1	1	0	0	0	1	1
4	0	0	2	2	1	0	1	1	1
5	0	3	1	1	2	1	3	2	2
6	2	7	4	4	2	0	2	4	3
7	13	11	13	19	7	3	11	13	11
8	43	50	45	36	19	9	36	42	34
9	79	81	80	76	26	11	72	78	61
10	53	55	50	68	63	18	33	52	49
11	35	28	42	36	67	23	43	37	39
12	36	39	21	46	79	58	21	33	43
13	48	34	44	61	54	61	44	46	49
14	32	34	25	47	47	70	31	34	41
15	40	38	45	32	54	38	32	37	40
16	39	37	29	36	40	50	39	36	39
17	37	38	35	47	42	34	40	39	39
18	70	75	74	83	50	47	83	77	69
19	47	50	47	49	45	32	46	48	45
20	33	34	28	43	21	28	34	34	32
21	35	22	37	19	14	18	21	27	24
22	18	19	12	19	19	13	11	16	16
23	10	8	18	12	3	4	6	11	9
24	4	3	1	8	2	1	4	4	3
7-19	559	559	537	617	586	451	520	558	547
6-22	658	645	627	717	647	513	597	649	629
6-24	672	656	646	737	652	518	607	664	641
0-24	681	670	656	745	669	525	614	673	651

Vehicle Flow (Channel 1)



Brackley ATC, Halse Road

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday
1	38.6	41.3	43.0	-	42.2	43.0	33.0
2	-	-	-	-	-	46.3	-
3	36.3	48.0	43.0	48.0	-	-	-
4	-	-	35.5	45.5	43.0	-	48.0
5	-	35.5	38.0	43.0	45.5	43.0	44.7
6	40.5	36.6	34.9	33.6	35.5	-	40.5
7	41.5	38.0	44.2	42.7	33.0	44.7	39.6
8	43.5	40.0	41.9	40.0	36.8	32.1	40.2
9	42.5	40.9	42.0	37.3	39.1	34.6	41.0
10	40.2	38.8	38.9	35.9	41.5	39.4	41.3
11	41.4	34.7	38.3	39.2	40.7	38.8	40.8
12	38.8	40.1	39.7	37.0	40.2	37.7	39.3
13	36.9	33.4	38.9	38.9	41.1	41.4	40.7
14	39.9	38.3	37.6	39.1	40.1	41.0	37.7
15	39.1	37.9	39.6	40.1	40.0	38.6	39.8
16	40.6	40.8	39.5	41.0	37.6	39.5	40.7
17	41.5	42.1	42.4	40.8	40.4	39.4	41.6
18	41.6	40.1	43.1	41.6	39.8	41.8	41.2
19	37.3	41.1	39.2	39.6	40.6	40.7	41.9
20	40.5	38.7	40.3	39.9	41.8	42.3	41.5
21	39.9	39.1	39.8	43.5	47.5	41.6	40.0
22	41.1	41.4	42.2	43.0	38.7	39.9	36.6
23	43.2	41.8	39.7	38.8	41.3	41.8	39.2
24	45.5	36.3	43.0	41.1	43.0	38.0	46.8
10-12	40.0	37.9	38.7	38.0	40.5	38.0	40.3
14-16	39.9	39.4	39.5	40.6	39.0	39.1	40.3
0-24	40.5	39.4	40.5	39.5	40.3	40.0	40.7

Average 40.1

Channel 1 - Northbound

85th Percentile

Hr Ending	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday
1	43.7	48.5	48.0	-	53.4	48.5	-
2	-	-	-	-	-	53.7	-
3	43.5	-	-	-	-	-	-
4	-	-	38.4	48.6	-	-	-
5	-	43.6	-	-	48.2	-	48.3
6	43.6	48.6	43.9	43.4	38.5	-	43.9
7	48.3	43.3	54.0	48.1	43.3	53.8	48.8
8	48.3	48.3	48.4	48.6	43.6	38.1	48.3
9	48.8	48.8	48.3	43.7	48.5	43.2	48.7
10	43.0	48.8	43.2	48.9	48.2	48.7	43.3
11	48.8	43.6	48.2	48.8	43.9	48.5	48.1
12	48.8	49.0	43.6	43.0	48.7	48.4	43.0
13	43.7	43.9	43.4	48.5	48.5	48.1	48.3
14	48.0	43.2	43.4	48.9	48.4	48.7	43.8
15	48.4	48.7	48.7	48.4	48.1	43.9	48.3
16	48.9	49.0	48.3	48.7	43.8	43.5	48.2
17	48.8	48.2	48.6	48.5	43.5	48.1	48.5
18	48.4	48.5	48.2	53.5	43.8	48.8	53.3
19	44.0	48.1	48.2	48.5	48.6	48.4	53.3
20	43.9	49.0	48.6	48.4	48.8	53.5	43.0
21	48.1	48.7	48.1	48.4	53.0	43.5	43.5
22	48.9	48.0	53.5	48.3	43.2	48.2	48.2
23	58.4	43.6	43.9	43.1	48.1	48.3	48.9
24	58.5	38.1	-	48.2	48.1	-	53.6
10-12	48.8	48.1	48.8	44.0	48.3	48.6	48.8
14-16	48.1	48.8	48.4	48.1	43.1	43.2	48.9
0-24	48.6	48.3	48.3	48.4	48.0	48.9	48.3

85th %ile 48.4

Brackley ATC, Halse Road

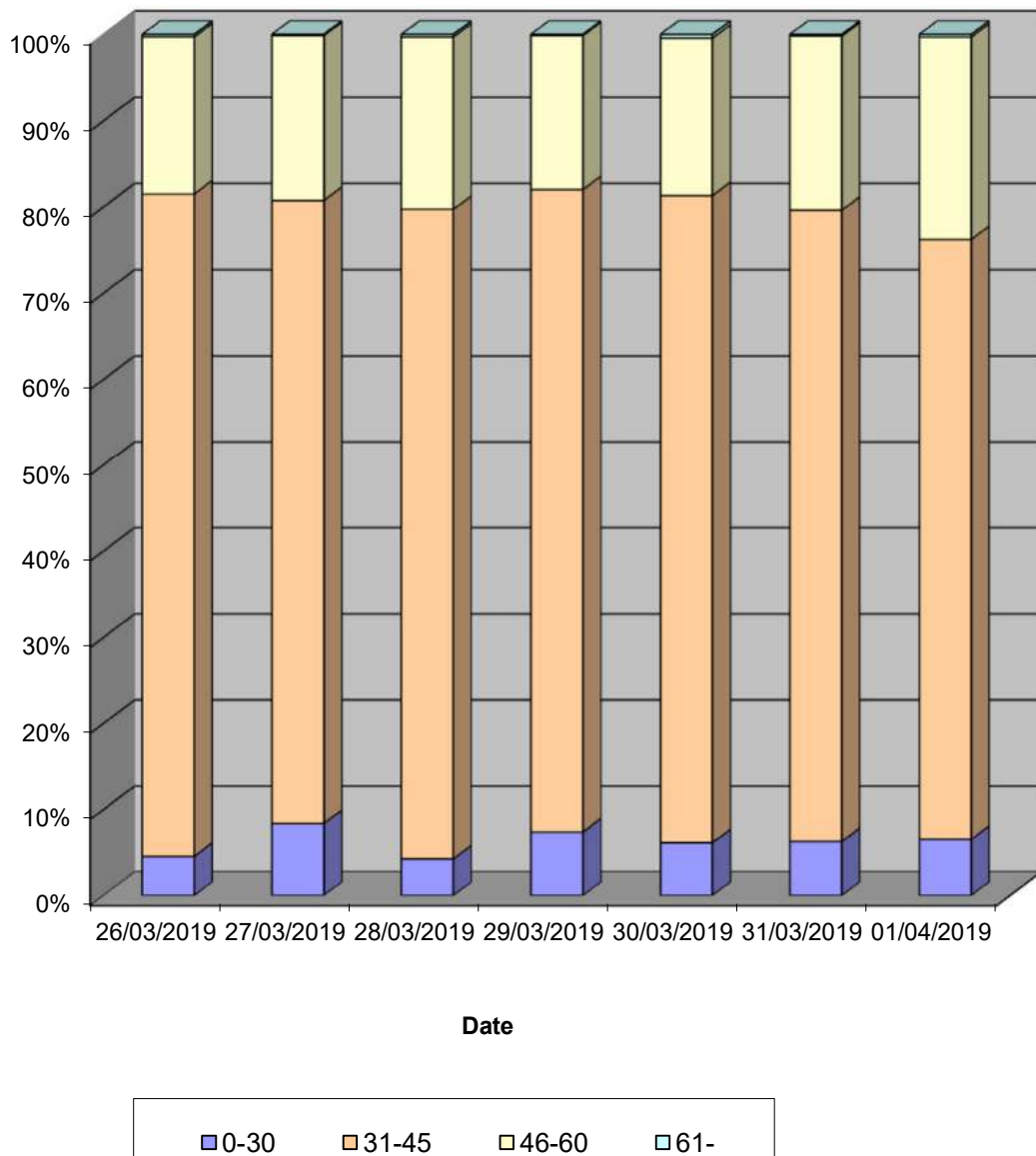
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday
0-30	31	56	28	55	41	33	40
31-45	524	485	495	556	503	385	428
46-60	124	128	131	133	122	106	144
61-	2	1	2	1	3	1	2
TOTAL	681	670	656	745	669	525	614

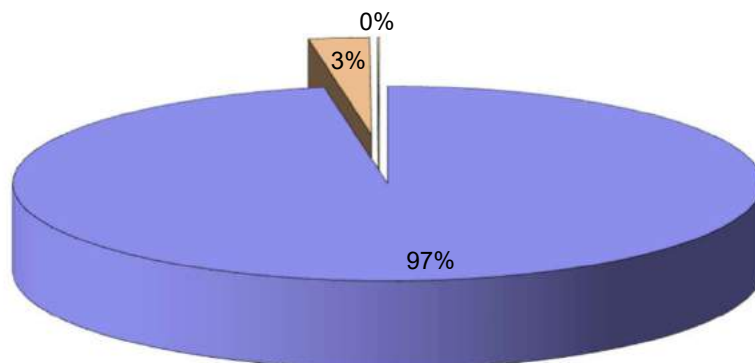
Speed Summary (MPH)



Brackley ATC, Halse Road

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
26/03/2019				
7-19	536	22	1	559
6-22	631	26	1	658
6-24	643	28	1	672
0-24	652	28	1	681
27/03/2019				
7-19	540	19	0	559
6-22	624	21	0	645
6-24	635	21	0	656
0-24	647	23	0	670
28/03/2019				
7-19	518	18	1	537
6-22	606	20	1	627
6-24	625	20	1	646
0-24	635	20	1	656
29/03/2019				
7-19	598	19	0	617
6-22	697	20	0	717
6-24	717	20	0	737
0-24	725	20	0	745
30/03/2019				
7-19	580	6	0	586
6-22	641	6	0	647
6-24	646	6	0	652
0-24	663	6	0	669
31/03/2019				
7-19	448	3	0	451
6-22	510	3	0	513
6-24	515	3	0	518
0-24	522	3	0	525
01/04/2019				
7-19	501	17	2	520
6-22	576	19	2	597
6-24	586	19	2	607
0-24	593	19	2	614
Average				
7-19	532	15	1	547
6-22	612	16	1	629
6-24	624	17	1	641
0-24	634	17	1	651

Total Vehicle Class Distribution



Brackley ATC, Halse Road

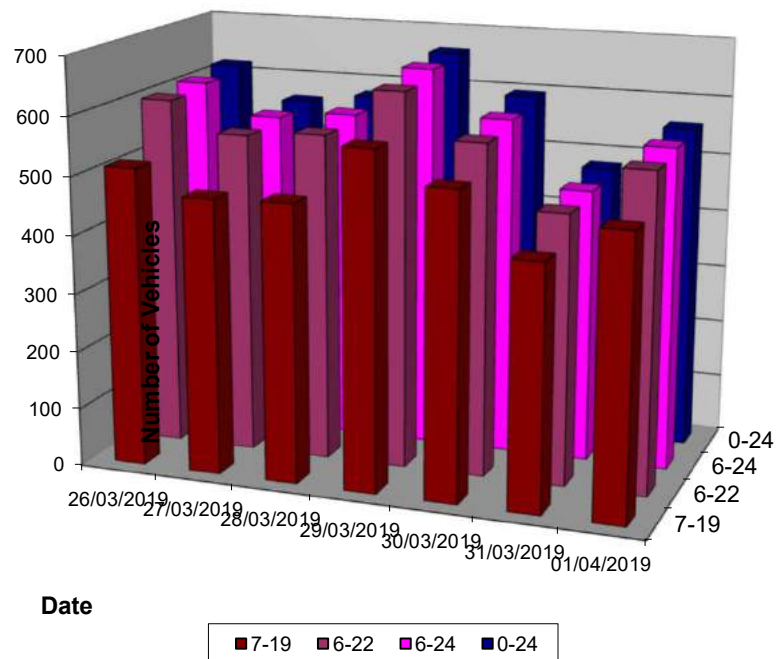
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday	5 Day Ave	7 Day Ave
1	2	1	3	1	6	2	0	1	2
2	0	0	0	0	0	2	1	0	0
3	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	2	0	0	1
5	0	0	0	1	2	0	1	0	1
6	5	3	4	4	7	3	3	4	4
7	23	20	17	17	9	2	13	18	14
8	22	26	24	27	22	7	19	24	21
9	69	61	54	67	30	13	57	62	50
10	49	49	53	49	53	38	54	51	49
11	37	34	44	45	48	23	25	37	37
12	33	27	29	37	44	40	26	30	34
13	40	22	25	36	82	33	35	32	39
14	35	39	27	47	49	33	37	37	38
15	36	22	25	37	37	45	29	30	33
16	35	28	37	57	53	53	33	38	42
17	37	41	44	52	33	53	46	44	44
18	67	64	63	80	35	53	69	69	62
19	53	59	51	41	35	27	49	51	45
20	48	30	25	24	20	24	32	32	29
21	10	18	23	14	10	16	16	16	15
22	8	11	20	12	7	2	3	11	9
23	6	4	8	8	7	4	6	6	6
24	1	2	1	7	6	3	3	3	3
7-19	513	472	476	575	521	418	479	503	493
6-22	602	551	561	642	567	462	543	580	561
6-24	609	557	570	657	580	469	552	589	571
0-24	618	561	577	663	595	478	557	595	578

Vehicle Flow (Channel 2)



Brackley ATC, Halse Road

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday
1	38.0	48.0	46.3	48.0	42.2	45.5	-
2	-	-	-	-	-	38.0	38.0
3	-	-	-	-	-	-	-
4	38.0	-	-	-	-	38.0	-
5	-	-	-	43.0	38.0	-	53.0
6	29.0	28.8	28.0	29.9	40.1	38.0	41.3
7	36.5	37.2	37.1	37.9	37.7	40.5	38.2
8	37.1	35.9	38.9	38.4	37.1	31.2	36.4
9	41.2	38.8	39.1	36.8	39.4	34.7	38.2
10	39.7	35.3	37.7	36.0	39.5	37.0	38.3
11	37.9	37.1	37.1	38.3	39.3	36.4	37.0
12	39.2	36.1	37.7	37.5	39.2	35.3	36.7
13	34.0	36.2	39.3	38.6	38.0	37.8	35.9
14	35.2	35.8	34.9	38.4	36.6	36.8	36.9
15	36.2	36.8	38.0	35.7	39.4	38.6	37.5
16	35.7	38.5	38.3	38.6	37.5	39.2	37.6
17	38.5	41.0	38.3	39.6	36.5	37.8	38.4
18	40.4	36.0	40.9	38.9	38.9	37.7	39.6
19	40.1	40.1	38.9	39.3	39.1	41.2	39.5
20	37.9	37.0	36.9	37.2	38.5	40.7	38.3
21	42.0	36.1	37.1	39.1	39.2	38.2	38.0
22	38.6	38.9	40.8	40.1	37.3	40.5	39.7
23	38.4	38.0	36.1	44.9	35.9	39.2	41.3
24	53.0	34.2	43.0	40.1	40.1	39.7	38.0

10-12	38.5	36.7	37.3	37.9	39.3	35.7	36.8
14-16	36.0	37.8	38.2	37.5	38.2	38.9	37.6
0-24	38.3	37.4	38.3	38.1	38.4	37.9	38.1

Average	38.1
---------	------

Channel 2 - Southbound

85th Percentile

Hr Ending	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday
1	38.5	-	53.6	-	48.9	53.7	-
2	-	-	-	-	-	43.1	-
3	-	-	-	-	-	-	-
4	38.1	-	-	-	-	38.8	-
5	-	-	-	-	43.1	-	-
6	43.6	38.3	43.4	38.2	48.6	43.7	53.2
7	43.4	38.5	43.9	43.5	43.3	43.5	43.5
8	44.0	43.4	43.5	43.7	43.1	33.2	43.4
9	43.1	43.7	48.2	43.8	43.2	43.2	43.1
10	43.9	38.2	43.7	43.4	43.1	43.3	43.3
11	43.6	43.4	43.7	43.9	48.4	43.8	43.6
12	43.3	48.5	43.6	43.7	44.0	38.1	43.8
13	43.1	43.8	43.8	43.1	43.5	43.5	43.5
14	43.5	38.5	43.2	43.6	43.5	43.8	43.2
15	43.2	43.4	43.8	43.7	49.0	43.8	43.9
16	44.0	43.5	43.2	48.0	43.2	43.3	43.4
17	43.1	43.2	44.0	48.4	43.4	44.0	43.3
18	43.0	43.6	43.1	43.4	43.4	43.8	48.8
19	48.3	48.5	48.1	43.3	43.3	48.7	43.2
20	43.5	43.7	43.8	44.0	43.5	48.9	43.4
21	48.9	43.9	43.4	43.8	43.1	43.9	43.2
22	43.5	43.4	43.5	43.7	38.5	43.4	48.9
23	53.4	43.3	38.1	53.4	39.0	48.1	43.6
24	-	43.3	-	43.7	58.6	44.0	43.4

10-12	43.8	48.2	43.2	43.3	48.9	43.8	43.4
14-16	43.7	43.5	43.0	43.4	43.7	43.7	43.9
0-24	43.7	43.2	43.7	43.4	43.4	43.4	43.6

85th %ile	43.5
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Brackley ATC, Halse Road

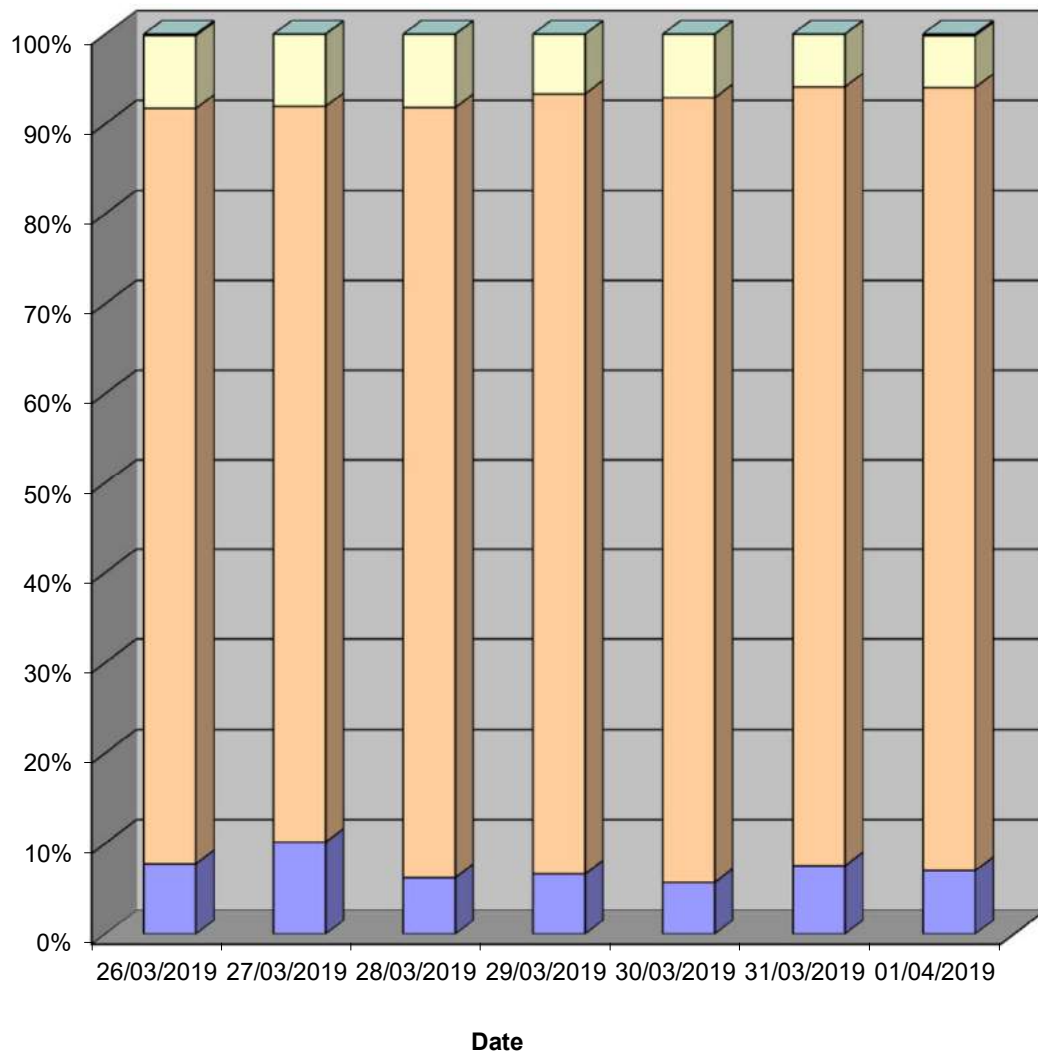
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	26/03/2019 Tuesday	27/03/2019 Wednesday	28/03/2019 Thursday	29/03/2019 Friday	30/03/2019 Saturday	31/03/2019 Sunday	01/04/2019 Monday
0-30	48	57	36	44	34	36	39
31-45	519	459	494	575	519	414	485
46-60	50	45	47	44	42	28	32
61-	1	0	0	0	0	0	1
TOTAL	618	561	577	663	595	478	557

Speed Summary (MPH)



0-30

31-45

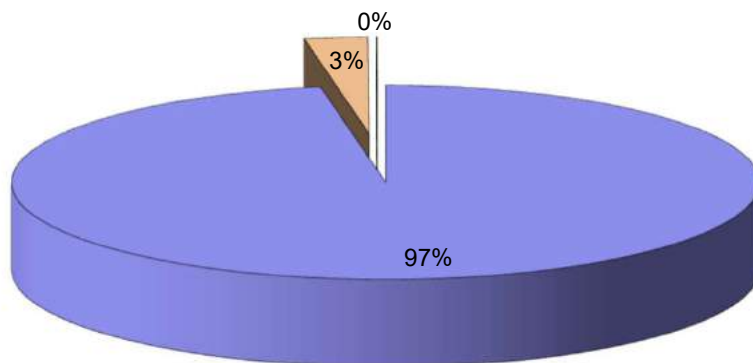
46-60

61-

Brackley ATC, Halse Road

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
26/03/2019				
7-19	492	20	1	513
6-22	578	23	1	602
6-24	585	23	1	609
0-24	594	23	1	618
27/03/2019				
7-19	452	20	0	472
6-22	529	22	0	551
6-24	535	22	0	557
0-24	539	22	0	561
28/03/2019				
7-19	460	16	0	476
6-22	543	18	0	561
6-24	551	19	0	570
0-24	558	19	0	577
29/03/2019				
7-19	554	21	0	575
6-22	619	23	0	642
6-24	634	23	0	657
0-24	640	23	0	663
30/03/2019				
7-19	514	6	1	521
6-22	560	6	1	567
6-24	573	6	1	580
0-24	588	6	1	595
31/03/2019				
7-19	412	6	0	418
6-22	456	6	0	462
6-24	463	6	0	469
0-24	472	6	0	478
01/04/2019				
7-19	467	12	0	479
6-22	531	12	0	543
6-24	540	12	0	552
0-24	545	12	0	557
Average				
7-19	479	14	0	493
6-22	545	16	0	561
6-24	554	16	0	571
0-24	562	16	0	578

Total Vehicle Class Distribution



Brackley - Tuesday 26th March 2019

Junction: Halse Road/Humphries Drive/Poppyfields Way

Approach: Halse Road NB

	Left Turn				Northbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	1	0	0	1	6	0	0	6	6	0	0	6
0715 - 0730	0	0	0	0	9	0	0	9	7	0	0	7
0730 - 0745	0	0	0	0	11	0	0	11	7	0	0	7
0745 - 0800	2	0	0	2	14	0	0	14	4	0	0	4
Hourly Total	2	0	0	2	25	0	0	25	11	0	0	24
0800 - 0815	5	0	0	5	16	0	0	16	7	0	0	7
0815 - 0830	5	0	0	5	17	0	0	17	5	0	0	5
0830 - 0845	7	0	0	7	12	0	0	12	9	0	1	10
0845 - 0900	12	0	0	12	10	0	0	10	11	0	0	11
Hourly Total	29	0	0	29	55	0	0	55	32	0	1	33
0900 - 0915	1	0	0	1	12	0	0	12	15	0	0	15
0915 - 0930	3	0	0	3	10	0	0	10	6	0	0	6
0930 - 0945	2	0	0	2	8	0	0	8	8	0	0	8
0945 - 1000	1	0	0	1	9	0	0	9	9	0	0	9
Hourly Total	7	0	0	7	39	0	0	39	38	0	0	38
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	38	0	0	38	119	0	0	119	81	0	1	95

	Left Turn				Northbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	15	0	0	15	14	0	0	14	10	0	0	10
1615 - 1630	19	0	0	19	15	0	0	15	14	0	0	14
1630 - 1645	17	0	0	17	13	0	0	13	13	0	0	13
1645 - 1700	18	0	0	18	18	0	0	18	16	0	1	17
Hourly Total	35	0	0	35	31	0	0	31	29	0	1	54
1700 - 1715	20	0	0	20	14	0	0	14	15	0	0	15
1715 - 1730	15	0	0	15	13	0	0	13	15	0	0	15
1730 - 1745	18	0	0	18	14	0	0	14	16	0	0	16
1745 - 1800	14	0	0	14	13	0	0	13	16	0	0	16
Hourly Total	67	0	0	67	54	0	0	54	62	0	0	62
1800 - 1815	16	0	0	16	11	0	0	11	21	0	1	22
1815 - 1830	14	0	0	14	10	0	0	10	18	0	0	18
1830 - 1845	13	0	0	13	8	0	0	8	15	0	0	15
1845 - 1900	10	0	0	10	7	0	0	7	12	0	0	12
Hourly Total	53	0	0	53	36	0	0	36	66	0	1	67
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	155	0	0	155	121	0	0	121	157	0	2	183

Queues Measured as Stationary Vehicles (Snapshot at 5 Min Period)

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0
1000	0

TIME	Queue Lengths (Vehicles)
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0
1900	0

Brackley - Tuesday 26th March 2019

Junction: Halse Road/Humphries Drive/Poppyfields Way

Approach: Humphries Drive

Queues Measured as Stationary Vehicles (Snapshot at 5 Min Period)

TIME	Left Turn				Eastbound				Right Turn			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	1	0	0	1	5	0	0	5	4	0	0	4
0715 - 0730	1	0	0	1	9	0	0	9	8	0	0	8
0730 - 0745	0	0	0	0	9	0	0	9	10	0	0	10
0745 - 0800	2	0	0	2	18	0	0	18	11	0	0	11
Hourly Total	2	0	0	2	27	0	0	27	21	0	0	33
0800 - 0815	3	0	0	3	17	0	0	17	17	0	0	17
0815 - 0830	4	0	0	4	12	0	0	12	15	0	0	15
0830 - 0845	1	0	0	1	14	0	0	14	14	0	0	14
0845 - 0900	1	0	0	1	13	0	0	13	11	0	0	11
Hourly Total	9	0	0	9	56	0	0	56	57	0	0	57
0900 - 0915	2	0	0	2	12	0	0	12	8	0	0	8
0915 - 0930	3	0	0	3	4	0	0	4	4	0	0	4
0930 - 0945	2	0	0	2	6	0	0	6	5	0	0	5
0945 - 1000	1	0	0	1	3	0	0	3	3	0	0	3
Hourly Total	8	0	0	8	25	0	0	25	20	0	0	20
TOTAL	19	0	0	19	108	0	0	108	98	0	0	110

TIME	Left Turn				Eastbound				Right Turn			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	1	0	0	1	6	0	0	6	4	0	0	4
1615 - 1630	0	0	0	0	8	0	0	8	7	0	0	7
1630 - 1645	1	0	0	1	10	0	0	10	7	0	0	7
1645 - 1700	3	0	0	3	7	0	0	7	7	0	0	7
Hourly Total	4	0	0	4	17	0	0	17	14	0	0	25
1700 - 1715	2	0	0	2	6	0	0	6	4	0	0	4
1715 - 1730	3	0	0	3	7	0	0	7	7	0	0	7
1730 - 1745	2	0	0	2	6	0	0	6	7	0	0	7
1745 - 1800	1	0	0	1	11	0	0	11	4	0	0	4
Hourly Total	8	0	0	8	30	0	0	30	22	0	0	22
1800 - 1815	4	0	0	4	4	0	0	4	10	0	0	10
1815 - 1830	1	0	0	1	11	0	0	11	6	0	0	6
1830 - 1845	2	0	0	2	5	0	0	5	5	0	0	5
1845 - 1900	0	0	0	0	2	0	0	2	4	0	0	4
Hourly Total	7	0	0	7	22	0	0	22	25	0	0	25
TOTAL	19	0	0	19	69	0	0	69	61	0	0	72

Queue Lengths (Vehicles)	
TIME	Stationary
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0
1000	0

Queue Lengths (Vehicles)	
TIME	Stationary
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0
1900	0

Brackley - Tuesday 26th March 2019

Junction: Halse Road/Humphries Drive/Poppyfields Way

Approach: Halse Road SB

Queues Measured as Stationary Vehicles (Snapshot at 5 Min Period)

TIME	Left Turn				Southbound				Right Turn			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	2	0	0	2	2	0	0	2	0	0	0	0
0715 - 0730	2	0	0	2	4	0	0	4	1	0	0	1
0730 - 0745	4	0	0	4	4	0	0	4	1	0	0	1
0745 - 0800	0	0	0	0	11	0	0	11	1	0	0	1
Hourly Total	4	0	0	4	15	0	0	15	2	0	0	3
0800 - 0815	1	0	0	1	16	0	1	17	1	0	0	1
0815 - 0830	2	0	0	2	12	0	0	12	4	0	0	4
0830 - 0845	2	0	0	2	14	0	0	14	1	0	0	1
0845 - 0900	5	0	0	5	18	0	0	18	2	0	0	2
Hourly Total	10	0	0	10	60	0	1	61	8	0	0	8
0900 - 0915	3	0	0	3	15	0	0	15	2	0	0	2
0915 - 0930	2	0	0	2	10	0	0	10	2	0	0	2
0930 - 0945	1	0	0	1	6	0	0	6	1	0	0	1
0945 - 1000	2	0	0	2	9	0	0	9	0	0	0	0
Hourly Total	8	0	0	8	40	0	0	40	5	0	0	5
TOTAL	22	0	0	22	115	0	1	116	15	0	0	16

TIME	Left Turn				Southbound				Right Turn			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	3	0	0	3	8	0	0	8	2	0	0	2
1615 - 1630	4	0	0	4	6	0	0	6	2	0	0	2
1630 - 1645	6	0	0	6	10	0	0	10	1	0	0	1
1645 - 1700	2	0	0	2	14	0	0	14	2	0	0	2
Hourly Total	8	0	0	8	24	0	0	24	3	0	0	7
1700 - 1715	0	0	0	0	12	2	0	14	1	0	0	1
1715 - 1730	2	0	0	2	12	0	0	12	6	0	0	6
1730 - 1745	7	0	0	7	11	0	0	11	2	0	0	2
1745 - 1800	4	0	0	4	11	0	0	11	2	0	0	2
Hourly Total	13	0	0	13	46	2	0	48	11	0	0	11
1800 - 1815	0	0	0	0	14	0	0	14	1	0	0	1
1815 - 1830	1	0	0	1	13	0	0	13	2	0	0	2
1830 - 1845	1	0	0	1	11	0	0	11	2	0	0	2
1845 - 1900	0	0	0	0	8	0	0	8	2	0	0	2
Hourly Total	2	0	0	2	46	0	0	46	7	0	0	7
TOTAL	23	0	0	23	116	2	0	118	21	0	0	25

Queue Lengths (Vehicles)	
TIME	Stationary
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0
1000	0

Queue Lengths (Vehicles)	
TIME	Stationary
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0
1900	0

Brackley - Tuesday 26th March 2019

Junction: Halse Road/Humphries Drive/Poppyfields Way

Approach: Poppyfields Way

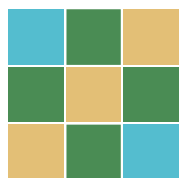
Queues Measured as Stationary Vehicles (Snapshot at 5 Min Period)

	Left Turn				Westbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	11	0	0	11	3	0	0	3	3	0	0	3
0715 - 0730	14	0	0	14	4	0	0	4	4	0	0	4
0730 - 0745	13	0	1	14	4	0	0	4	6	0	0	6
0745 - 0800	21	0	1	22	9	0	0	9	5	0	0	5
Hourly Total	34	0	2	36	13	0	0	13	11	0	0	18
0800 - 0815	19	0	0	19	11	0	0	11	2	0	0	2
0815 - 0830	22	0	1	23	13	0	0	13	6	0	0	6
0830 - 0845	22	0	0	22	17	0	0	17	5	0	0	5
0845 - 0900	18	0	1	19	10	0	0	10	5	0	0	5
Hourly Total	81	0	2	83	51	0	0	51	18	0	0	18
0900 - 0915	10	0	0	10	5	0	0	5	4	0	0	4
0915 - 0930	6	0	1	7	5	0	0	5	3	0	0	3
0930 - 0945	8	0	0	8	3	0	0	3	1	0	0	1
0945 - 1000	9	0	0	9	4	0	0	4	3	0	0	3
Hourly Total	33	0	1	34	17	0	0	17	11	0	0	11
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	148	0	5	153	81	0	0	81	40	0	0	47

	Left Turn				Westbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	6	0	0	6	6	0	0	6	1	0	0	1
1615 - 1630	4	0	0	4	8	0	0	8	0	0	0	0
1630 - 1645	7	0	0	7	11	0	0	11	0	1	0	1
1645 - 1700	10	0	1	11	6	0	0	6	1	0	0	1
Hourly Total	17	0	1	18	17	0	0	17	1	1	0	3
1700 - 1715	9	0	0	9	16	0	0	16	2	0	0	2
1715 - 1730	11	0	1	12	21	0	0	21	4	0	0	4
1730 - 1745	14	0	1	15	19	0	0	19	6	0	0	6
1745 - 1800	9	0	0	9	10	0	0	10	1	0	0	1
Hourly Total	43	0	2	45	66	0	0	66	13	0	0	13
1800 - 1815	12	0	1	13	10	0	0	10	2	0	0	2
1815 - 1830	15	0	2	17	11	0	0	11	3	0	0	3
1830 - 1845	11	0	0	11	12	0	0	12	1	0	0	1
1845 - 1900	8	0	0	8	7	0	0	7	0	0	0	0
Hourly Total	46	0	3	49	40	0	0	40	6	0	0	6
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	106	0	6	112	123	0	0	123	20	1	0	22

Queue Lengths (Vehicles)	
TIME	Stationary
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0
1000	0

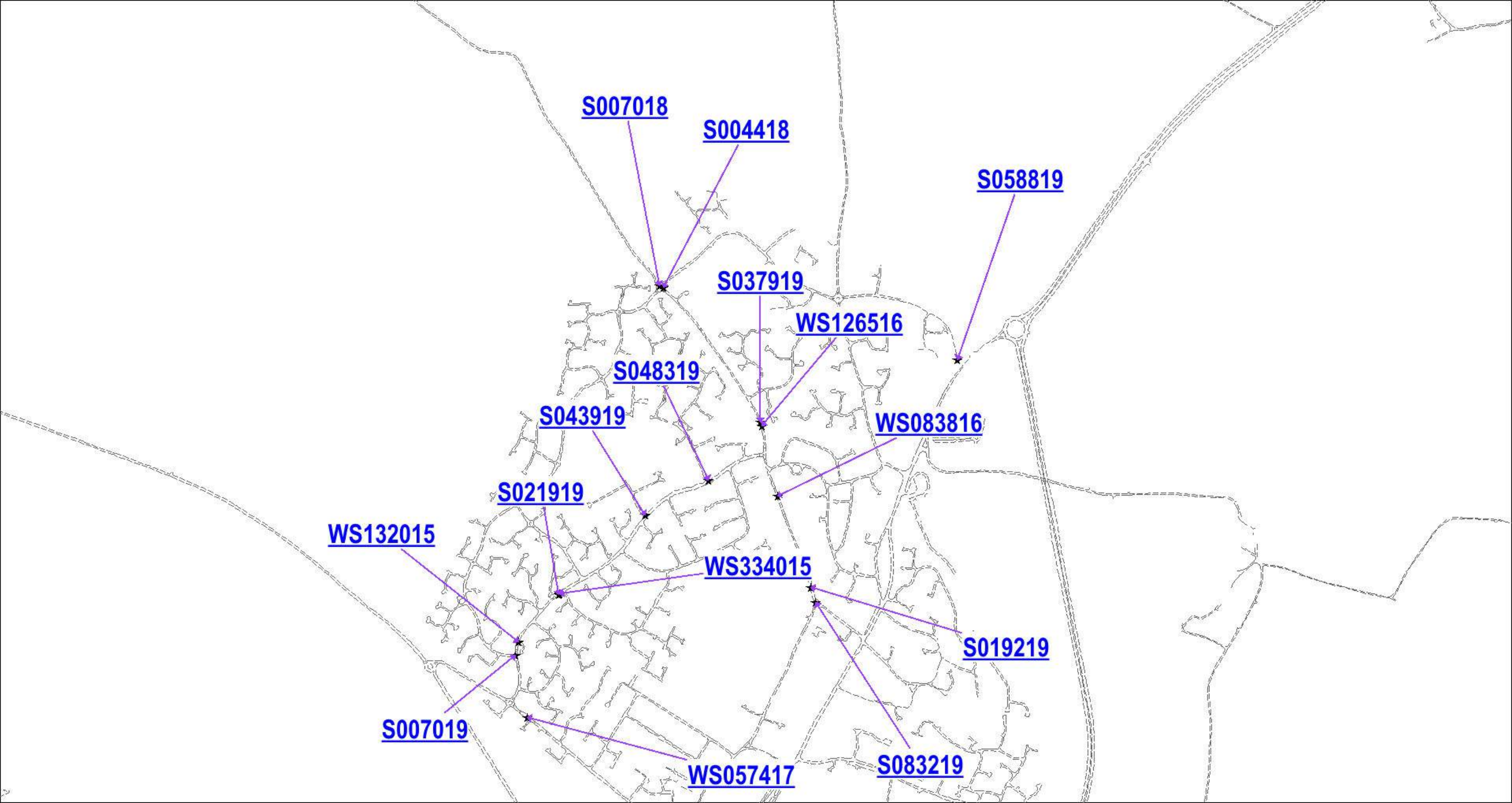
Queue Lengths (Vehicles)	
TIME	Stationary
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0
1900	0



COTSWOLD
TRANSPORT
PLANNING

Appendix E

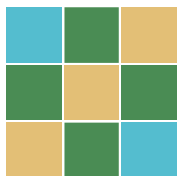
Personal Injury Collision Data



[illegible]

Date	Police_ref	Veh_ref	Type	Manvres	Movef	Movet	Drvsex	Drvage	Hit_run	PostCode	Journey
28/05/2015	WS132015	1	9. Car	9. Turning right	6. SW	4. SE	1. Male	26		MK5	5. Other
28/05/2015	WS132015	2	9. Car	18. Going ahead other	2. NE	6. SW	1. Male	21		NN13	5. Other
22/12/2015	WS334015	1	3. Motor Cycle over 50 cc and up to 125cc	3. Going ahead but held up	2. NE	6. SW	1. Male	19		NN13	1. Journey as part of work
22/12/2015	WS334015	2	8. Taxi/Private hire car	18. Going ahead other	2. NE	6. SW	2. Female	41		NN12	1. Journey as part of work
20/06/2016	WS083816	1	19. Van / Goods 3.5 tonnes mgw and under	18. Going ahead other	8. NW	4. SE	1. Male	33		NN13	2. Commuting to/from work
20/06/2016	WS083816	2	1. Pedal Cycle	18. Going ahead other	2. NE	6. SW	1. Male	14		NN13	6. Unknown
11/09/2016	WS126516	1	11. Bus or coach (17+ seats)	14. Overtaking stat vehicle O/S	4. SE	8. NW	1. Male	65		OX16	1. Journey as part of work
11/09/2016	WS126516	2	1. Pedal Cycle	18. Going ahead other	4. SE	8. NW	2. Female	29		NN13	6. Unknown
02/08/2017	WS057417	1	9. Car	18. Going ahead other	4. SE	8. NW	2. Female	38		NN13	5. Other
02/08/2017	WS057417	2	9. Car	18. Going ahead other	4. SE	8. NW	2. Female	30		NN13	5. Other
25/01/2018	S007018	1	9. Car	18. Going ahead other	8. NW	4. SE	1. Male			-	6. Unknown
25/01/2018	S007018	2	1. Pedal Cycle	18. Going ahead other	6. SW	2. NE	1. Male	56		NN13	2. Commuting to/from work
31/01/2018	S004418	1	9. Car	18. Going ahead other	2. NE	6. SW	2. Female			-	6. Unknown
31/01/2018	S004418	2	1. Pedal Cycle	18. Going ahead other	8. NW	4. SE	1. Male	16		OX17	4. Pupil riding to/from school
28/01/2019	S019219	1	9. Car	9. Turning right	7. W	5. S	2. Female	32		NN13	3. Taking pupil to/from school
08/02/2019	S007019	1	9. Car	9. Turning right	1. N	5. S	2. Female	20		NN13	2. Commuting to/from work
08/02/2019	S007019	2	9. Car	7. Turning left	5. S	1. N	2. Female	54		NN13	5. Other
02/04/2019	S021919	1	19. Van / Goods 3.5 tonnes mgw and under	3. Going ahead but held up	2. NE	6. SW	1. Male	48		-	2. Commuting to/from work
02/04/2019	S021919	2	9. Car	18. Going ahead other	2. NE	6. SW	2. Female			NN13	3. Taking pupil to/from school
29/05/2019	S037919	1	9. Car	6. U-turn	8. NW	4. SE	2. Female			-	6. Unknown
29/05/2019	S037919	2	1. Pedal Cycle	18. Going ahead other	4. SE	8. NW	1. Male	62		NN13	5. Other
23/06/2019	S043919	1	9. Car	18. Going ahead other	6. SW	2. NE	2. Female			NN13	5. Other
23/06/2019	S043919	2	9. Car	18. Going ahead other	1. N	5. S	3. Not known		1. Hit & Run	-	6. Unknown
25/06/2019	S048319	1	9. Car	5. Starting	1. N	5. S	1. Male			-	5. Other
25/06/2019	S048319	2	3. Motor Cycle over 50 cc and up to 125cc	18. Going ahead other	6. SW	2. NE	1. Male	17		NN13	5. Other
13/08/2019	S058819	1	9. Car	7. Turning left	8. NW	4. SE	1. Male	24		NN13	2. Commuting to/from work
13/08/2019	S058819	2	9. Car	7. Turning left	4. SE	8. NW	1. Male	31		NN13	5. Other
20/12/2019	S083219	1	9. Car	7. Turning left	1. N	3. E	1. Male	21		NN13	2. Commuting to/from work
20/12/2019	S083219	2	1. Pedal Cycle	18. Going ahead other	1. N	5. S	2. Female	16		-	4. Pupil riding to/from school

Date	Police_ref	Severity	Veh_ref	Cas_ref	Class	Sex	Age	Ped_locn	Ped_mvmt	Ped_dirn	Car_pass	Seatbelt
28/05/2015	WS132015	3. Slight	1	1	1. Driver / Rider	1. Male	26					1. Worn and independently confirmed
28/05/2015	WS132015	2. Serious	2	2	1. Driver / Rider	1. Male	21					1. Worn and independently confirmed
22/12/2015	WS334015	3. Slight	1	1	1. Driver / Rider	1. Male	19					0. Not applicable
20/06/2016	WS083816	2. Serious	2	1	1. Driver / Rider	1. Male	14					0. Not applicable
11/09/2016	WS126516	3. Slight	2	1	1. Driver / Rider	2. Female	29					0. Not applicable
02/08/2017	WS057417	3. Slight	2	1	2. Vehicle Passenger	2. Female	49				1. Front seat	1. Worn and independently confirmed
25/01/2018	S007018	2. Serious	2	1	1. Driver / Rider	1. Male	56					0. Not applicable
31/01/2018	S004418	3. Slight	2	1	1. Driver / Rider	1. Male	16					0. Not applicable
28/01/2019	S019219	3. Slight	1	1	3. Pedestrian	2. Female	41	1. On Ped Crossing	3. Driver's offside	7. W bound		0. Not applicable
28/01/2019	S019219	3. Slight	1	2	3. Pedestrian	2. Female	2	1. On Ped Crossing	3. Driver's offside	7. W bound		0. Not applicable
08/02/2019	S007019	3. Slight	1	1	1. Driver / Rider	2. Female	20					1. Worn and independently confirmed
08/02/2019	S007019	3. Slight	2	2	1. Driver / Rider	2. Female	54					1. Worn and independently confirmed
02/04/2019	S021919	3. Slight	1	1	1. Driver / Rider	1. Male	48					1. Worn and independently confirmed
29/05/2019	S037919	2. Serious	2	1	1. Driver / Rider	1. Male	62					0. Not applicable
23/06/2019	S043919	3. Slight	2	1	2. Vehicle Passenger	1. Male	65				1. Front seat	1. Worn and independently confirmed
25/06/2019	S048319	2. Serious	2	1	1. Driver / Rider	1. Male	17					0. Not applicable
13/08/2019	S058819	3. Slight	2	1	1. Driver / Rider	1. Male	31					2. Worn but not independently confirmed
20/12/2019	S083219	3. Slight	2	1	1. Driver / Rider	2. Female	16					0. Not applicable



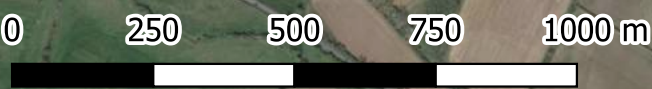
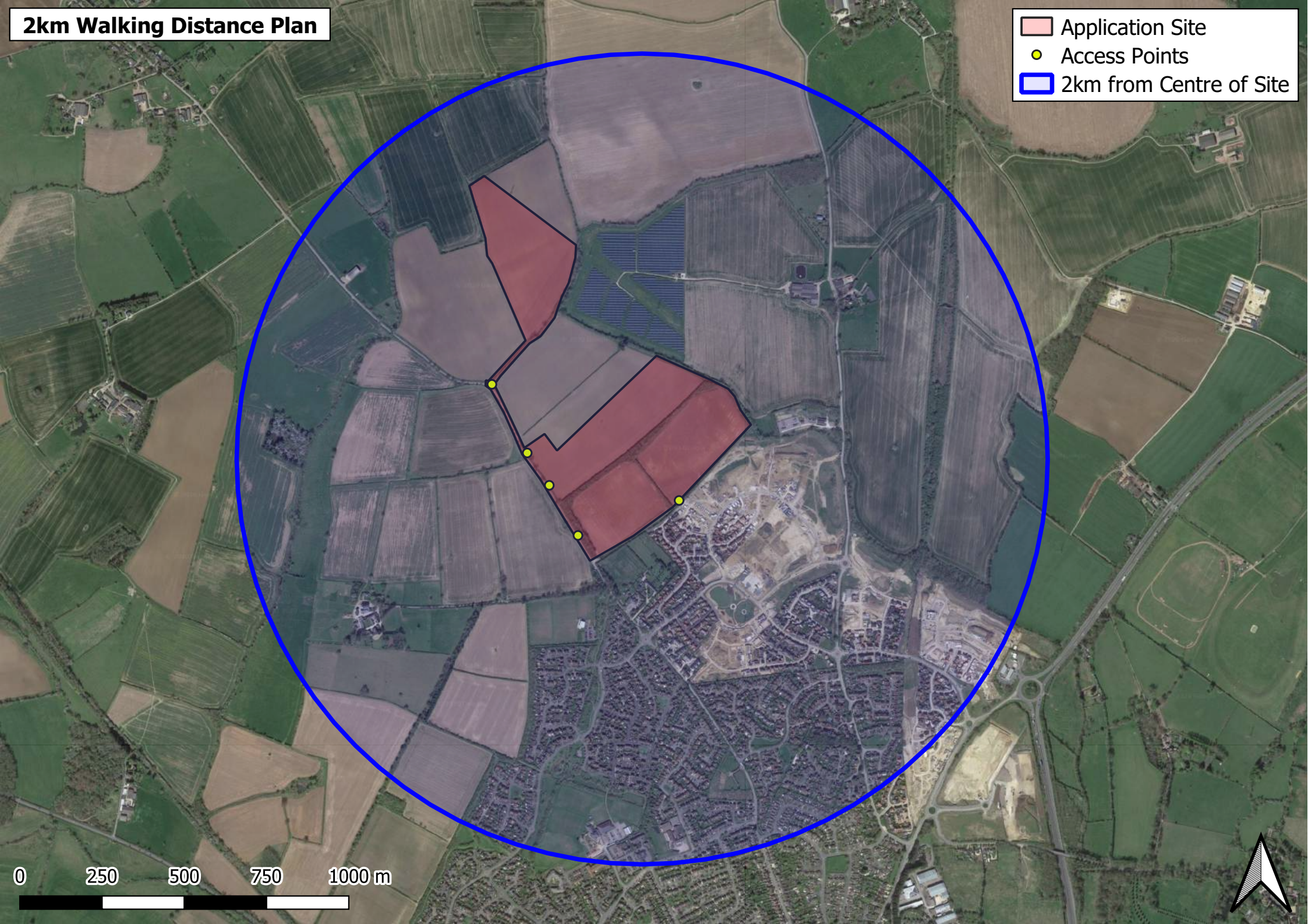
COTSWOLD TRANSPORT PLANNING

Appendix F

Walking and Cycling Isochrone
Plans

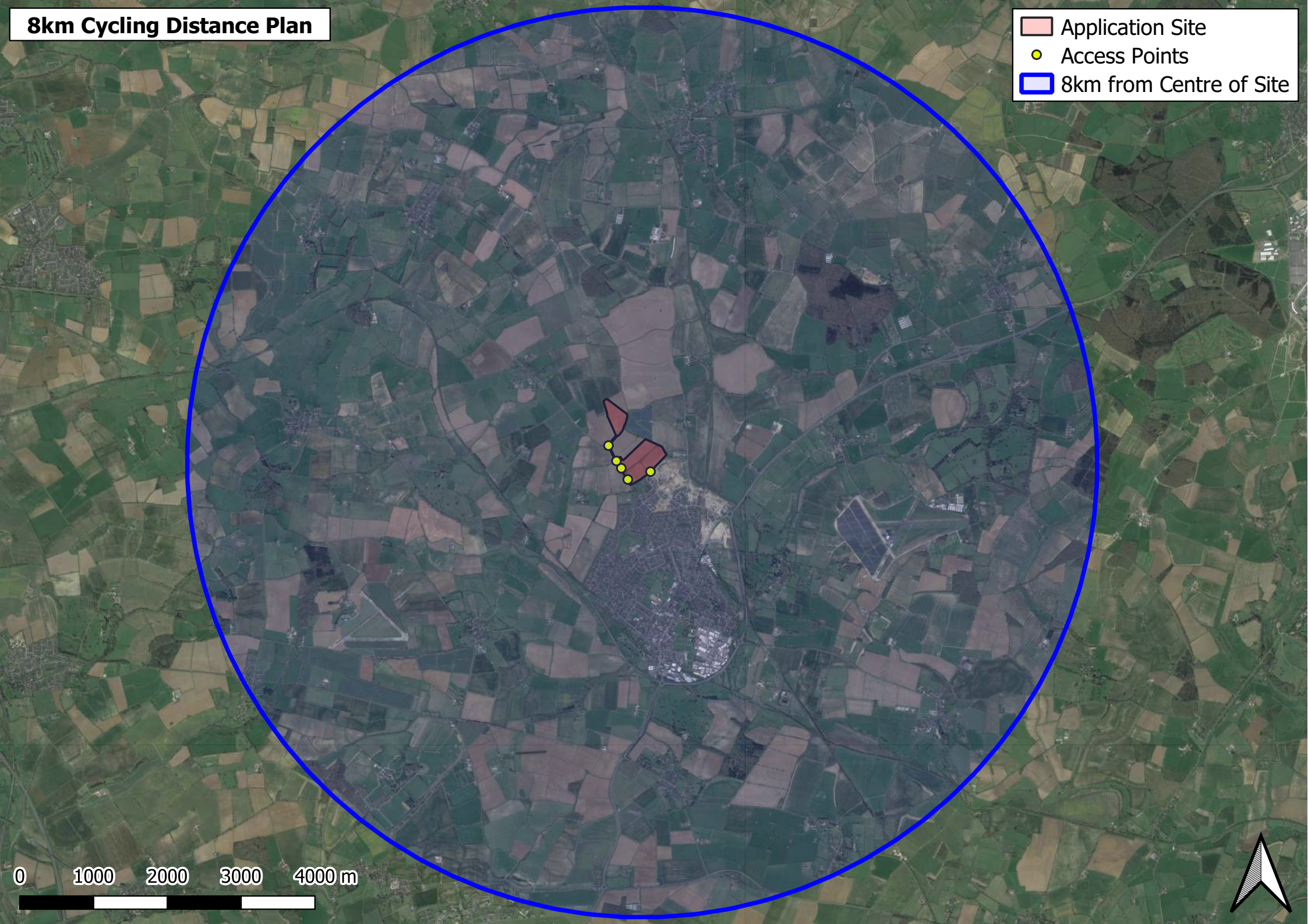
2km Walking Distance Plan

- Application Site
- Access Points
- 2km from Centre of Site



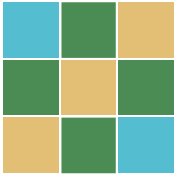
8km Cycling Distance Plan

- Application Site
- Access Points
- 8km from Centre of Site



0 1000 2000 3000 4000 m





COTSWOLD TRANSPORT PLANNING

Appendix G

Bus Timetables

**500****Banbury - (Chacombe) - Middleton Cheney - Brackley**

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Mondays to Fridays

Banbury Town Centre, Bus Station (Bay 5)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Banbury Town Centre, opp Calthorpe Street	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Banbury, adj Dashwood Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Calthorpe, o/s Horton Hospital	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Calthorpe, opp Hightown Gardens for Hospital	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Calthorpe, opp Western Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Calthorpe, Morrisons (entrance)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Banbury Town Centre, Bus Station (Bay 5)	0630	0655	0715	0735	0810	0840	0900	0920	0940	1010	1030	1100	1130	1200	1230	1300	1330	1400
§ Grimsbury, o/s Co-op	0631	0656	0716	0736	0811	0840	0901	0921	0940	1011	1030	1101	1130	1201	1230	1301	1330	1401
§ Grimsbury, o/s Tesco	arr 0631	0656	0716	0736	0812	0841	0902	0922	0941	1012	1031	1102	1131	1202	1231	1302	1331	1402
§ Grimsbury, o/s Tesco	dep 0631	0657	0717	0736	0812	0841	0902	0922	0941	1012	1031	1102	1131	1202	1231	1302	1331	1402
§ Grimsbury, opp Priory Vale Road	0632	0658	0718	0737	0813	0842	0903	0923	0942	1013	1032	1103	1132	1203	1232	1303	1332	1403
§ Grimsbury, opp Stroud Park	0633	0700	0720	0738	0814	0842	0904	0924	0942	1014	1032	1104	1132	1204	1232	1304	1332	1404
Banbury, in Gateway Retail Park	0635	0708	0728	0740														
§ Chacombe, Banbury Road (Outside 12)	0639			0744		0849			0949		1039		1139		1239		1339	
Chacombe, adj Middleton Road	0640			0745		0850			0950		1040		1140		1240		1340	
§ Middleton Cheney, Banbury Lane Crossroads (SE-bound)	0644	0709	0729	0749	0822	0854	0912	0932	0954	1022	1044	1112	1144	1212	1244	1312	1344	1412
§ Middleton Cheney, nr Stanwell Drive	0645	0709	0729	0750	0823	0855	0913	0933	0955	1023	1045	1113	1145	1213	1245	1313	1345	1413
§ Middleton Cheney, opp Rectory Lane	0646	0710	0730	0751	0824	0856	0914	0934	0956	1024	1046	1114	1146	1214	1246	1314	1346	1414
Middleton Cheney, opp Red Lion	0647	0710	0730	0752	0825	0857	0915	0935	0957	1025	1047	1115	1147	1215	1247	1315	1347	1415
§ Middleton Cheney, o/s Library	0647	0710	0730	0752	0825	0857	0915	0935	0957	1025	1047	1115	1147	1215	1247	1315	1347	1415
§ Middleton Cheney, adj The Green	0647	0711	0731	0752	0825	0857	0915	0935	0957	1025	1047	1115	1147	1215	1247	1315	1347	1415
§ Middleton Cheney, opp New Inn	0648	0711	0731	0753	0826	0858	0916	0936	0958	1026	1048	1116	1148	1216	1248	1316	1348	1416
§ Middleton Cheney, opp Washie Drive	0648	0716	0736	0753	0826	0858	0916	0936	0958	1026	1048	1116	1148	1216	1248	1316	1348	1416
Farthinghoe, o/s St Michael's Church	0653	0725	0745	0758	0831	0903	0921	0941	1003	1031	1053	1121	1153	1221	1253	1321	1353	1421
§ Brackley, opp Farthinghoe Close	0702	0725	0745	0807	0840	0912	0930	0950	1012	1040	1102	1130	1202	1230	1302	1330	1402	1430
§ Brackley, adj Westhill Avenue	0702	0726	0746	0807	0840	0912	0930	0950	1012	1040	1102	1130	1202	1230	1302	1330	1402	1430
§ Brackley, adj Manor Road	0703	0726	0746	0808	0841	0913	0931	0951	1013	1041	1103	1131	1203	1231	1303	1331	1403	1431
§ Brackley, opp Southfield Primary School	0703	0727	0747	0808	0841	0913	0931	0951	1013	1041	1103	1131	1203	1231	1303	1331	1403	1431
Brackley, opp Market Place	0704	0727	0747	0809	0842	0914	0932	0952	1014	1042	1104	1132	1204	1232	1304	1332	1404	1432
§ Brackley, o/s Winchester House	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Jarvis Court	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Top Station Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, Northampton Road (N-bound)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brackley, opp Jutland Drive	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Juno Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Local Centre	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Sycamore Close	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Cemetery Entrance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Ellesmere Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, nr Ellesmere Avenue	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Top Station Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Valley Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Church Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brackley, adj Market Place	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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



Banbury - (Chacombe) - Middleton Cheney - Brackley

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Mondays to Fridays

Banbury Town Centre, Bus Station (Bay 5)																2010	2110	
§ Banbury Town Centre, opp Calthorpe Street																2015	2115	
§ Banbury, adj Dashwood Road																2017	2117	
Calthorpe, o/s Horton Hospital																2020	2120	
§ Calthorpe, opp Hightown Gardens for Hospital																2022	2122	
§ Calthorpe, opp Western Crescent																2024	2124	
§ Calthorpe, Morrisons (entrance)																2026	2126	
Banbury Town Centre, Bus Station (Bay 5)	1430	1500	1520	1540	1610	1640	1700	1720	1745	1810	1840	1930	2030	2130	2230			
§ Grimsbury, o/s Co-op	1430	1501	1521	1540	1611	1641	1700	1721	1745	1811	1840	1930	2031	2131	2231			
§ Grimsbury, o/s Tesco	arr	1431	1502	1522	1541	1612	1642	1701	1722	1746	1812	1841	1931	2031	2131	2232		
§ Grimsbury, o/s Tesco	dep	1431	1502	1522	1541	1612	1642	1701	1722	1746	1812	1841	1931	2031	2131	2232		
§ Grimsbury, opp Priory Vale Road		1432	1503	1523	1542	1613	1643	1702	1723	1747	1813	1842	1932	2032	2132	2232		
§ Grimsbury, opp Stroud Park		1432	1504	1524	1542	1614	1644	1702	1724	1747	1814	1842	1932	2033	2133	2233		
Banbury, in Gateway Retail Park																		
§ Chacombe, Banbury Road (Outside 12)	1439			1549			1709		1754		1849	1939						
Chacombe, adj Middleton Road	1440			1550			1710		1755		1850	1940						
§ Middleton Cheney, Banbury Lane Crossroads (SE-bound)	1444	1512	1532	1554	1622	1652	1714	1732	1759	1822	1854	1943	2041	2141	2241			
§ Middleton Cheney, nr Stanwell Drive	1445	1513	1533	1555	1623	1653	1715	1733	1800	1823	1855	1943	2041	2141	2241			
§ Middleton Cheney, opp Rectory Lane	1446	1514	1534	1556	1624	1654	1716	1734	1801	1824	1856	1944	2042	2142	2242			
Middleton Cheney, opp Red Lion	1447	1515	1535	1557	1625	1655	1717	1735	1802	1825	1857	1945	2043	2143	2243			
§ Middleton Cheney, o/s Library	1447	1515	1535	1557	1625	1655	1717	1735	1802	1825	1857	1945	2043	2143	2243			
§ Middleton Cheney, adj The Green	1447	1515	1535	1557	1625	1655	1717	1735	1802	1825	1857	1945	2043	2143	2243			
§ Middleton Cheney, opp New Inn	1448	1516	1536	1558	1626	1656	1718	1736	1803	1826	1858	1945	2043	2143	2243			
§ Middleton Cheney, opp Washle Drive	1448	1516	1536	1558	1626	1656	1718	1736	1803	1826	1858	1946	2044	2144	2244			
Farthinghoe, o/s St Michael's Church	1453	1521	1541	1603	1631	1701	1723	1741	1808	1831	1903	1950	2048	2148	2248			
§ Brackley, opp Farthinghoe Close	1502	1530	1550	1612	1640	1710	1732	1750	1817	1840	1912	1958	2056	2156	2256			
§ Brackley, adj Westhill Avenue	1502	1530	1550	1612	1640	1710	1732	1750	1817	1840	1912	1958	2056	2156	2256			
§ Brackley, adj Manor Road	1503	1531	1551	1613	1641	1711	1733	1751	1818	1841	1913	1959	2057	2157	2257			
§ Brackley, opp Southfield Primary School	1503	1531	1551	1613	1641	1711	1733	1751	1818	1841	1913	1959	2057	2157	2257			
Brackley, opp Market Place	1504	1532	1552	1614	1642	1712	1734	1752	1819	1842	1914	2000	2058	2158	2258			
§ Brackley, o/s Winchester House																		
§ Brackley, opp Jarvis Court																		
§ Brackley, opp Top Station Road																		
§ Brackley, Northampton Road (N-bound)																		
Brackley, opp Jutland Drive																		
§ Brackley, opp Juno Crescent																		
§ Brackley, opp Local Centre																		
§ Brackley, adj Sycamore Close																		
§ Brackley, opp Cemetery Entrance																		
§ Brackley, adj Ellesmere Crescent																		
§ Brackley, nr Ellesmere Avenue																		
§ Brackley, adj Top Station Road																		
§ Brackley, adj Valley Road																		
§ Brackley, adj Church Road																		
Brackley, adj Market Place																		

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

**500****Banbury - (Chacombe) - Middleton Cheney - Brackley**

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Saturdays

Banbury Town Centre, Bus Station (Bay 5)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Banbury Town Centre, opp Calthorpe Street	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Banbury, adj Dashwood Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Calthorpe, o/s Horton Hospital	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Calthorpe, opp Hightown Gardens for Hospital	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Calthorpe, opp Western Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Calthorpe, Morrisons (entrance)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Banbury Town Centre, Bus Station (Bay 5)	0700	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	
§ Grimsbury, o/s Co-op	0701	0801	0830	0901	0930	1001	1030	1101	1130	1201	1230	1301	1330	1401	1430	1501	1530	1601	
§ Grimsbury, o/s Tesco	arr 0701	0802	0831	0902	0931	1002	1031	1102	1131	1202	1231	1302	1331	1402	1431	1502	1531	1602	
§ Grimsbury, o/s Tesco	dep 0701	0802	0831	0902	0931	1002	1031	1102	1131	1202	1231	1302	1331	1402	1431	1502	1531	1602	
§ Grimsbury, opp Priory Vale Road	0702	0803	0832	0903	0932	1003	1032	1103	1132	1203	1232	1303	1332	1403	1432	1503	1532	1603	
§ Grimsbury, opp Stroud Park	0703	0804	0832	0904	0932	1004	1032	1104	1132	1204	1232	1304	1332	1404	1432	1504	1532	1604	
Banbury, in Gateway Retail Park	0705																		
§ Chacombe, Banbury Road (Outside 12)	0709		0839		0939		1039		1139		1239		1339		1439		1539		
Chacombe, adj Middleton Road	0710		0840		0940		1040		1140		1240		1340		1440		1540		
§ Middleton Cheney, Banbury Lane Crossroads (SE-bound)	0714	0812	0844	0912	0944	1012	1044	1112	1144	1212	1244	1312	1344	1412	1444	1512	1544	1612	
§ Middleton Cheney, nr Stanwell Drive	0715	0813	0845	0913	0945	1013	1045	1113	1145	1213	1245	1313	1345	1413	1445	1513	1545	1613	
§ Middleton Cheney, opp Rectory Lane	0716	0814	0846	0914	0946	1014	1046	1114	1146	1214	1246	1314	1346	1414	1446	1514	1546	1614	
Middleton Cheney, opp Red Lion	0717	0815	0847	0915	0947	1015	1047	1115	1147	1215	1247	1315	1347	1415	1447	1515	1547	1615	
§ Middleton Cheney, o/s Library	0717	0815	0847	0915	0947	1015	1047	1115	1147	1215	1247	1315	1347	1415	1447	1515	1547	1615	
§ Middleton Cheney, adj The Green	0717	0815	0847	0915	0947	1015	1047	1115	1147	1215	1247	1315	1347	1415	1447	1515	1547	1615	
§ Middleton Cheney, opp New Inn	0718	0816	0848	0916	0948	1016	1048	1116	1148	1216	1248	1316	1348	1416	1448	1516	1548	1616	
§ Middleton Cheney, opp Washie Drive	0718	0816	0848	0916	0948	1016	1048	1116	1148	1216	1248	1316	1348	1416	1448	1516	1548	1616	
Farthinghoe, o/s St Michael's Church	0723	0821	0853	0921	0953	1021	1053	1121	1153	1221	1253	1321	1353	1421	1453	1521	1553	1621	
§ Brackley, opp Farthinghoe Close	0732	0830	0902	0930	1002	1030	1102	1130	1202	1230	1302	1330	1402	1430	1502	1530	1602	1630	
§ Brackley, adj Westhill Avenue	0732	0830	0902	0930	1002	1030	1102	1130	1202	1230	1302	1330	1402	1430	1502	1530	1602	1630	
§ Brackley, adj Manor Road	0733	0831	0903	0931	1003	1031	1103	1131	1203	1231	1303	1331	1403	1431	1503	1531	1603	1631	
§ Brackley, opp Southfield Primary School	0733	0831	0903	0931	1003	1031	1103	1131	1203	1231	1303	1331	1403	1431	1503	1531	1603	1631	
Brackley, opp Market Place	0734	0832	0904	0932	1004	1032	1104	1132	1204	1232	1304	1332	1404	1432	1504	1532	1604	1632	
§ Brackley, o/s Winchester House	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Jarvis Court	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Top Station Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, Northampton Road (N-bound)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brackley, opp Jutland Drive	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Juno Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Local Centre	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Sycamore Close	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, opp Cemetery Entrance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Ellesmere Crescent	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, nr Ellesmere Avenue	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Top Station Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Valley Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Brackley, adj Church Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brackley, adj Market Place	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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



Stagecoach in Oxfordshire - Banbury - Brackley

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

[illegible]

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

**500****Banbury - (Chacombe) - Middleton Cheney - Brackley**

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Sundays

Banbury Town Centre, Bus Station (Bay 5)	—	—	—
§ Banbury Town Centre, opp Calthorpe Street	—	—	—
§ Banbury, adj Dashwood Road	—	—	—
Calthorpe, o/s Horton Hospital	—	—	—
§ Calthorpe, opp Hightown Gardens for Hospital	—	—	—
§ Calthorpe, opp Western Crescent	—	—	—
§ Calthorpe, Morrisons (entrance)	—	—	—
Banbury Town Centre, Bus Station (Bay 5)	1600	1700	1800
§ Grimsbury, o/s Co-op	1601	1701	1801
§ Grimsbury, o/s Tesco	arr 1602	1702	1802
§ Grimsbury, o/s Tesco	dep 1602	1702	1802
§ Grimsbury, opp Priory Vale Road	1603	1703	1803
§ Grimsbury, opp Stroud Park	1604	1704	1804
Banbury, in Gateway Retail Park			
§ Chacombe, Banbury Road (Outside 12)			
Chacombe, adj Middleton Road			
§ Middleton Cheney, Banbury Lane Crossroads (SE-bound)	1612	1712	1812
§ Middleton Cheney, nr Stanwell Drive	1613	1713	1813
§ Middleton Cheney, opp Rectory Lane	1614	1714	1814
Middleton Cheney, opp Red Lion	1615	1715	1815
§ Middleton Cheney, o/s Library	1615	1715	1815
§ Middleton Cheney, adj The Green	1615	1715	1815
§ Middleton Cheney, opp New Inn	1616	1716	1816
§ Middleton Cheney, opp Washie Drive	1616	1716	1816
Farthinghoe, o/s St Michael's Church	1621	1721	1821
§ Brackley, opp Farthinghoe Close	1630	1730	1830
§ Brackley, adj Westhill Avenue	1630	1730	1830
§ Brackley, adj Manor Road	1631	1731	1831
§ Brackley, opp Southfield Primary School	1631	1731	1831
Brackley, opp Market Place	1632	1732	1832
§ Brackley, o/s Winchester House	—	—	1833
§ Brackley, opp Jarvis Court	—	—	1835
§ Brackley, opp Top Station Road	—	—	1836
§ Brackley, Northampton Road (N-bound)	—	—	1837
Brackley, opp Jutland Drive	—	—	1840
§ Brackley, opp Juno Crescent	—	—	1840
§ Brackley, opp Local Centre	—	—	1841
§ Brackley, adj Sycamore Close	—	—	1841
§ Brackley, opp Cemetery Entrance	—	—	1842
§ Brackley, adj Ellesmere Crescent	—	—	1842
§ Brackley, nr Ellesmere Avenue	—	—	1842
§ Brackley, adj Top Station Road	—	—	1843
§ Brackley, adj Valley Road	—	—	1843
§ Brackley, adj Church Road	—	—	1844
Brackley, adj Market Place	—	—	1845

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



500

Brackley - Middleton Cheney - (Chacombe) - Banbury

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Mondays to Fridays

Service Restrictions	SH	Sch	SH	Sch	SH	Sch													
Brackley, opp Market Place	0620	0704	0704	0727	0727	0747	0747	0809	0842	0914	0932	0952	1014	1042	1104	1132	1204	1232	
\$ Brackley, opp Church Road	0621	0705	0705	0728	0728	0748	0748	0810	0843	0915	0933	0953	1015	1043	1105	1133	1205	1233	
\$ Brackley, opp Jarvis Court	0621	0707	0707	0730	0730	0750	0750	0812	0845	0917	0935	0955	1017	1045	1107	1135	1207	1235	
\$ Brackley, opp Top Station Road	0622	0708	0708	0731	0731	0751	0751	0813	0846	0918	0936	0956	1018	1046	1108	1136	1208	1236	
\$ Brackley, Northampton Road (N-bound)	0623	0709	0709	0732	0732	0752	0752	0814	0847	0919	0937	0957	1019	1047	1109	1137	1209	1237	
Brackley, opp Jutland Drive	0625	0712	0712	0735	0735	0755	0755	0817	0850	0922	0940	1000	1022	1050	1112	1140	1212	1240	
\$ Brackley, opp Juno Crescent	0626	0713	0713	0736	0736	0756	0756	0818	0851	0923	0941	1001	1023	1051	1113	1141	1213	1241	
\$ Brackley, opp Local Centre	0627	0714	0714	0737	0737	0757	0757	0819	0852	0924	0942	1002	1024	1052	1114	1142	1214	1242	
\$ Brackley, adj Sycamore Close	0627	0714	0714	0737	0737	0757	0757	0819	0852	0924	0942	1002	1024	1052	1114	1142	1214	1242	
\$ Brackley, opp Cemetery Entrance	0629	0715	0715	0739	0739	0759	0759	0820	0854	0925	0944	1004	1025	1054	1115	1144	1215	1244	
\$ Brackley, adj Ellesmere Crescent	0630	0716	0716	0740	0740	0800	0800	0821	0855	0926	0945	1005	1026	1055	1116	1145	1216	1245	
\$ Brackley, nr Ellesmere Avenue	0630	0716	0716	0740	0740	0800	0800	0821	0855	0926	0945	1005	1026	1055	1116	1145	1216	1245	
\$ Brackley, adj Top Station Road	0631	0717	0717	0741	0741	0801	0801	0822	0856	0927	0946	1006	1027	1056	1117	1146	1217	1246	
\$ Brackley, adj Valley Road	0632	0717	0717	0742	0742	0802	0802	0822	0857	0927	0947	1007	1027	1057	1117	1147	1217	1247	
\$ Brackley, adj Church Road	0633	0718	0718	0743	0743	0803	0803	0823	0858	0928	0948	1008	1028	1058	1118	1148	1218	1248	
\$ Brackley, opp Winchester House	0633	0719	0719	0743	0743	0803	0803	0824	0858	0929	0948	1008	1029	1058	1119	1148	1219	1248	
Brackley, adj Market Place	0635	0720	0720	0745	0745	0805	0805	0825	0900	0930	0950	1010	1030	1100	1120	1150	1220	1250	
\$ Brackley, adj Southfield Primary School	0635	0720	0720	0745	0745	0805	0805	0825	0900	0930	0950	1010	1030	1100	1120	1150	1220	1250	
\$ Brackley, opp Westhill Avenue	0636	0721	0721	0746	0746	0806	0806	0826	0901	0931	0951	1011	1031	1101	1121	1151	1221	1251	
\$ Brackley, adj Farthinghoe Close	0636	0721	0721	0746	0746	0806	0806	0826	0901	0931	0951	1011	1031	1101	1121	1151	1221	1251	
Farthinghoe, o/s Almshouses	0643	0728	0728	0753	0753	0813	0813	0833	0908	0938	0958	1018	1038	1108	1128	1158	1228	1258	
\$ Middleton Cheney, adj Washle Drive	0649	0734	0734	0759	0759	0819	0819	0839	0914	0944	1004	1024	1044	1114	1134	1204	1234	1304	
\$ Middleton Cheney, o/s New Inn	0650	0735	0735	0800	0800	0820	0820	0840	0915	0945	1005	1025	1045	1115	1135	1205	1235	1305	
\$ Middleton Cheney, opp The Green	0650	0735	0735	0800	0800	0820	0820	0840	0915	0945	1005	1025	1045	1115	1135	1205	1235	1305	
\$ Middleton Cheney, opp Library	0651	0736	0736	0801	0801	0821	0821	0841	0916	0946	1006	1026	1046	1116	1136	1206	1236	1306	
Middleton Cheney, o/s Red Lion	0652	0737	0737	0802	0802	0822	0822	0842	0917	0947	1007	1027	1047	1117	1137	1207	1237	1307	
\$ Middleton Cheney, adj Rectory Lane	0652	0737	0737	0802	0802	0822	0822	0842	0917	0947	1007	1027	1047	1117	1137	1207	1237	1307	
\$ Middleton Cheney, opp Stanwell Drive	0653	0738	0738	0803	0803	0823	0823	0843	0918	0948	1008	1028	1048	1118	1138	1208	1238	1308	
\$ Middleton Cheney, Banbury Lane Crossroads (NW-bound)	0653	0738	0738	0804	0804	0824	0824	0843	0919	0948	1009	1029	1048	1119	1138	1209	1238	1309	
\$ Middleton Cheney, Banbury Lane Crossroads (SW-bound)																			
Chacombe, opp The Ring	0657	0742	0742					0847		0952			1052		1142		1242		
\$ Chacombe, Banbury Road (Opposite 12)	0657	0742	0742					0847		0952			1052		1142		1242		
\$ Grimsbury, o/s Stroud Park	0704	0749	0755	0812	0819	0832	0839	0854	0927	0959	1017	1037	1059	1127	1149	1217	1249	1317	
\$ Grimsbury, adj Priory Vale Road	0705	0750	0757	0813	0821	0833	0841	0855	0928	1000	1018	1038	1100	1128	1150	1218	1250	1318	
\$ Grimsbury, opp Tesco	0706	0751	0758	0814	0823	0834	0843	0856	0929	1001	1019	1039	1101	1129	1151	1219	1251	1319	
\$ Grimsbury, opp Co-op	0707	0752	0800	0815	0824	0835	0844	0857	0930	1002	1020	1040	1102	1130	1152	1220	1252	1320	
Banbury Town Centre, Bus Station (Arrivals YYY)	0708	0753	0802	0817	0827	0837	0847	0858	0932	1003	1022	1042	1103	1132	1153	1222	1253	1322	

Mondays to Fridays

Brackley, opp Market Place	1304	1332	1404	1432	1504	1532	1552	1614	1642	1712	1734	1752	1819	1842	1914	2000	2058	2158
\$ Brackley, opp Church Road	1305	1333	1405	1433	1505	1533	1553	1615	1643	1713	1735	1753	1820	1843	1915	2001	2059	2159
\$ Brackley, opp Jarvis Court	1307	1335	1407	1435	1507	1535	1555	1617	1645	1715	1737	1755	1822	1845	1917	2002	2101	2201
\$ Brackley, opp Top Station Road	1308	1336	1408	1436	1508	1536	1556	1618	1646	1716	1738	1756	1823	1846	1918	2003	2102	2202
\$ Brackley, Northampton Road (N-bound)	1309	1337	1409	1437	1509	1537	1557	1619	1647	1717	1739	1757	1824	1847	1919	2004	2103	2203
Brackley, opp Jutland Drive	1312	1340	1412	1440	1512	1540	1600	1622	1650	1720	1742	1800	1827	1850	1922	2007	2106	2206
\$ Brackley, opp Juno Crescent	1313	1341	1413	1441	1513	1541	1601	1623	1651	1721	1743	1801	1828	1851	1923	2008	2107	2207
\$ Brackley, opp Local Centre	1314	1342	1414	1442	1514	1542	1602	1624	1652	1722	1744	1802	1829	1852	1924	2009	2108	2208
\$ Brackley, adj Sycamore Close	1314	1342	1414	1442	1514	1542	1602	1624	1652	1722	1744	1802	1829	1852	1924	2009	2108	2208
\$ Brackley, opp Cemetery Entrance	1315	1344	1415	1444	1515	1544	1604	1625	1654	1724	1745	1804	1830	1854	1925	2010	2109	2209
\$ Brackley, adj Ellesmere Crescent	1316	1345	1416	1445	1516	1545	1605	1626	1655	1725	1746	1805	1831	1855	1926	2011	2110	2210
\$ Brackley, nr Ellesmere Avenue	1316	1345	1416	1445	1516	1545	1605	1626	1655	1725	1746	1805	1831	1855	1926	2011	2111	2211
\$ Brackley, adj Top Station Road	1317	1346	1417	1446	1517	1546	1606	1627	1656	1726	1747	1806	1832	1856	1927	2012	2111	2211
\$ Brackley, adj Valley Road	1317	1347	1417	1447	1517	1547	1607	1627	1657	1727	1747	1807	1832	1857	1927	2012	2112	2212
\$ Brackley, adj Church Road	1318	1348	1418	1448	1518	1548	1608	1628	1658	1728	1748	1808	1833	1858	1928	2013	2113	2213
\$ Brackley, opp Winchester House	1319	1348	1419	1448	1519	1548	1608	1629	1658	1728	1749	1808	1834	1858	1929	2014	2113	2213
Brackley, adj Market Place	1320	1350	1420	1450	1520	1550	1610	1630	1700	1730	1750	1810	1835	1900	1930	2015	2115	2215
\$ Brackley, adj Southfield Primary School	1320	1350	1420	1450	1520	1550	1610	1630	1700	1730	1750	1810	1835	1900	1930	2015	2115	2215
\$ Brackley, opp Westhill Avenue	1321	1351	1421	1451	1521	1551	1611	1631	1701	1731	1751	1811	1836	1901	1931	2016	2116	2216
\$ Brackley, adj Farthinghoe Close	1321	1351	1421	1451	1521	1551	1611	1631	1701	1731	1751	1811	1836	1901	1931	2016	2116	2216
Farthinghoe, o/s Almshouses	1328	1358	1428	1458	1528	1558	1618	1638	1708	1738	1758	1818	1843	1908	1938	2023	2123	2223
\$ Middleton Cheney, adj Washle Drive	1334	1404	1434	1504	1534	1604	1624	1644	1714	1744	1804	1824	1849	1914	1944	2028	2128	2228
\$ Middleton Cheney, o/s New Inn	1335	1405	1435	1505	1535	1605	1625	1645	1715	1745	1805	1825	1850	1915	1945	2028	2128	2228
\$ Middleton Cheney, opp The Green	1335	1405	1435	1505	1535	1605	1625	1645	1715	1745	1805	1825	1850	1915	1945	2028	2129	2229
\$ Middleton Cheney, opp Library	1336	1406	1436	1506	1536	1606	1626	1646	1716	1746	1806	1826	1851	1916	1946	2029	2129	2229
Middleton Cheney, o/s Red Lion	1337	1407	1437	1507	1537	1607	1627	1647	1717	1747	1807	1827	1852	1917	1947	2030	2130	2230
\$ Middleton Cheney, adj Rectory Lane	1337	1407	1437	1507	1537	1607	1627	1647	1717	1747	1807	1827	1852	1917	1947	2030	2130	2230
\$ Middleton Cheney, opp Stanwell Drive	1338	1408	1438	1508	1538	1608	1628	1648	1718	1748	1808	1828	1853	1918	1948	2031	2131	2231
\$ Middleton Cheney, Banbury Lane Crossroads (NW-bound)	1338	1409	1438	1509	1538	1609	1629	1648	1719	1749	1808	1829	1853	1919	1948	2031	2131	2231
\$ Middleton Cheney, Banbury Lane Crossroads (SW-bound)																		
Chacombe, opp The Ring	1342		1442		1542			1652			1812		1857		1952	2035		
\$ Chacombe, Banbury Road (Opposite 12)	1342		1442		1542			1652			1812		1857		1952	2035		
\$ Grimsbury, o/s Stroud Park	1349	1417	1449	1521	1552	1621	1641	1702	1731	1801	1819	1837	1904	1927	1959	2041	2138	2238
\$ Grimsbury, adj Priory Vale Road	1350	1418	1450	1522	1553	1622	1642	1703	1732	1802	1820	1838	1905	1928	2000	2042	2139	2239
\$ Grimsbury, opp Tesco	1351	1419	1451	1523	1554	1623	1643	1704	1733	1803	1821	1839	1906	1929	2001	2043	2140	2240
\$ Grimsbury, opp Co-op	1352	1420	1452	1525	1555	1625	1645	1705	1735	1805	1822	1840	1907	1930	2002	2044	2140	2240
Banbury Town Centre, Bus Station (Arrivals YYY)	1353	1422	1453	1527	1557	1627	1647	1707	1737	1807	1823	1842	1908	1932	2003	2045	2142	2242



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Brackley - Middleton Cheney - (Chacombe) - Banbury

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Brackley, opp Market Place	2258
\$ Brackley, opp Church Road	2259
\$ Brackley, opp Jarvis Court	2301
\$ Brackley, opp Top Station Road	2302
\$ Brackley, Northampton Road (N-bound)	2303
Brackley, opp Jutland Drive	2306
\$ Brackley, opp Juno Crescent	2307
\$ Brackley, opp Local Centre	2308
\$ Brackley, adj Sycamore Close	2308
\$ Brackley, opp Cemetery Entrance	2309
\$ Brackley, adj Ellesmere Crescent	2310
\$ Brackley, nr Ellesmere Avenue	2311
\$ Brackley, adj Top Station Road	2311
\$ Brackley, adj Valley Road	2312
\$ Brackley, adj Church Road	2313
\$ Brackley, opp Winchester House	2313
Brackley, adj Market Place	2315
\$ Brackley, adj Southfield Primary School	2315
\$ Brackley, opp Westhill Avenue	2316
\$ Brackley, adj Farthinghoe Close	2316
Farthinghoe, o/s Almshouses	2323
\$ Middleton Cheney, adj Washle Drive	2328
\$ Middleton Cheney, o/s New Inn	2328
\$ Middleton Cheney, opp The Green	2329
\$ Middleton Cheney, opp Library	2329
Middleton Cheney, o/s Red Lion	2330
\$ Middleton Cheney, adj Rectory Lane	2330
\$ Middleton Cheney, opp Stanwell Drive	2331
\$ Middleton Cheney, Banbury Lane Crossroads (NW-bound)	2331
\$ Middleton Cheney, Banbury Lane Crossroads (SW-bound)	
Chacombe, opp The Ring	
\$ Chacombe, Banbury Road (Opposite 12)	
\$ Grimsbury, o/s Stroud Park	2338
\$ Grimsbury, adj Priory Vale Road	2339
\$ Grimsbury, opp Tesco	2340
\$ Grimsbury, opp Co-op	2340
Banbury Town Centre, Bus Station (Arrivals YYY)	2342

Saturdays

0734	0832	0904	0932	1004	1032	1104	1132	1204	1232	1304
0735	0833	0905	0933	1005	1033	1105	1133	1205	1233	1305
0737	0835	0907	0935	1007	1035	1107	1135	1207	1235	1307
0738	0836	0908	0936	1008	1036	1108	1136	1208	1236	1308
0739	0837	0909	0937	1009	1037	1109	1137	1209	1237	1309
0742	0840	0912	0940	1012	1040	1112	1140	1212	1240	1312
0743	0841	0913	0941	1013	1041	1113	1141	1213	1241	1313
0744	0842	0914	0942	1014	1042	1114	1142	1214	1242	1314
0744	0842	0914	0942	1014	1042	1114	1142	1214	1242	1314
0745	0844	0915	0944	1015	1044	1115	1144	1215	1244	1315
0746	0845	0916	0945	1016	1045	1116	1145	1216	1245	1316
0746	0845	0916	0945	1016	1045	1116	1145	1216	1245	1316
0747	0846	0917	0946	1017	1046	1117	1146	1217	1246	1317
0747	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317
0748	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318
0749	0848	0919	0948	1019	1048	1119	1148	1219	1248	1319
0750	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320
0750	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320
0751	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321
0751	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321
0758	0858	0928	0958	1028	1058	1128	1158	1228	1258	1328
0804	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334
0805	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335
0805	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335
0806	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336
0807	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337
0807	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337
0808	0908	0938	1008	1038	1108	1138	1208	1238	1308	1338
0808	0909	0938	1009	1038	1109	1138	1209	1238	1309	1338
0812	0942	1042	1142	1242	1342					
0812	0942	1042	1142	1242	1342					
0819	0917	0949	1017	1049	1117	1149	1217	1249	1317	1349
0820	0918	0950	1018	1050	1118	1150	1218	1250	1318	1350
0821	0919	0951	1019	1051	1119	1151	1219	1251	1319	1351
0822	0920	0952	1020	1052	1120	1152	1220	1252	1320	1352
0823	0922	0953	1022	1053	1122	1153	1222	1253	1322	1353

Saturdays

Brackley, opp Market Place	1332	1404	1432	1504	1532	1604	1632	1704	1732	1804	1832	1904	2000	2058	2158	2258
\$ Brackley, opp Church Road	1333	1405	1433	1505	1533	1605	1633	1705	1733	1805	1833	1905	2001	2059	2159	2259
\$ Brackley, opp Jarvis Court	1335	1407	1435	1507	1535	1607	1635	1707	1735	1807	1835	1907	2002	2101	2201	2301
\$ Brackley, opp Top Station Road	1336	1408	1436	1508	1536	1608	1636	1708	1736	1808	1836	1908	2003	2102	2202	2302
\$ Brackley, Northampton Road (N-bound)	1337	1409	1437	1509	1537	1609	1637	1709	1737	1809	1837	1909	2004	2103	2203	2303
Brackley, opp Jutland Drive	1340	1412	1440	1512	1540	1612	1640	1712	1740	1812	1840	1912	2007	2106	2206	2306
\$ Brackley, opp Juno Crescent	1341	1413	1441	1513	1541	1613	1641	1713	1741	1813	1841	1913	2008	2107	2207	2307
\$ Brackley, opp Local Centre	1342	1414	1442	1514	1542	1614	1642	1714	1742	1814	1842	1914	2009	2108	2208	2308
\$ Brackley, adj Sycamore Close	1342	1414	1442	1514	1542	1614	1642	1714	1742	1814	1842	1914	2009	2108	2208	2308
\$ Brackley, opp Cemetery Entrance	1344	1415	1444	1515	1544	1615	1644	1715	1744	1815	1844	1915	2010	2109	2209	2309
\$ Brackley, adj Ellesmere Crescent	1345	1416	1445	1516	1545	1616	1645	1716	1745	1816	1845	1916	2011	2110	2210	2310
\$ Brackley, nr Ellesmere Avenue	1345	1416	1445	1516	1545	1616	1645	1716	1745	1816	1845	1916	2011	2111	2211	2311
\$ Brackley, adj Top Station Road	1346	1417	1446	1517	1546	1617	1646	1717	1746	1817	1846	1917	2012	2111	2211	2311
\$ Brackley, adj Valley Road	1347	1417	1447	1517	1547	1617	1647	1717	1747	1817	1847	1917	2012	2112	2212	2312
\$ Brackley, adj Church Road	1348	1418	1448	1518	1548	1618	1648	1718	1748	1818	1848	1918	2013	2113	2213	2313
\$ Brackley, opp Winchester House	1348	1419	1448	1519	1548	1619	1648	1719	1748	1819	1848	1919	2014	2113	2213	2313
Brackley, adj Market Place	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850	1920	2015	2115	2215	2315
\$ Brackley, adj Southfield Primary School	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850	1920	2015	2115	2215	2315
\$ Brackley, opp Westhill Avenue	1351	1421	1451	1521	1551	1621	1651	1721	1751	1821	1851	1921	2016	2116	2216	2316
\$ Brackley, adj Farthinghoe Close	1351	1421	1451	1521	1551	1621	1651	1721	1751	1821	1851	1921	2016	2116	2216	2316
Farthinghoe, o/s Almshouses	1358	1428	1458	1528	1558	1628	1658	1728	1758	1828	1858	1928	2023	2123	2223	2323
\$ Middleton Cheney, adj Washle Drive	1404	1434	1504	1534	1604	1634	1704	1734	1804	1834	1904	1934	2028	2128	2228	2328
\$ Middleton Cheney, o/s New Inn	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905	1935	2028	2128	2228	2328
\$ Middleton Cheney, opp The Green	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905	1935	2029	2129	2229	2329
\$ Middleton Cheney, opp Library	1406	1436	1506	1536	1606	1636	1706	1736	1806	1836	1906	1936	2029	2129	2229	2329
Middleton Cheney, o/s Red Lion	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837	1907	1937	2030	2130	2230	2330
\$ Middleton Cheney, adj Rectory Lane	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837	1907	1937	2030	2130	2230	2330
\$ Middleton Cheney, opp Stanwell Drive	1408	1438	1508	1538	1608	1638	1708	1738	1808	1838	1908	1938	2031	2131	2231	2331
\$ Middleton Cheney, Banbury Lane Crossroads (NW-bound)	1409	1438	1509	1538	1609	1638	1709	1738	1809	1838	1909	1938	2031	2131	2231	2331
\$ Middleton Cheney, Banbury Lane Crossroads (SW-bound)																
Chacombe, opp The Ring		1442		1542		1642		1742		1842		1942	2035			
\$ Chacombe, Banbury Road (Opposite 12)		1442		1542		1642		1742		1842		1942	2035			
\$ Grimsbury, o/s Stroud Park	1417	1449	1517	1549	1617	1649	1717	1749	1817	1849	1917	1949	2041	2138	2238	2338
\$ Grimsbury, adj Priory Vale Road	1418	1450	1518	1550	1618	1650	1718	1750	1818	1850	1918	1950	2042	2139	2239	2339
\$ Grimsbury, opp Tesco	1419	1451	1519	1551	1619	1651	1719	1751	1819	1851	1919	1951	2043	2140	2240	2340
\$ Grimsbury, opp Co-op	1420	1452	1520	1552	1620	1652	1720	1752	1820	1852	1920	1952	2044	2140	2240	2340
Banbury Town Centre, Bus Station (Arrivals YYY)	1422	1453	1522	1553	1622	1653	1722	1753	1822	1853	1922	1953	2045	2142	2242	2342

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

**500****Brackley - Middleton Cheney - (Chacombe) - Banbury**

Stagecoach in Oxfordshire - Banbury - Brackley

Timetable valid from 12/10/2020 until further notice.

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

Sundays

Brackley, opp Market Place	0735	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732
\$ Brackley, opp Church Road	0736	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733
\$ Brackley, opp Jarvis Court	0736	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735
\$ Brackley, opp Top Station Road	0737	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736
\$ Brackley, Northampton Road (N-bound)	0738	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737
Brackley, opp Jutland Drive	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740
\$ Brackley, opp Juno Crescent	0741	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741
\$ Brackley, opp Local Centre	0742	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742
\$ Brackley, adj Sycamore Close	0742	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742
\$ Brackley, opp Cemetery Entrance	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744
\$ Brackley, adj Ellesmere Crescent	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745
\$ Brackley, nr Ellesmere Avenue	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745
\$ Brackley, adj Top Station Road	0746	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746
\$ Brackley, adj Valley Road	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747
\$ Brackley, adj Church Road	0748	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748
\$ Brackley, opp Winchester House	0748	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748
Brackley, adj Market Place	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750
\$ Brackley, adj Southfield Primary School	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750
\$ Brackley, opp Westhill Avenue	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751
\$ Brackley, adj Farthinghoe Close	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751
Farthinghoe, o/s Almshouses	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758
\$ Middleton Cheney, adj Washle Drive	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803
\$ Middleton Cheney, o/s New Inn	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803
\$ Middleton Cheney, opp The Green	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804
\$ Middleton Cheney, opp Library	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804
Middleton Cheney, o/s Red Lion	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805
\$ Middleton Cheney, adj Rectory Lane	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805
\$ Middleton Cheney, opp Stanwell Drive	0806	0906	1006	1106	1206	1306	1406	1506	1606	1706	1806
\$ Middleton Cheney, Banbury Lane Crossroads (NW-bound)	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807
\$ Middleton Cheney, Banbury Lane Crossroads (SW-bound)											
Chacombe, opp The Ring											
\$ Chacombe, Banbury Road (Opposite 12)											
\$ Grimsbury, o/s Stroud Park	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815
\$ Grimsbury, adj Priory Vale Road	0816	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816
\$ Grimsbury, opp Tesco	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817
\$ Grimsbury, opp Co-op	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818
Banbury Town Centre, Bus Station (Arrivals YYY)	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820

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



500

Banbury - (Chacombe) - Middleton Cheney - Brackley

Stagecoach in Oxfordshire - Banbury - Brackley

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: **buctdgt 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.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

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
oxfampda	Banbury Town Centre, Bus Station (Bay 5)	Bus Station	3400000725
oxfagwat	Banbury Town Centre, opp Calthorpe Street	Calthorpe Street	340001456OPP
oxfgtagm	Banbury, adj Dashwood Road	South Bar Street	340001345OPP
oxfapgtm	Calthorpe, o/s Horton Hospital	Oxford Road	340000878ENT
oxfgajaw	Calthorpe, opp Hightown Gardens for Hospital	Hightown Road	340003166OPP
oxfgajda	Calthorpe, opp Western Crescent	Hightown Road	340003165OPP
oxfagjgd	Calthorpe, Morrisons (entrance)	Swan Close Road	340001399ENT
oxfagjwg	Grimsbury, o/s Co-op	Middleton Road	340001414MR
oxfagjwa	Grimsbury, o/s Tesco	Middleton Road	340001415OUT
oxfgpwmj	Grimsbury, opp Priory Vale Road	Middleton Road	340001623OPP
oxfagwgd	Grimsbury, opp Stroud Park	Erment Way	340001461EAS
oxfgtmda	Banbury, in Gateway Retail Park	car park	340001461GRP
nthdamga	Chacombe, Banbury Road (Outside 12)	Banbury Road	300000534TH
nthdamgd	Chacombe, adj Middleton Road	The Ring	300000534TL
nthdgpdt	Middleton Cheney, Banbury Lane Crossroads (SE-bound)	Chacombe Road	300000614CM
nthdgpma	Middleton Cheney, nr Stanwell Drive	Chacombe Road	300000614SD
nthdgpdm	Middleton Cheney, opp Rectory Lane	High Street	300000614CC
nthdgpjt	Middleton Cheney, opp Red Lion	High Street	300000614RL
nthdgpjp	Middleton Cheney, o/s Library	Main Road	300000614L
nthdgpjg	Middleton Cheney, adj The Green	Main Road	300000614G
nthdgpjw	Middleton Cheney, opp New Inn	Main Road	300000614ON
nthdgpjt	Middleton Cheney, opp Washle Drive	Main Road	300000614LG
nthdgpmt	Farthinghoe, o/s St Michael's Church	Main Road	300000615C
nthdmjwg	Brackley, opp Farthinghoe Close	Banbury Road	300000037P
nthadagm	Brackley, adj Westhill Avenue	Banbury Road	300000037WA
nthdpgwp	Brackley, adj Manor Road	Banbury Road	300000037BM
nthadamt	Brackley, opp Southfield Primary School	Banbury Road	300000037B
nthadatm	Brackley, opp Market Place	High Street	300000037G
nthdwdpm	Brackley, o/s Winchester House	High Street	300000037WS
nthdwdpg	Brackley, opp Jarvis Court	Burwell Hill	300000037JC
nthadaga	Brackley, opp Top Station Road	Burwell Hill	300000037TS
nthdwmwa	Brackley, Northampton Road (N-bound)	Northampton Road	300000037NN
nthdwmjg	Brackley, opp Jutland Drive	Poppyfields Way	300000037JT
nthdwmja	Brackley, opp Juno Crescent	Poppyfields Way	300000037OJ
nthdwmpt	Brackley, opp Local Centre	Poppyfields Way	300000037OL
nthdwmjp	Brackley, adj Sycamore Close	Halse Road	300000037SC
nthadadm	Brackley, opp Cemetery Entrance	Halse Road	300000037HM
nthadapj	Brackley, adj Ellesmere Crescent	Bridgewater Road	300000037E
nthdppad	Brackley, nr Ellesmere Avenue	Ellesmere Road	300000037ER
nthdapd	Brackley, adj Top Station Road	Burwell Hill	300000037BU
nthdtpgd	Brackley, adj Valley Road	High Street	300000037VR
nthadatp	Brackley, adj Church Road	High Street	300000037H
nthdmjtp	Brackley, adj Market Place	High Street	300000037MT



500

Brackley - Middleton Cheney - (Chacombe) - Banbury

Stagecoach in Oxfordshire - Banbury - Brackley

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: **buctdgt 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.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

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
nthadatm	Brackley, opp Market Place	High Street	300000037G
nthadadj	Brackley, opp Church Road	High Street	300000037HI
nthdwdpg	Brackley, opp Jarvis Court	Burwell Hill	300000037JC
nthadaga	Brackley, opp Top Station Road	Burwell Hill	300000037TS
nthdwmwa	Brackley, Northampton Road (N-bound)	Northampton Road	300000037NN
nthdwmjg	Brackley, opp Jutland Drive	Poppyfields Way	300000037JT
nthdwmja	Brackley, opp Juno Crescent	Poppyfields Way	300000037OJ
nthdwmpt	Brackley, opp Local Centre	Poppyfields Way	300000037OL
nthdwmjp	Brackley, adj Sycamore Close	Halse Road	300000037SC
nthadadm	Brackley, opp Cemetery Entrance	Halse Road	300000037HM
nthadapt	Brackley, adj Ellesmere Crescent	Bridgewater Road	300000037E
nthdpjad	Brackley, nr Ellesmere Avenue	Ellesmere Road	300000037ER
nthadapd	Brackley, adj Top Station Road	Burwell Hill	300000037BU
nthdtpgd	Brackley, adj Valley Road	High Street	300000037VR
nthadatp	Brackley, adj Church Road	High Street	300000037H
nthdwdpj	Brackley, opp Winchester House	High Street	300000037OS
nthdmjtp	Brackley, adj Market Place	High Street	300000037MT
nthdmpdp	Brackley, adj Southfield Primary School	Banbury Road	300000037SF
nthadapa	Brackley, opp Westhill Avenue	Banbury Road	300000037BS
nthdmjwj	Brackley, adj Farthinghoe Close	Banbury Road	300000037PA
nthdgpjmj	Farthinghoe, o/s Almshouses	Main Road	300000615A
nthdgpww	Middleton Cheney, adj Washle Drive	Main Road	300000614LO
nthdgpja	Middleton Cheney, o/s New Inn	Main Road	300000614NI
nthdgpjm	Middleton Cheney, opp The Green	Main Road	300000614GR
nthdgpmm	Middleton Cheney, opp Library	Main Road	300000614TA
nthdgpjm	Middleton Cheney, o/s Red Lion	High Street	300000614R
nthdgpjp	Middleton Cheney, adj Rectory Lane	Chacombe Road	300000614RE
nthdgpmd	Middleton Cheney, opp Stanwell Drive	Chacombe Road	300000614SW
nthdgpdp	Middleton Cheney, Banbury Lane Crossroads (NW-bound)	Appletree Road	300000614CH
nthdgpdw	Middleton Cheney, Banbury Lane Crossroads (SW-bound)	Banbury Lane	300000614CR
nthdamgj	Chacombe, opp The Ring	Banbury Road	300000534TR
nthdamdw	Chacombe, Banbury Road (Opposite 12)	Banbury Road	300000534BR
oxfgpwwm	Grimsbury, o/s Stroud Park	Erment Way	340001461SEA
oxfgpwwm	Grimsbury, adj Priory Vale Road	Middleton Road	340001623PVR
oxfgjwd	Grimsbury, opp Tesco	Middleton Road	340001415OEA
oxfgmtpj	Grimsbury, opp Co-op	Middleton Road	340001414OPP
oxfgpjmp	Banbury Town Centre, Bus Station (Arrivals YYY)	Bus Station	340000001730



500

Banbury - (Chacombe) - Middleton Cheney - Brackley

Stagecoach in Oxfordshire - Banbury - Brackley

Service Restrictions

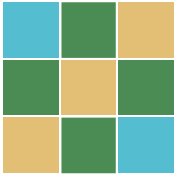
SH - Oxfordshire School Holidays

		Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu						
2020	October					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
	November							1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
	December		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				

Sch - Oxfordshire School Day

		Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu						
2020	October				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	November							1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
	December		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				

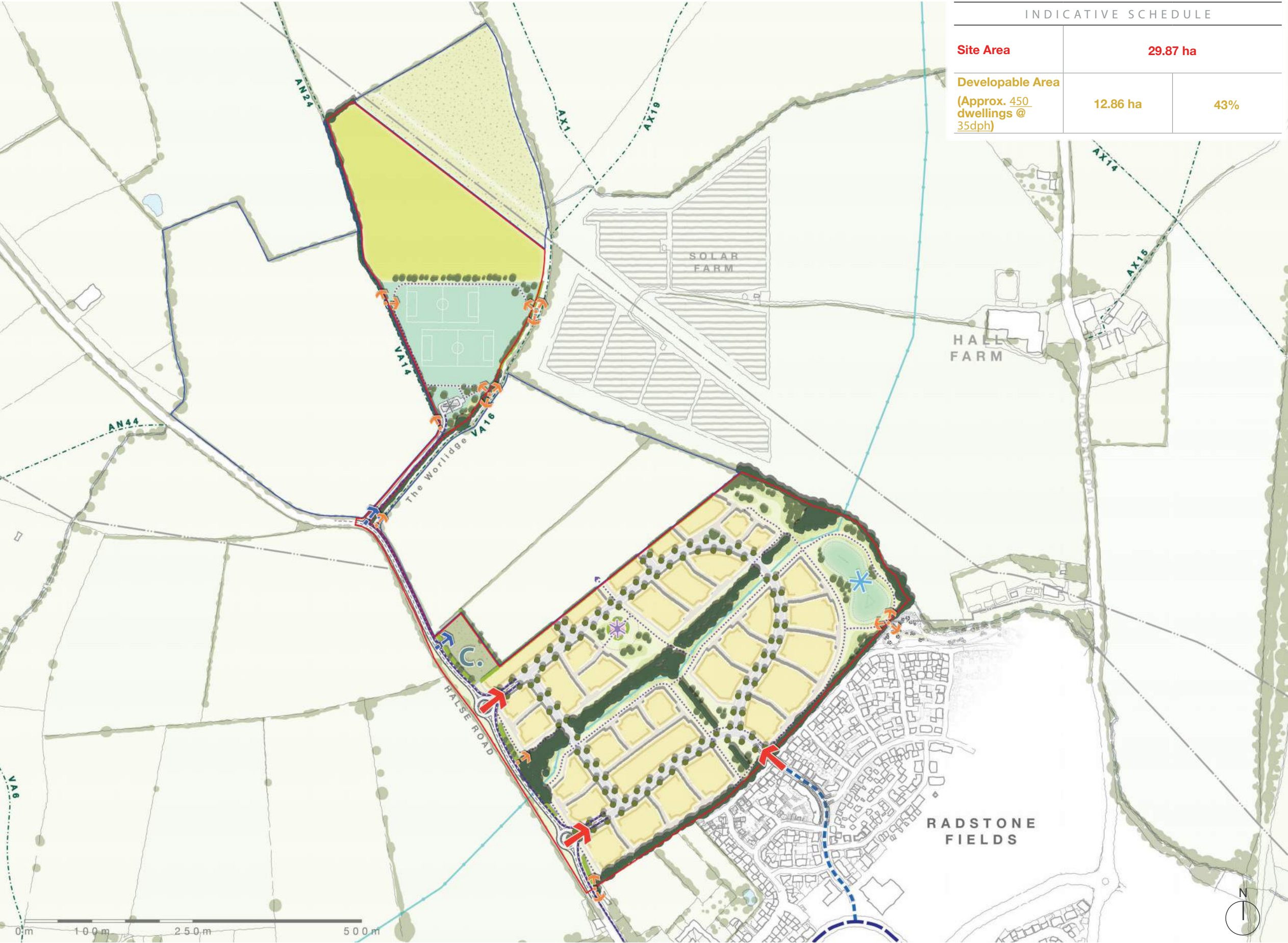
- # Days of operation
- # Mo = Monday, Tu = Tuesday, We = Wednesday, Th = Thursday, Fr = Friday
- # Sa = Saturday
- # Su = Sunday



COTSWOLD
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Appendix H

Illustrative Site Masterplan



INDICATIVE SCHEDULE		
Site Area	29.87 ha	
Developable Area (Approx. 450 dwellings @ 35dph)	12.86 ha	43%

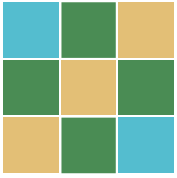
- Site Boundary
- Retained Land
- Proposed Residential Development
- Proposed Residential Frontages
- Proposed Primary Vehicular Access Points
- Proposed Secondary Vehicular Access Points
- Existing Medium Pressure Gas Main
- Existing Bus Route through Radstone Fields
- Proposed Bus Route Extension through Radstone Fields
- Existing Public Rights of Way
- Proposed Pedestrian Connections
- Proposed Footpath Along Halse Road
- Indicative Footpath / Cycle Network
- Proposed Primary Road / Bus Loop
- Existing Vegetation
- Proposed Open Space
- Call Option Recreation Land
- Land Reserved for Biodiversity Net Gain
- Formal Sports / Recreational Land
- Proposed Location of Cemetery / Allotments
- Proposed Car Park for associated Formal Sports / Recreational Land
- Proposed Children's Play Area
- Proposed Location of Attenuation Basins

Land North of Radstone Fields, Brackley

Mintondale Developments

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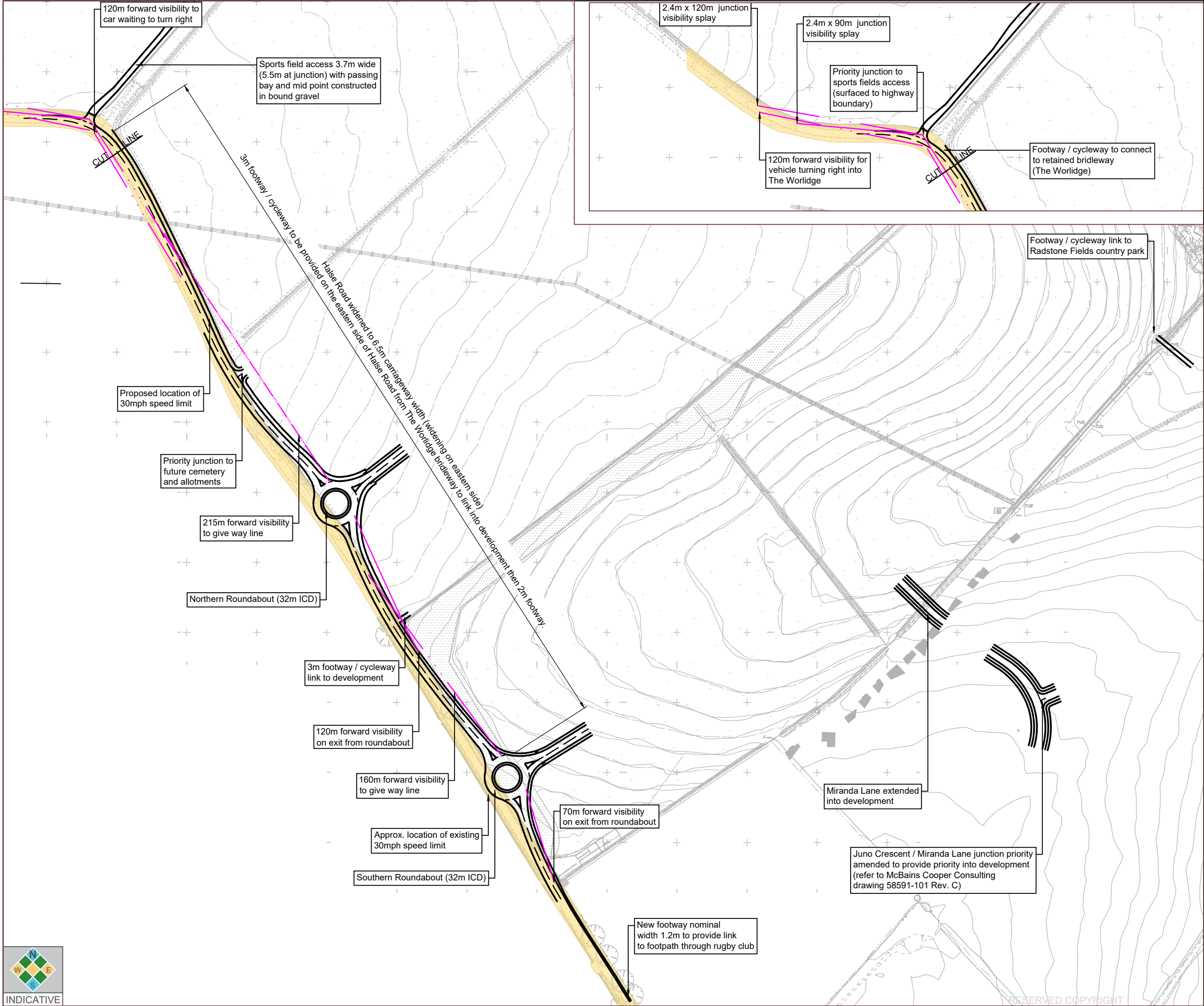
drawing no.	LB01	drawing	Illustrative Masterplan
revision	I	scale	Refer to scale bar
drawn by	CJM	checked by	AR
date	06/11/2020	job no.	462784



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Appendix I

Highway Works Overview Drawing



- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Savills Illustrative Masterplan drawing 462784/LB01 Rev. H dated 02.10.2020. The PDF file has been overlaid as closely as possible on the topographical survey using common features.
 3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

Key

Extent of adopted highway (from Northants CC record drawing dated 22/10/2020)

B	28.10.20	Sports field access layout amended following Client comments	MP	JM
A	27.10.20	Amended following internal discussions	MP	JM
Rev	Date	Details	Drawn by	Checked by



COTSWOLD

TRANSPORT

PLANNING

CLIENT:
Mintondale Developments Ltd.

PROJECT:
Land North of
Radstone Fields
Brackley

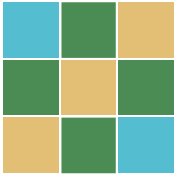
TITLE:
Highway Works Overview

STATUS:
INFORMATION

SCALE @ A3: 1:2500	DATE: 26.10.20	DRAWN: MP	CHECKED: JM	APPROVED: AP
JOB NO: CTP-20-564	DRAWING NO: SK01	REVISION: B		



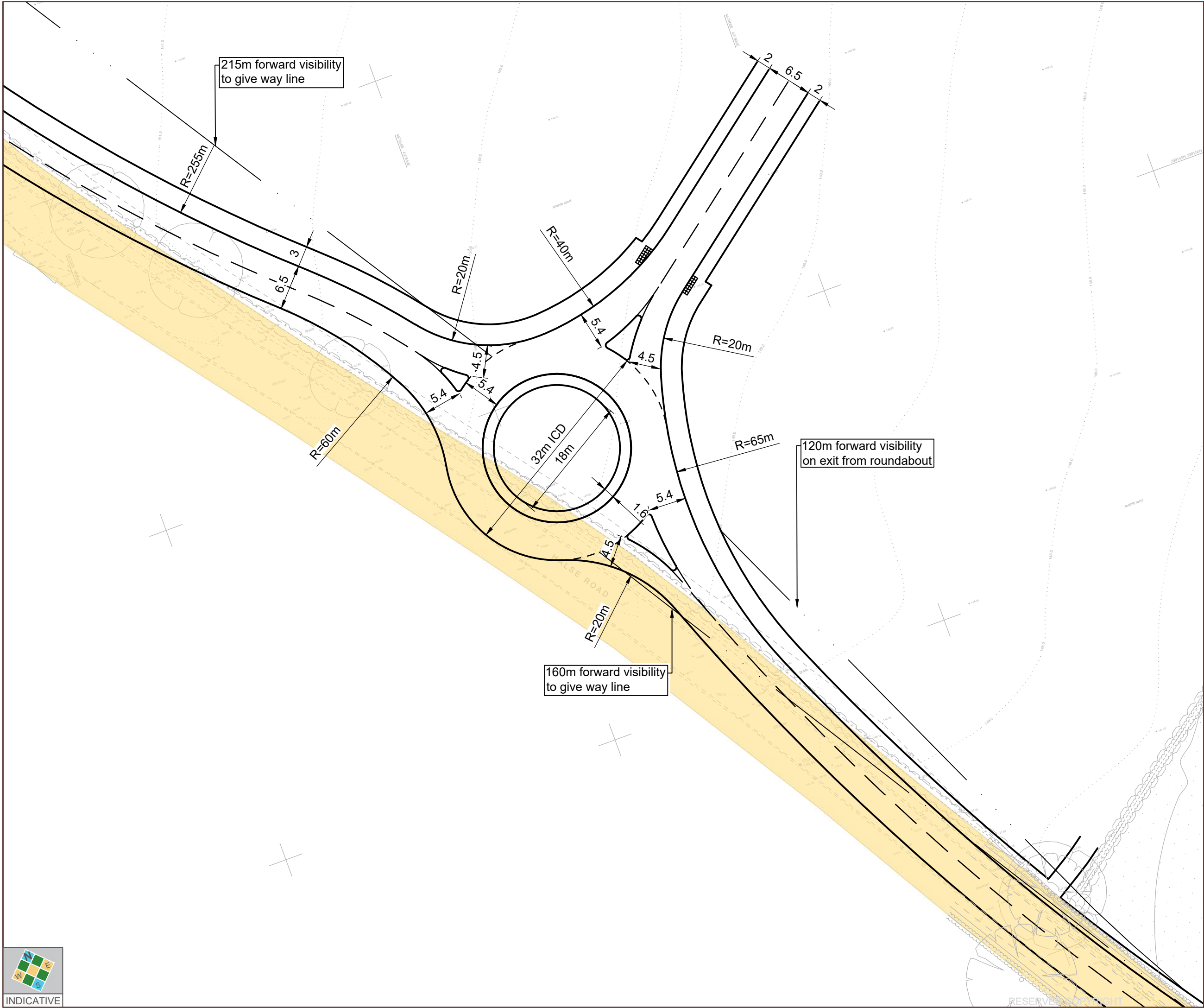
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PLANNING

Appendix J

Northern Roundabout Access
Layout (Residential Halse Road)



- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Savills Illustrative Masterplan drawing 462784/LB01 Rev. H dated 02.10.2020. The PDF file has been overlaid as closely as possible on the topographical survey using common features.
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Rev	Date	Details	Drawn by	Checked by
A	27.10.20	Amended following internal discussions	MP	JM



CLIENT:
Mintondale Developments Ltd.

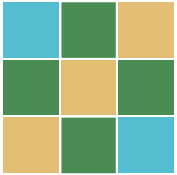
PROJECT:
Land North of
Radstone Fields
Brackley

TITLE:
Halse Road
Northern Roundabout Layout

STATUS:
INFORMATION

SCALE @ A3: 1:500	DATE: 26.10.20	DRAWN: MP	CHECKED: JM	APPROVED: AP
JOB NO: CTP-20-564	DRAWING NO: SK03	REVISION: A		

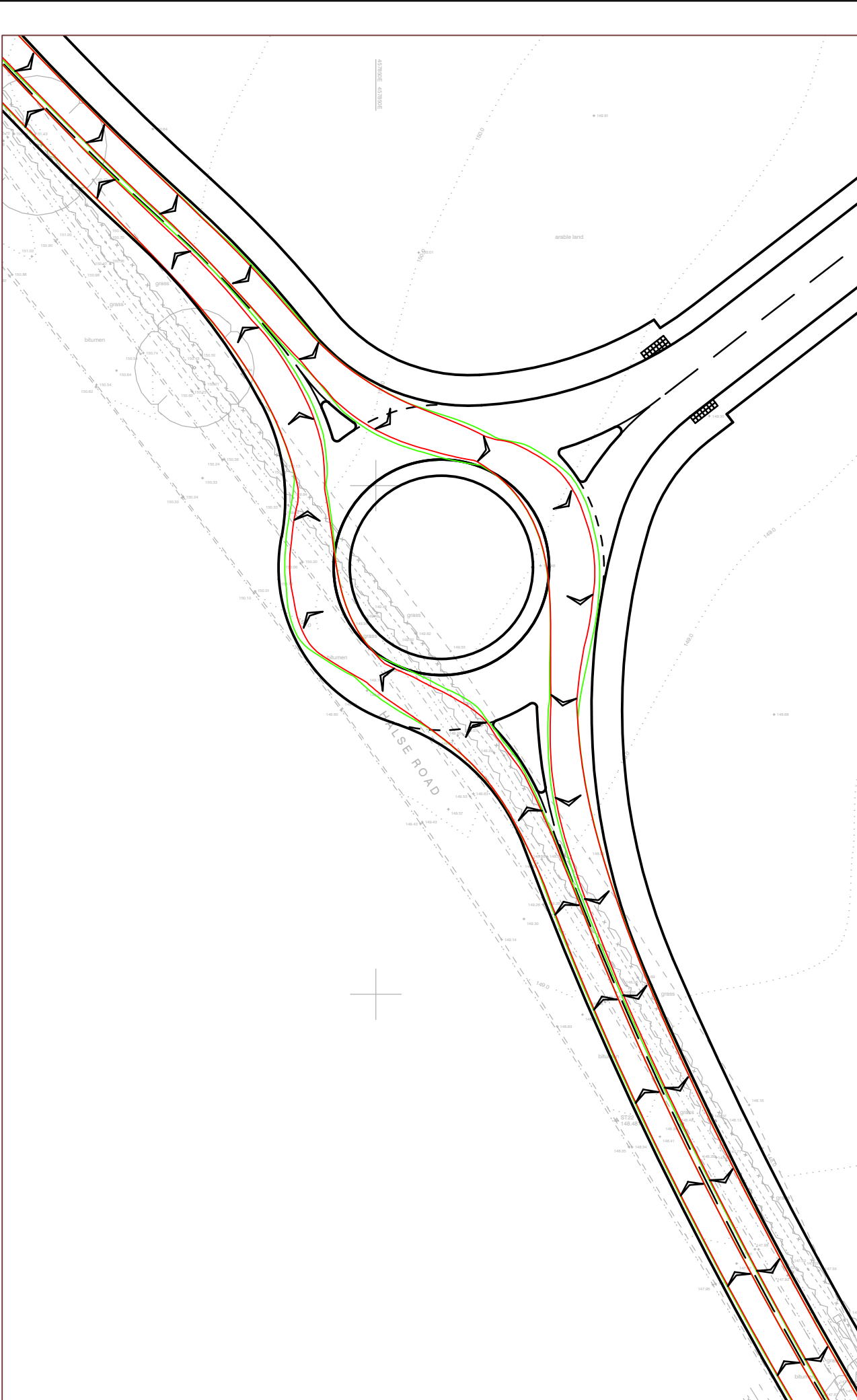
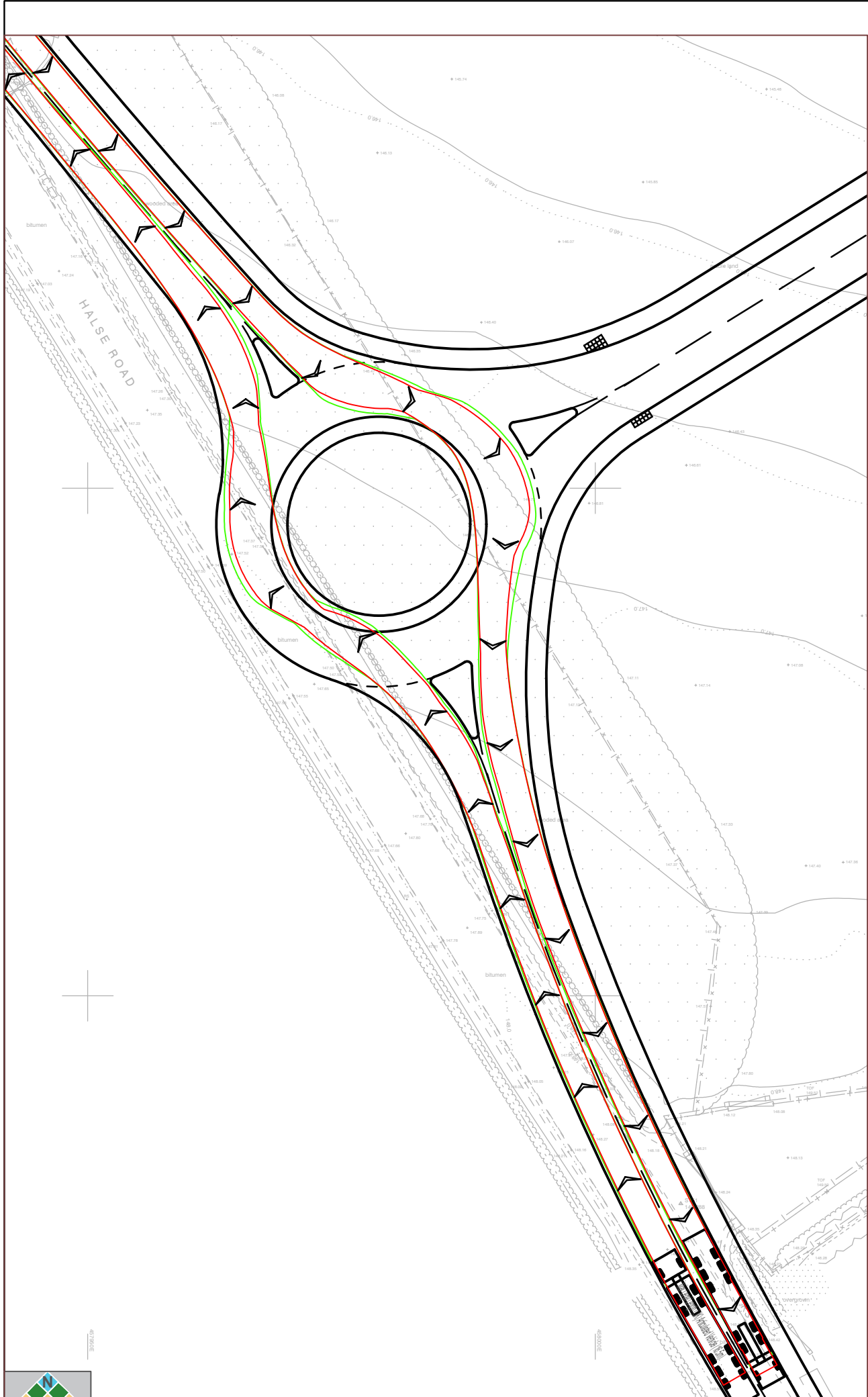




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PLANNING

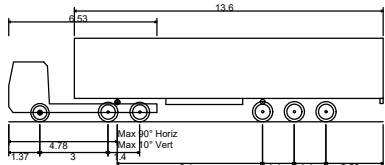
Appendix K

Northern Roundabout Access
Vehicle Swept Paths



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Savills Illustrative Masterplan drawing 462784/LB01 Rev. H dated 02.10.2020. The PDF file has been overlaid as closely as possible on the topographical survey using common features.
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Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-



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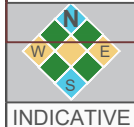
CLIENT:
Mintondale Developments Ltd.

PROJECT:
Land North of
Radstone Fields
Brackley

TITLE:
Halse Road
16.5m Articulated HGV
Swept Paths

STATUS:
INFORMATION

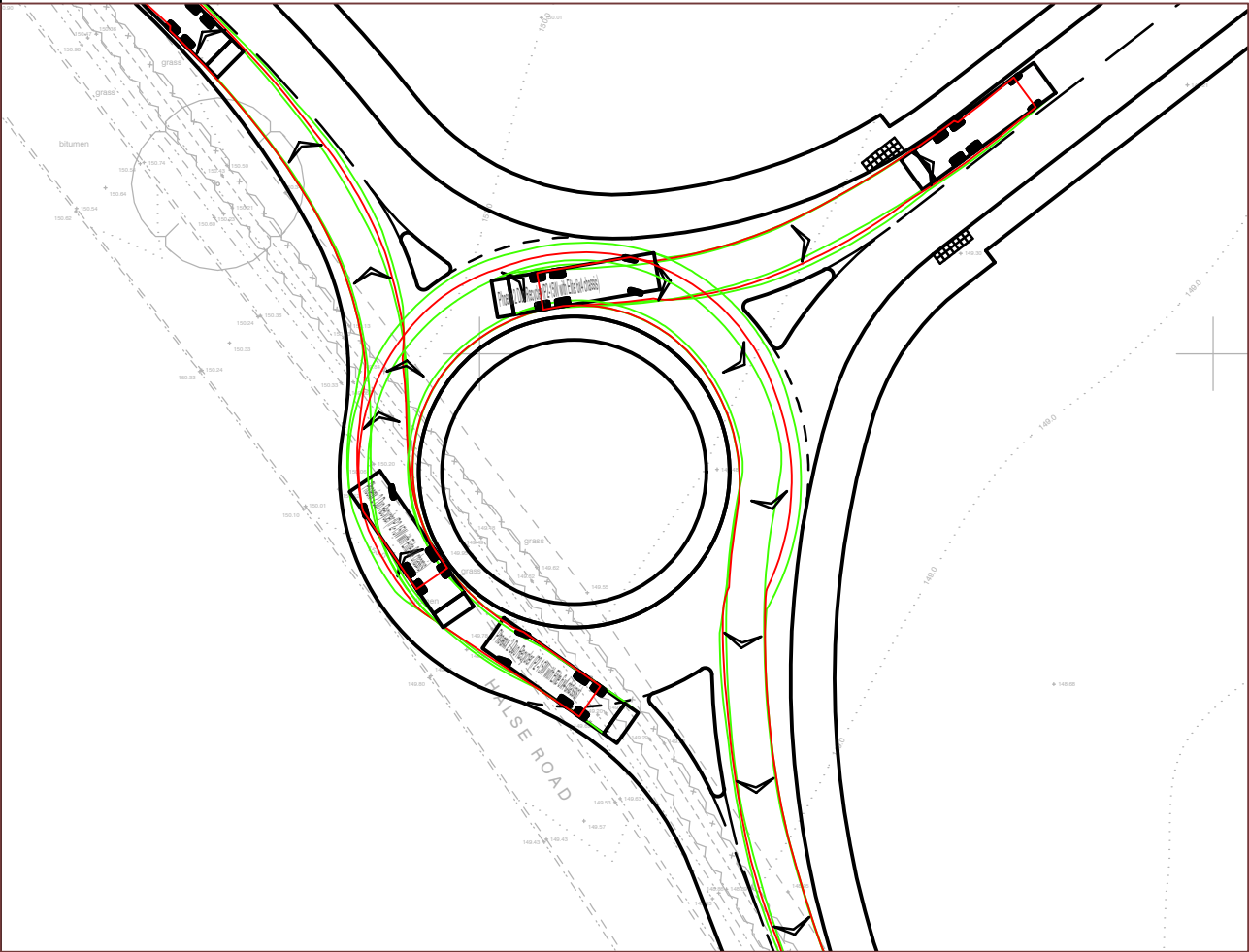
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As shown	26.10.20	MP	JM	AP
JOB NO:	DRAWING NO:	REVISION:		
CTP-20-564	SP01	-		



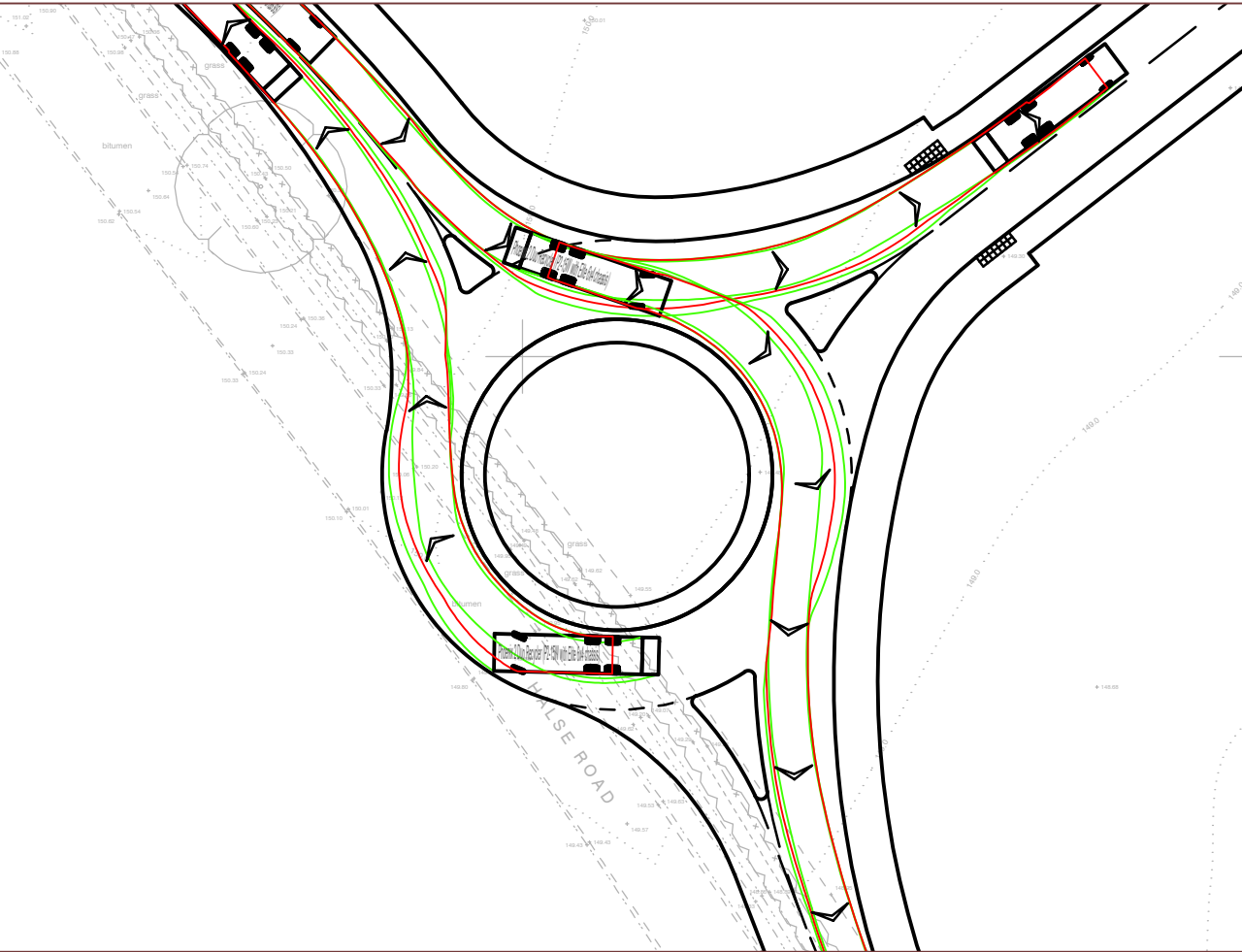
Southern Roundabout - 16.5m Articulated Vehicle

Northern Roundabout - 16.5m Articulated Vehicle

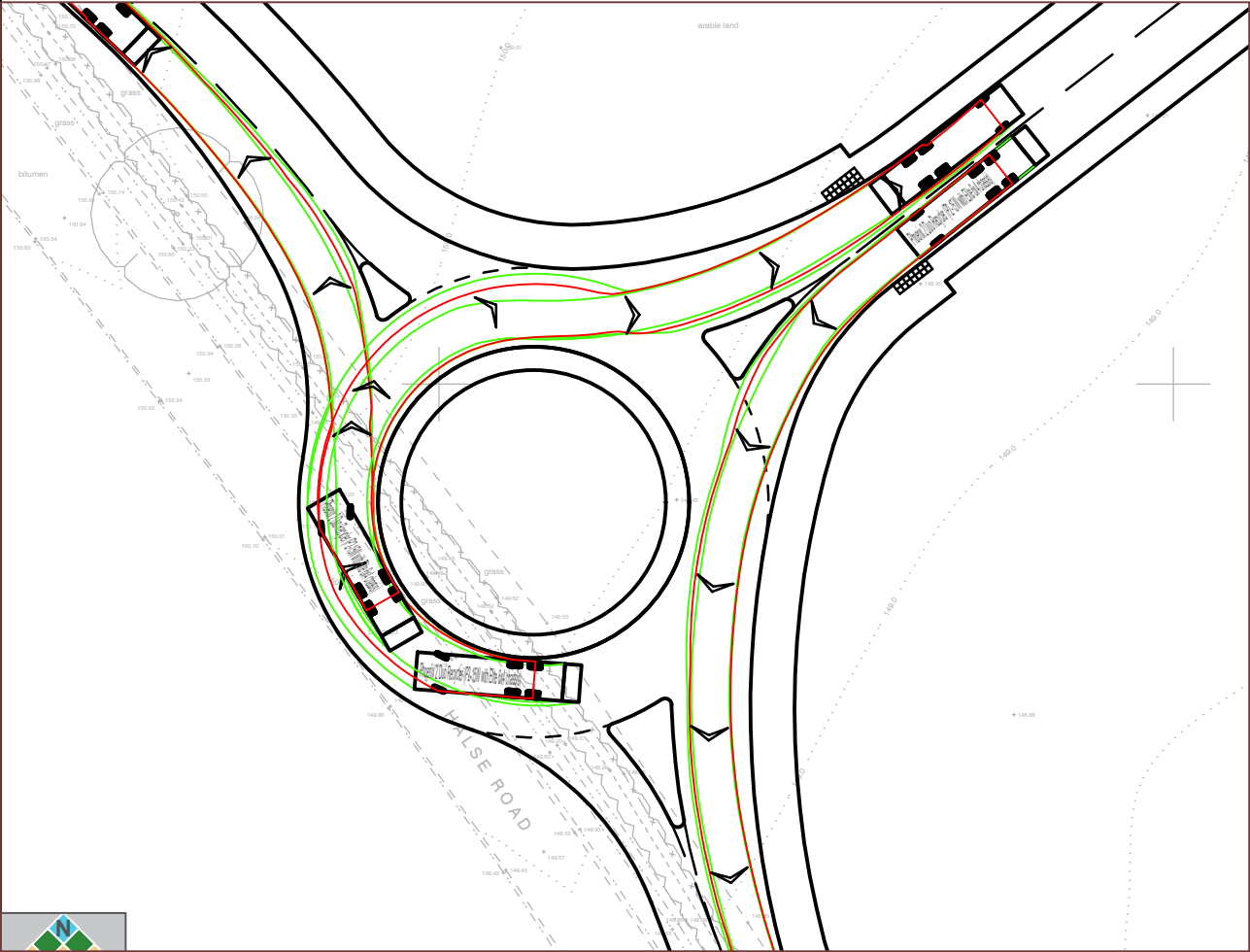
RESERVED COPYRIGHT



Refuse Vehicle Southern Arm Manoeuvres



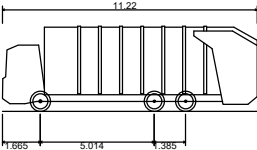
Refuse Vehicle Northern Arm Manoeuvres



Refuse Vehicle Development Arm Manoeuvres

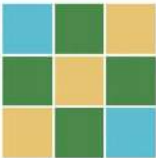


- Notes:
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Savills Illustrative Masterplan drawing 462784/LB01 Rev. H dated 02.10.2020. The PDF file has been overlaid as closely as possible on the topographical survey using common features.
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Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-



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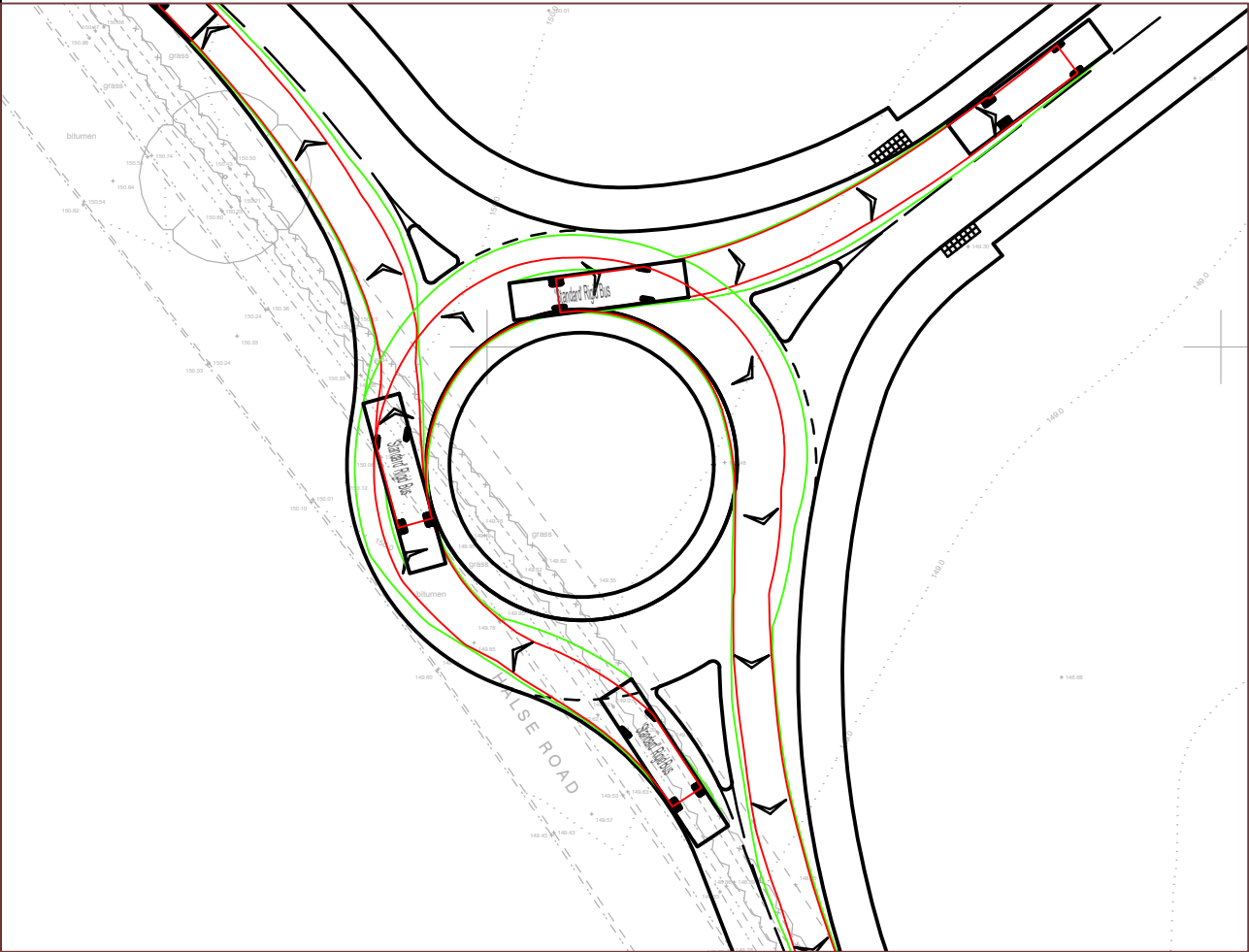
CLIENT:
Mintondale Developments Ltd.

PROJECT:
Land North of
Radstone Fields
Brackley

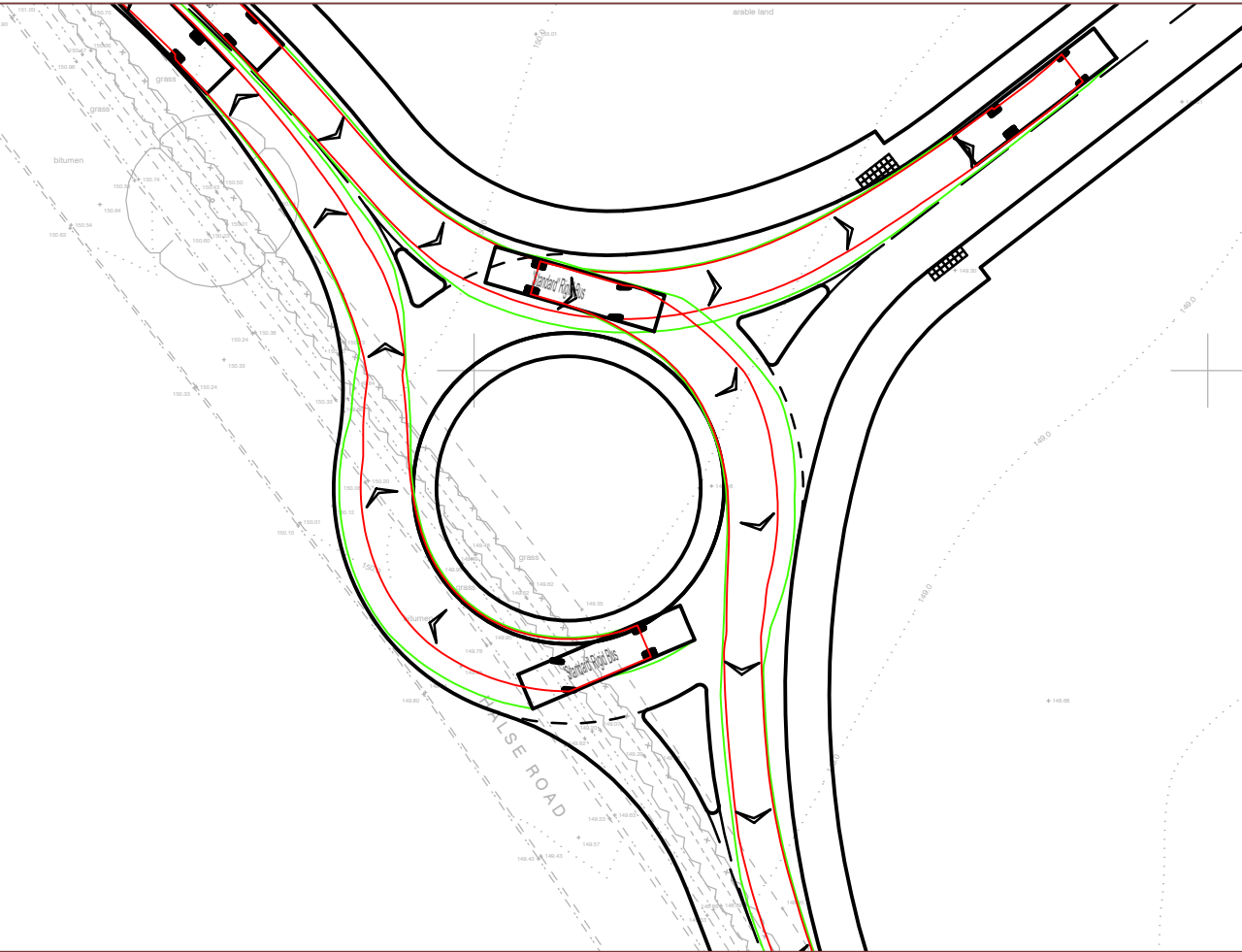
TITLE:
Northern Roundabout
Refuse Vehicle
Swept Paths

STATUS:
INFORMATION

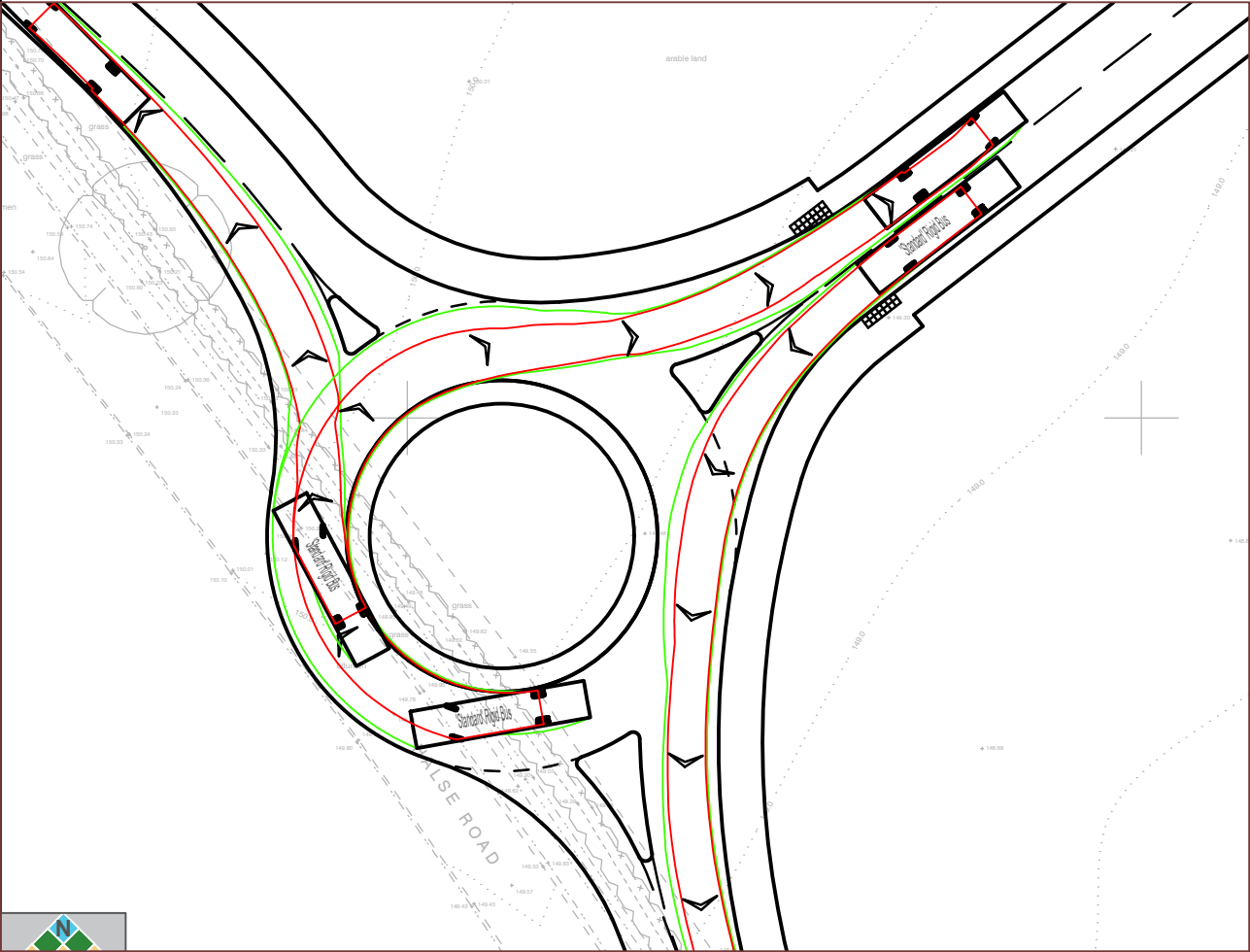
SCALE @ A3: 1:500	DATE: 26.10.20	DRAWN: MP	CHECKED: JM	APPROVED: AP
JOB NO: CTP-20-564	DRAWING NO: SP03	REVISION: -		



12m Bus Southern Arm Manoeuvres



12m Bus Northern Arm Manoeuvres



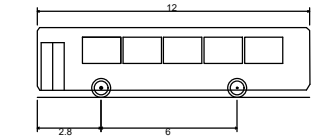
12m Bus Development Arm Manoeuvres



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'Standard' Rigid Bus
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 3.069m
Min Body Ground Clearance 0.309m
Track Width 2.350m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.771m

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-



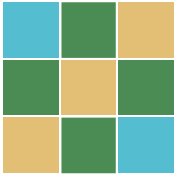
CLIENT:
Mintondale Developments Ltd.

PROJECT:
Land North of
Radstone Fields
Brackley

TITLE:
Northern Roundabout
12m Bus
Swept Paths

STATUS:
INFORMATION

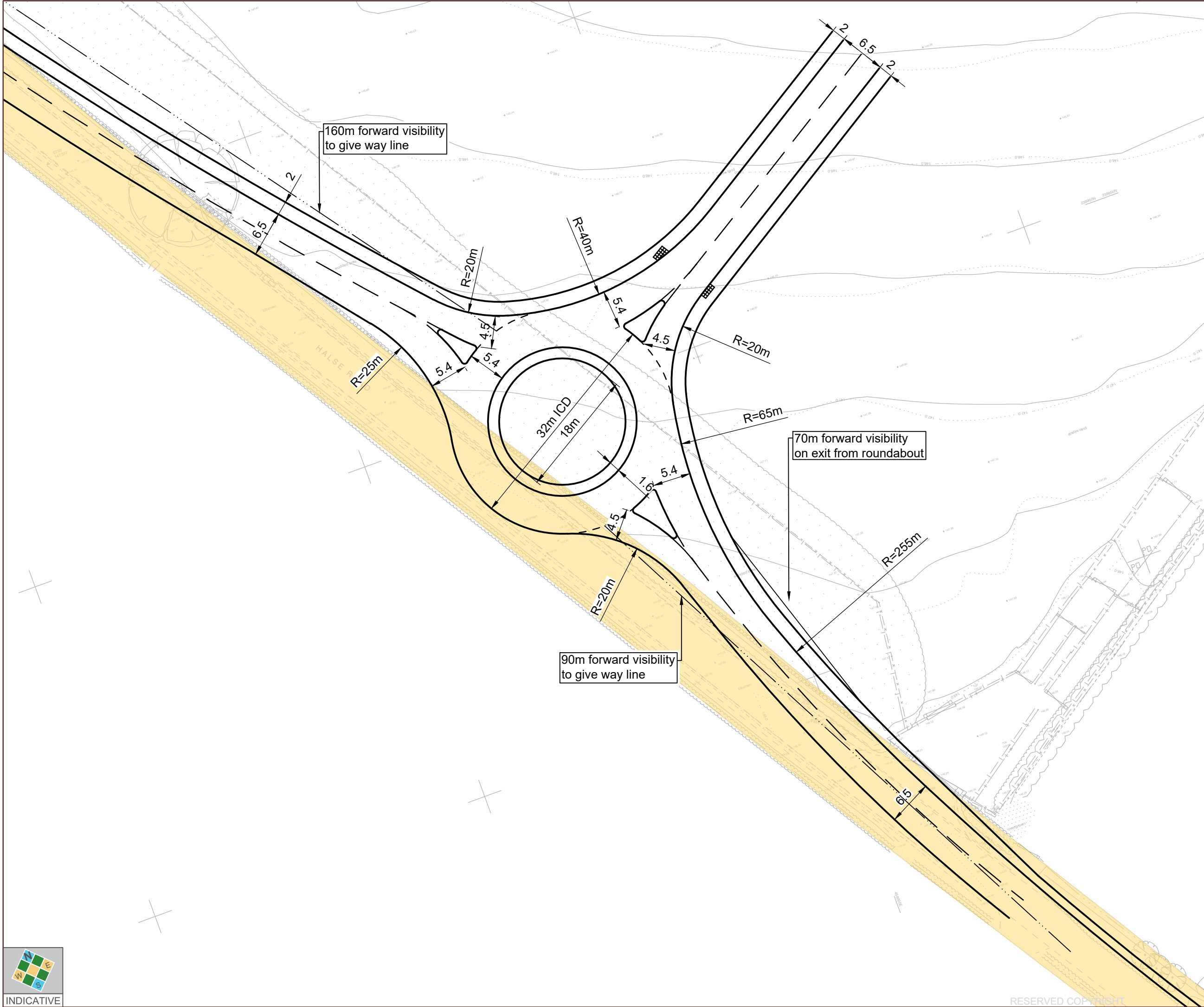
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JOB NO: CTP-20-564	DRAWING NO: SP05	REVISION: -		



COTSWOLD
TRANSPORT
PLANNING

Appendix L

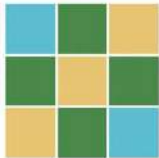
Southern Roundabout Access
Layout (Residential Halse Road)



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Savills Illustrative Masterplan drawing 462784/LB01 Rev. H dated 02.10.2020. The PDF file has been overlaid as closely as possible on the topographical survey using common features.
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A	27.10.20	Amended following internal discussions	MP	JM
Rev	Date	Details	Drawn by	Checked by



**COTSWOLD
TRANSPORT
PLANNING**

CLIENT:
Mintondale Developments Ltd.

PROJECT:
Land North of
Radstone Fields
Brackley

TITLE:
Halse Road
Southern Roundabout Layout

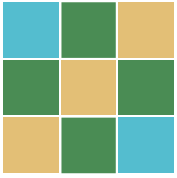
STATUS:
INFORMATION

SCALE @ A3: 1:500	DATE: 26.10.20	DRAWN: MP	CHECKED: JM	APPROVED: AP
JOB NO: CTP-20-564	DRAWING NO: SK02	REVISION: A		



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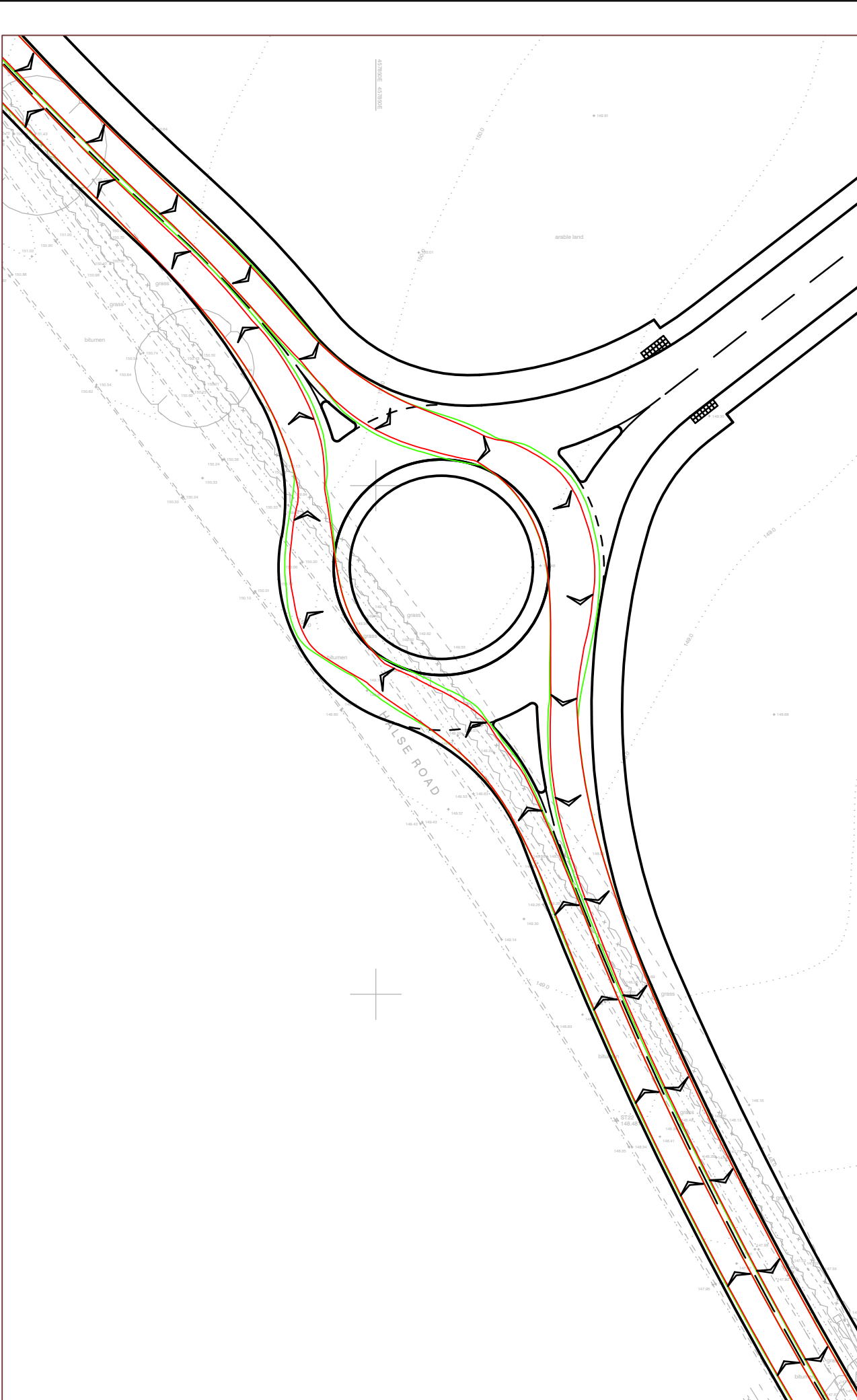
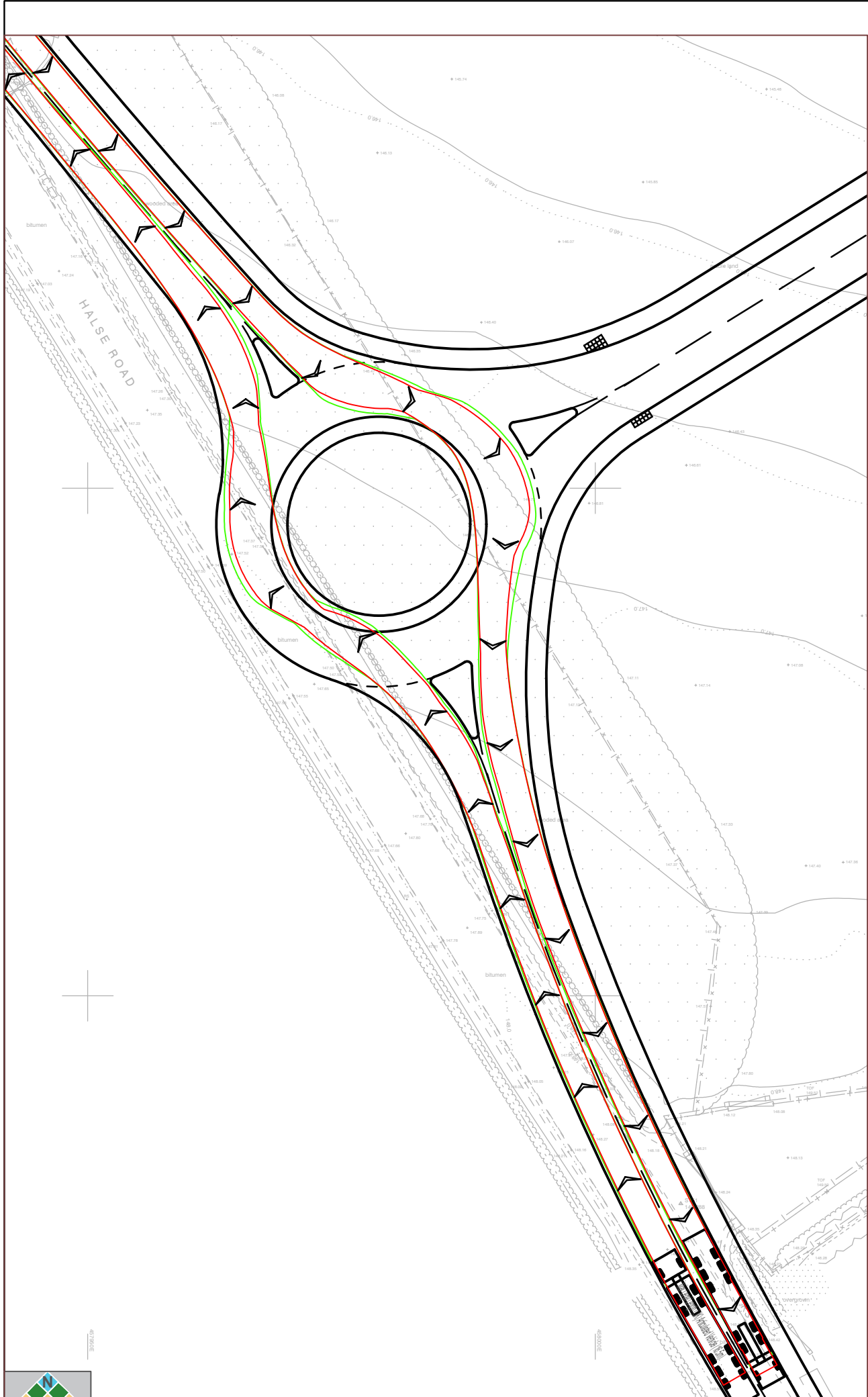
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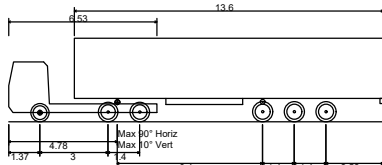
Appendix M

Southern Roundabout Access
Layout Swept Paths



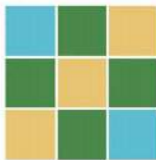
Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Savills Illustrative Masterplan drawing 462784/LB01 Rev. H dated 02.10.2020. The PDF file has been overlaid as closely as possible on the topographical survey using common features.
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Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-



COTSWOLD
TRANSPORT
PLANNING

CLIENT:
Mintondale Developments Ltd.

PROJECT:
Land North of
Radstone Fields
Brackley

TITLE:
Halse Road
16.5m Articulated HGV
Swept Paths

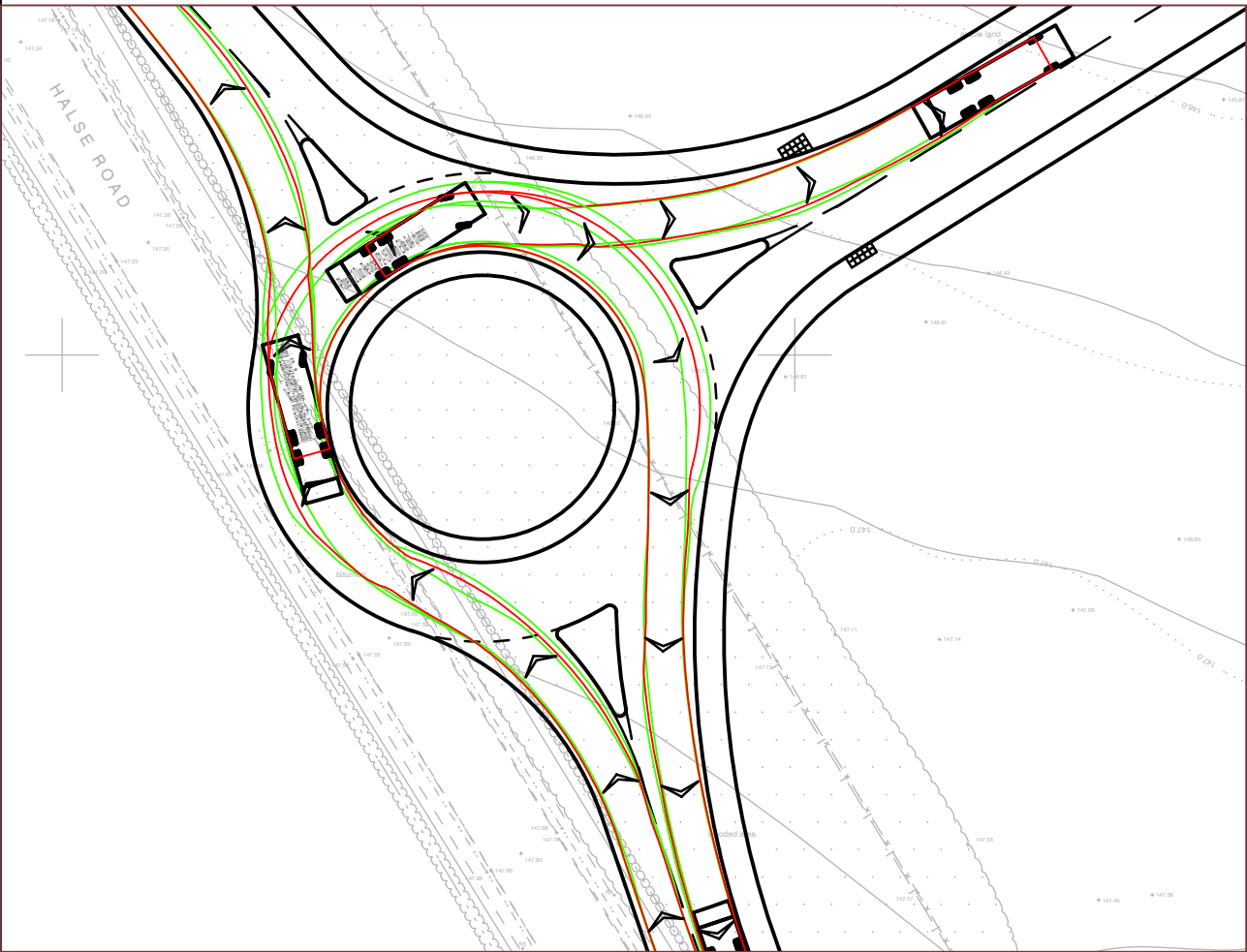
STATUS:
INFORMATION

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As shown	26.10.20	MP	JM	AP
JOB NO:	DRAWING NO:	REVISION:		
CTP-20-564	SP01	-		

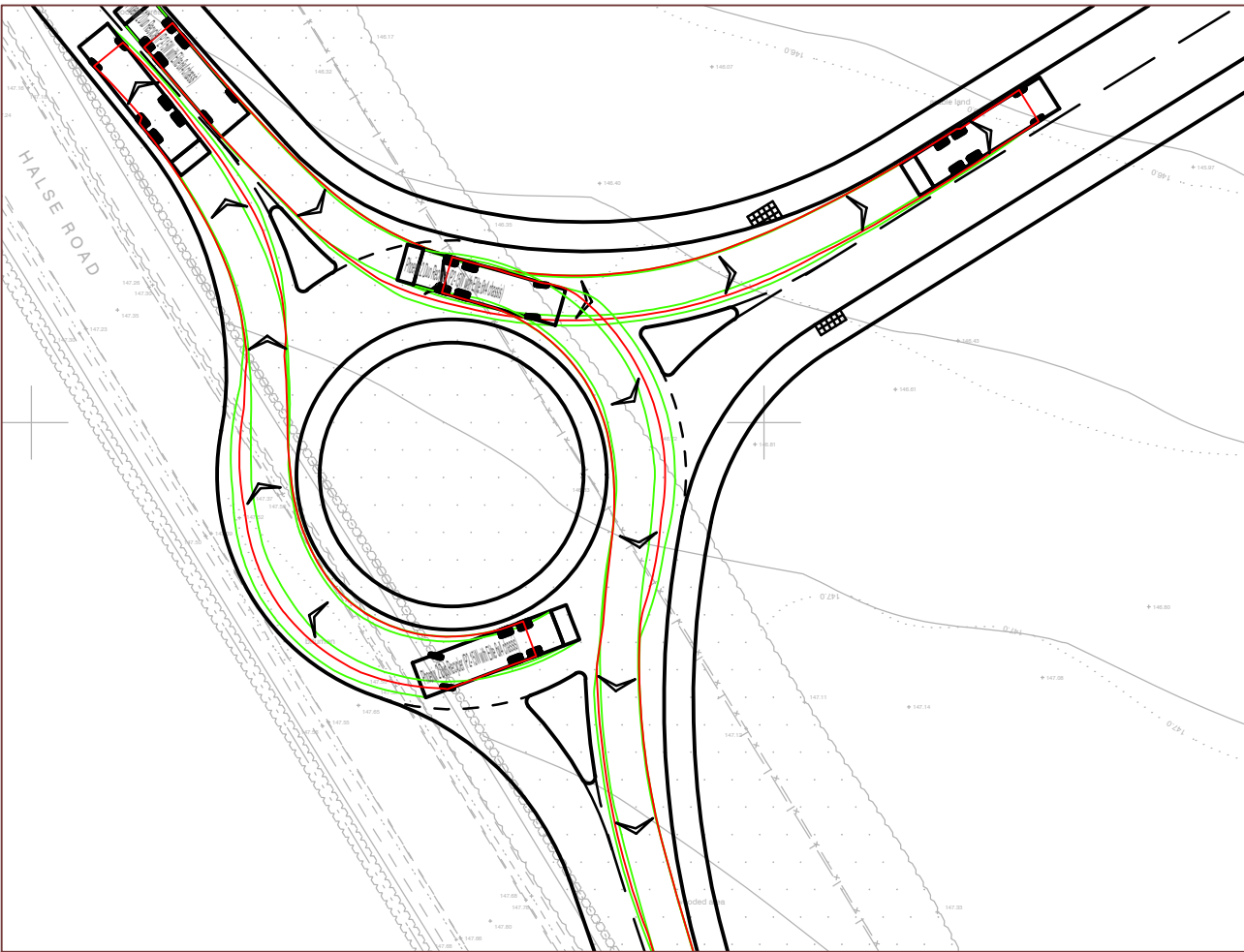


Southern Roundabout - 16.5m Articulated Vehicle

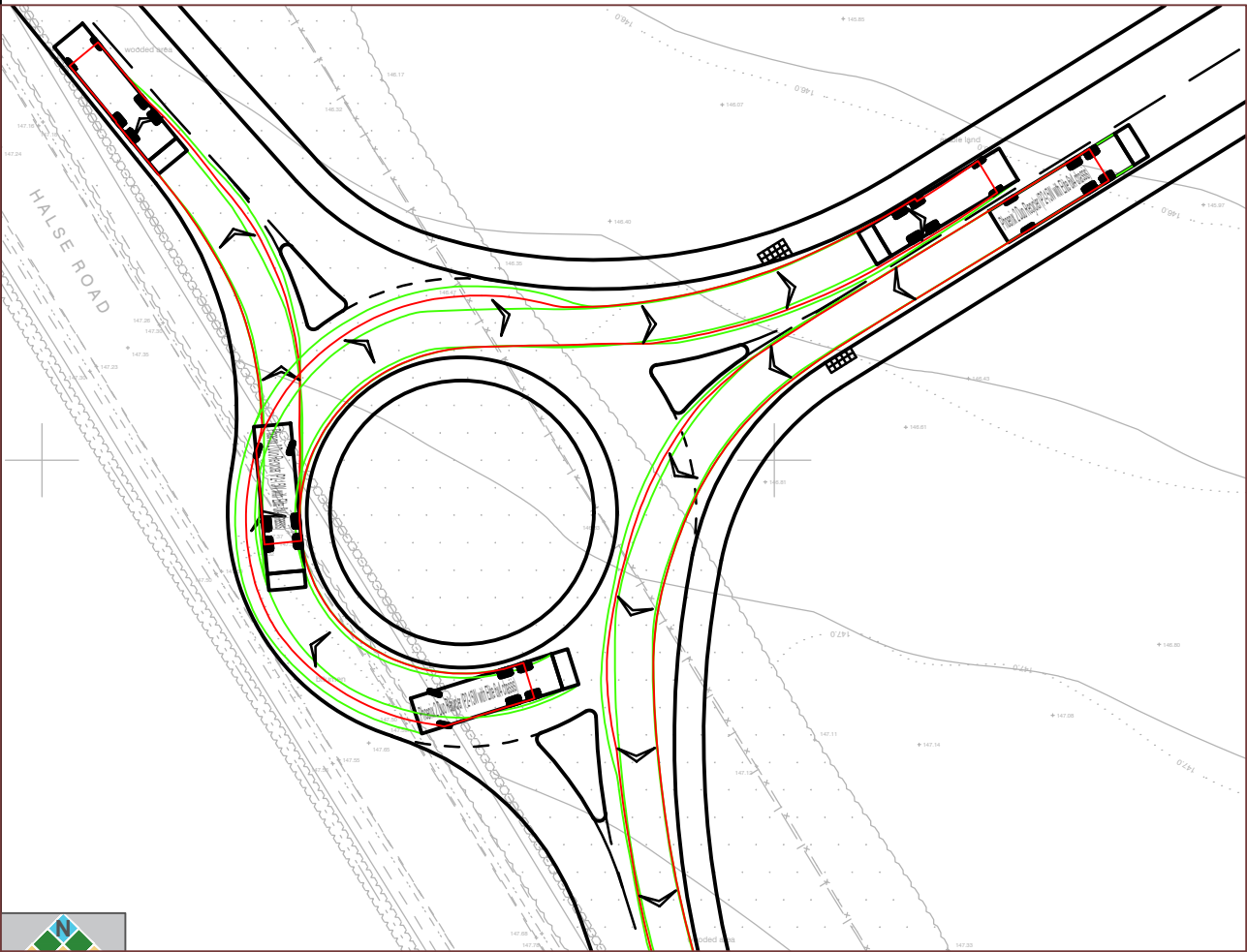
Northern Roundabout - 16.5m Articulated Vehicle



Refuse Vehicle Southern Arm Manoeuvres



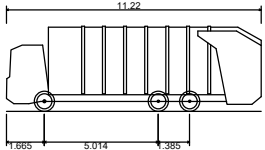
Refuse Vehicle Northern Arm Manoeuvres



Refuse Vehicle Development Arm Manoeuvres

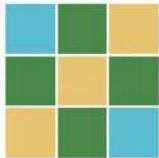


- Notes:
- 1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 - 2. This drawing is based on the Savills Illustrative Masterplan drawing 462784/LB01 Rev. H dated 02.10.2020. The PDF file has been overlaid as closely as possible on the topographical survey using common features.
 - 3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-



COTSWOLD
TRANSPORT
PLANNING

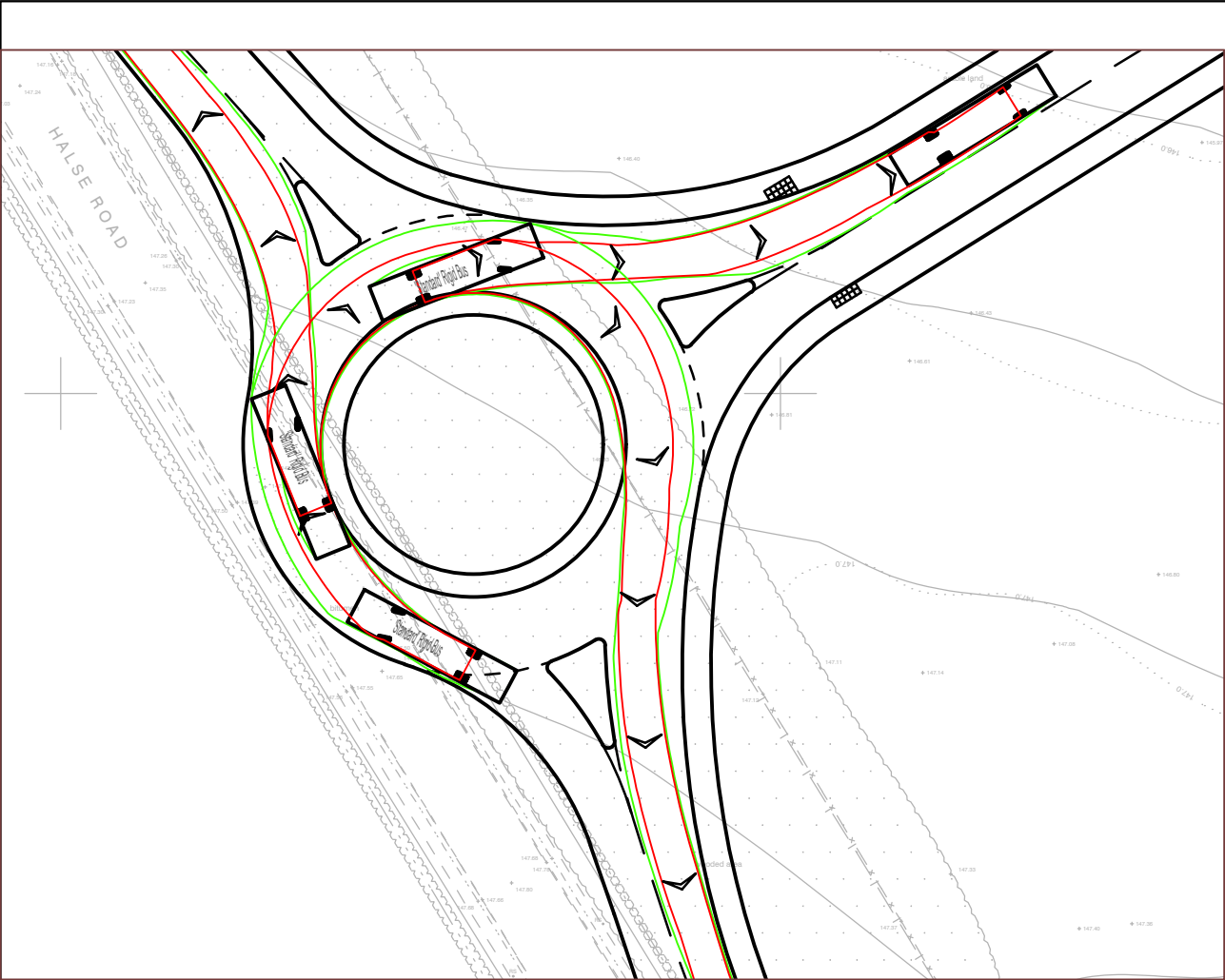
CLIENT:
Mintondale Developments Ltd.

PROJECT:
Land North of
Radstone Fields
Brackley

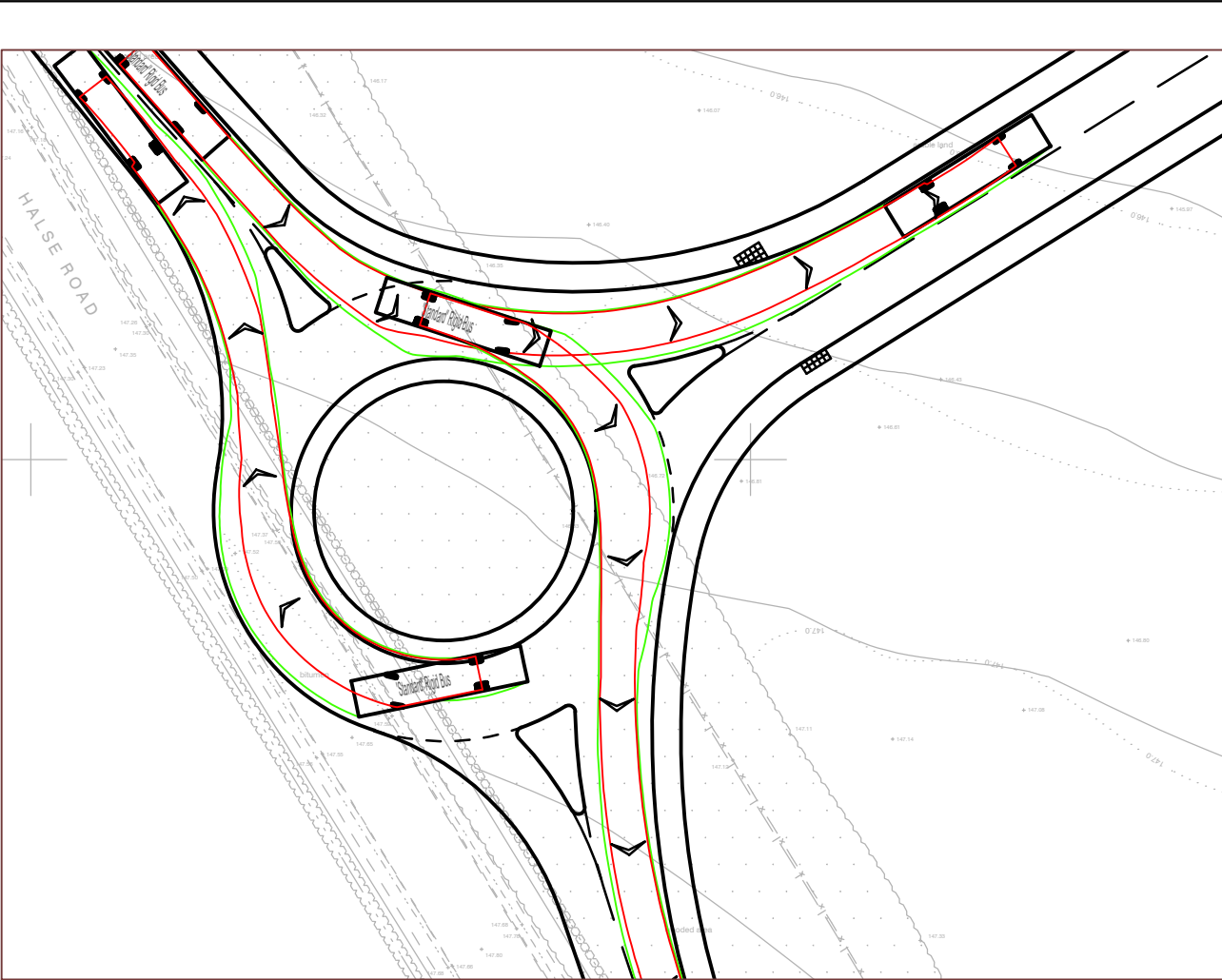
TITLE:
Southern Roundabout
Refuse Vehicle
Swept Paths

STATUS:
INFORMATION

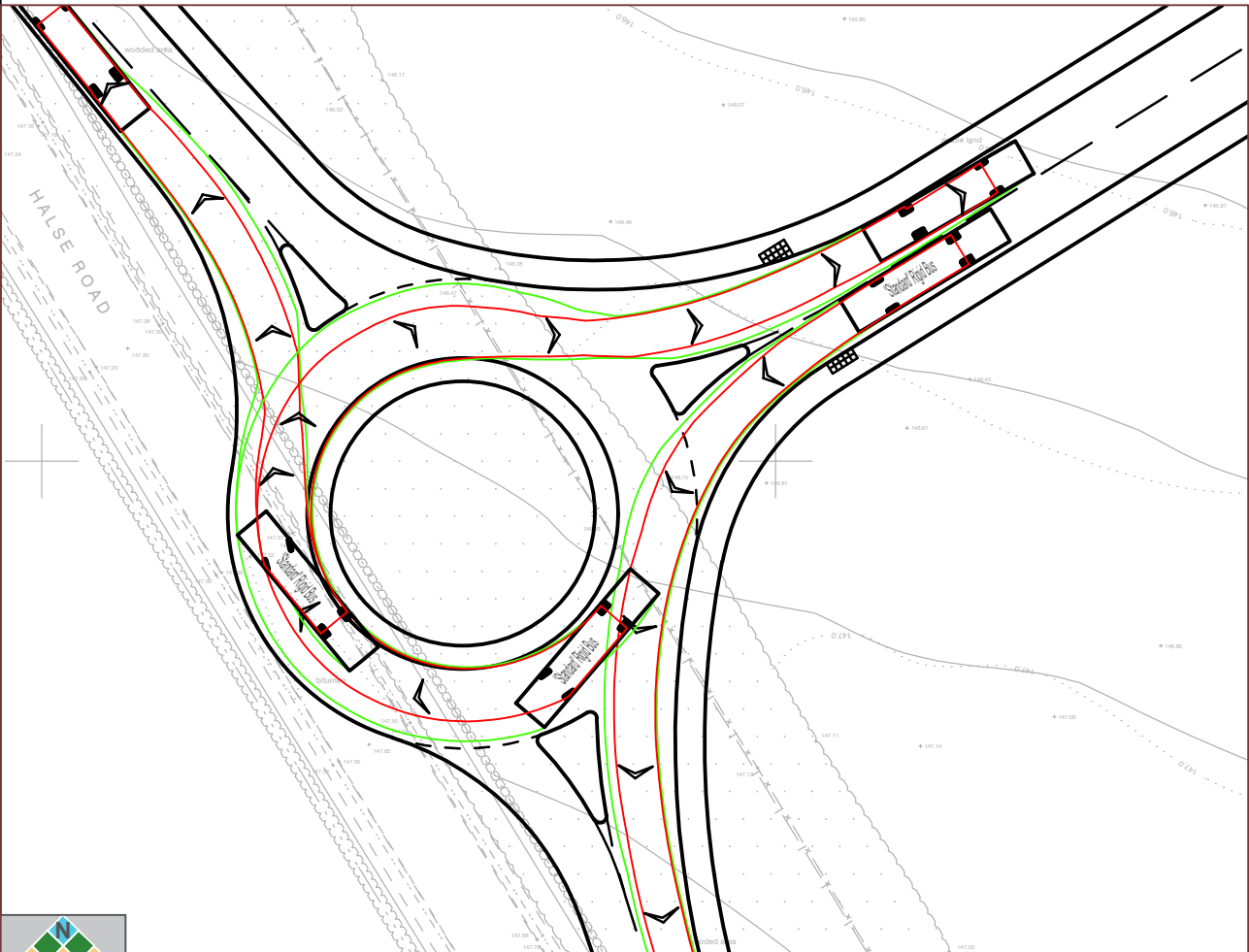
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JOB NO: CTP-20-564	DRAWING NO: SP02	REVISION: -		



12m Bus Southern Arm Manoeuvres



12m Bus Northern Arm Manoeuvres



12m Bus Development Arm Manoeuvres

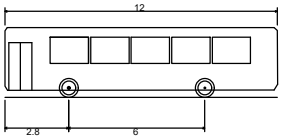


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Notes:

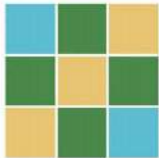
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Savills Illustrative Masterplan drawing 462784/LB01 Rev. H dated 02.10.2020. The PDF file has been overlaid as closely as possible on the topographical survey using common features.
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'Standard' Rigid Bus
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Wall to Wall Turning Radius

12.000m
2.550m
3.069m
0.309m
2.350m
4.00s
10.771m

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-



COTSWOLD
TRANSPORT
PLANNING

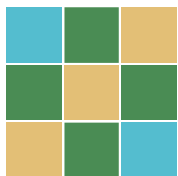
CLIENT:
Mintondale Developments Ltd.

PROJECT:
Land North of
Radstone Fields
Brackley

TITLE:
Southern Roundabout
12m Bus
Swept Paths

STATUS:
INFORMATION

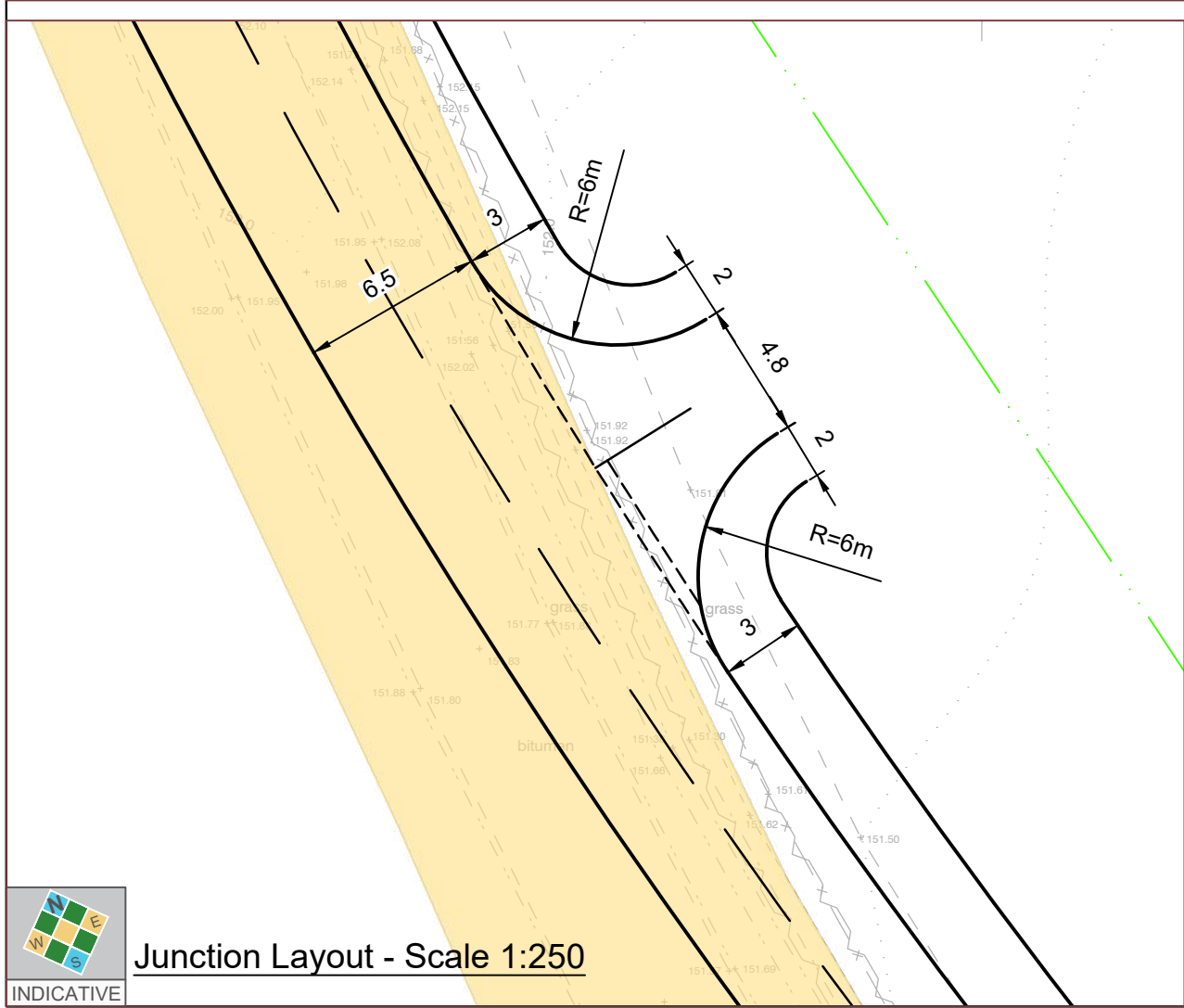
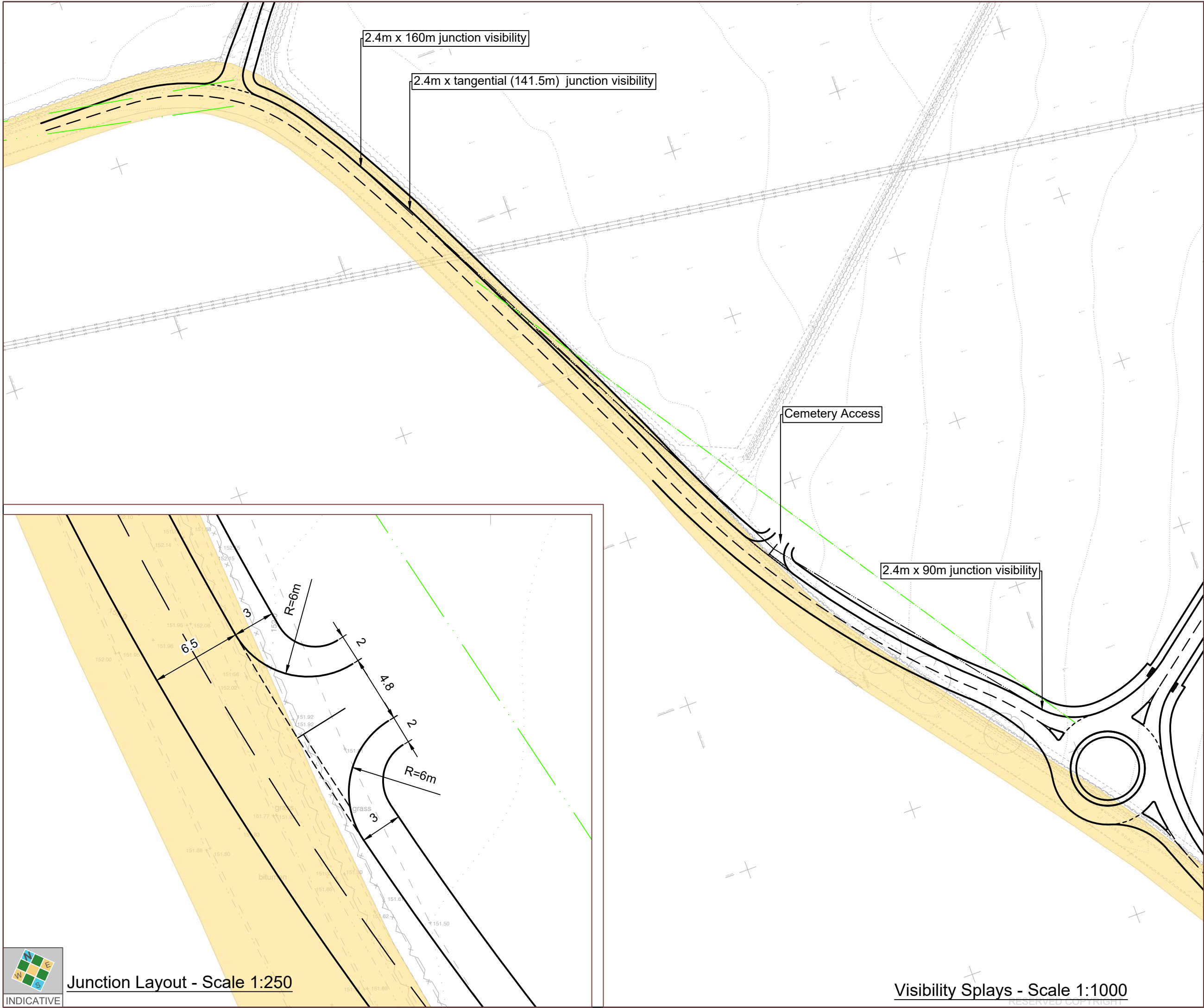
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1:500	26.10.20	MP	JM	AP
JOB NO:	DRAWING NO:	REVISION:		
CTP-20-564	SP04	-		



COTSWOLD
TRANSPORT
PLANNING

Appendix N


Southern Priority Junction
Cemetery / Allotments (Halse
Road)



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Savills Illustrative Masterplan drawing 462784/LB01 Rev. H dated 02.10.2020. The PDF file has been overlaid as closely as possible on the topographical survey using common features.
3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

Rev	Date	Details	Drawn by	Checked by



**COTSWOLD
TRANSPORT
PLANNING**

CLIENT:
Mintondale Developments Ltd.

PROJECT:
Land North of
Radstone Fields
Brackley

TITLE:
Halse Road
Cemetery Access Junction

STATUS:
INFORMATION

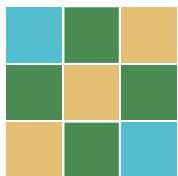
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As shown	26.10.20	MP	JM	AP

JOB NO:	DRAWING NO:	REVISION:
CTP-20-564	SK04	-



Junction Layout - Scale 1:250

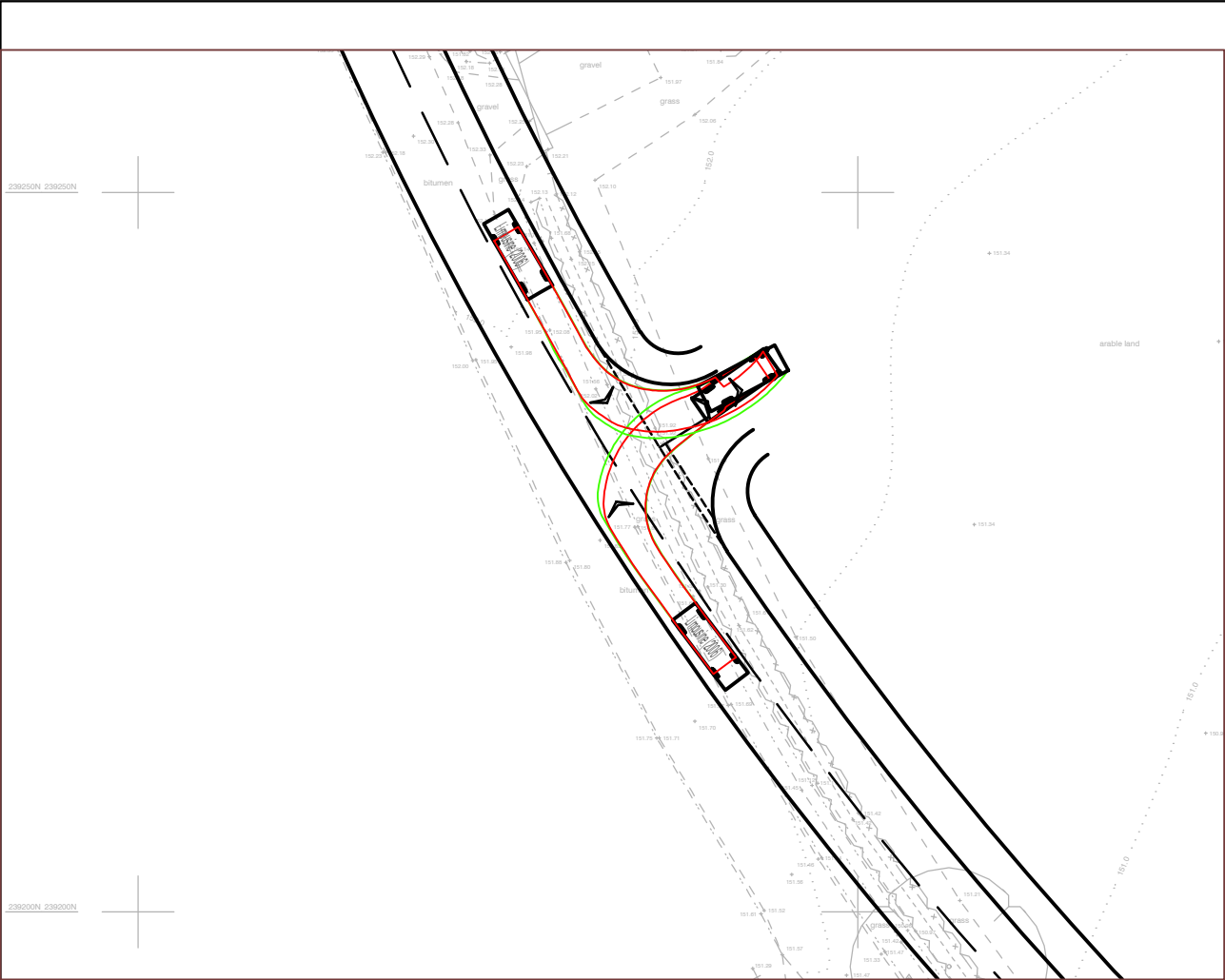
Visibility Splays - Scale 1:1000



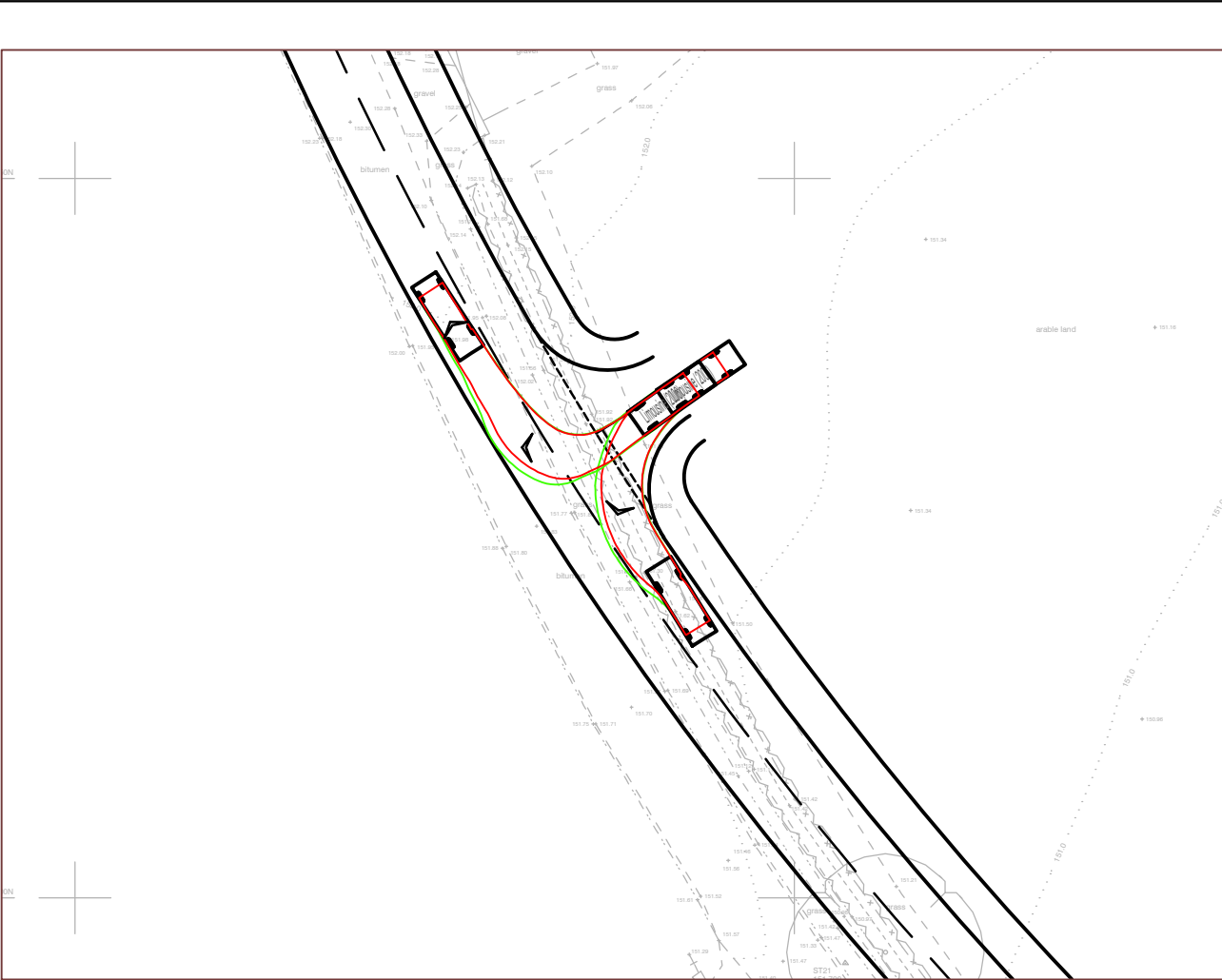
COTSWOLD TRANSPORT PLANNING

Appendix O

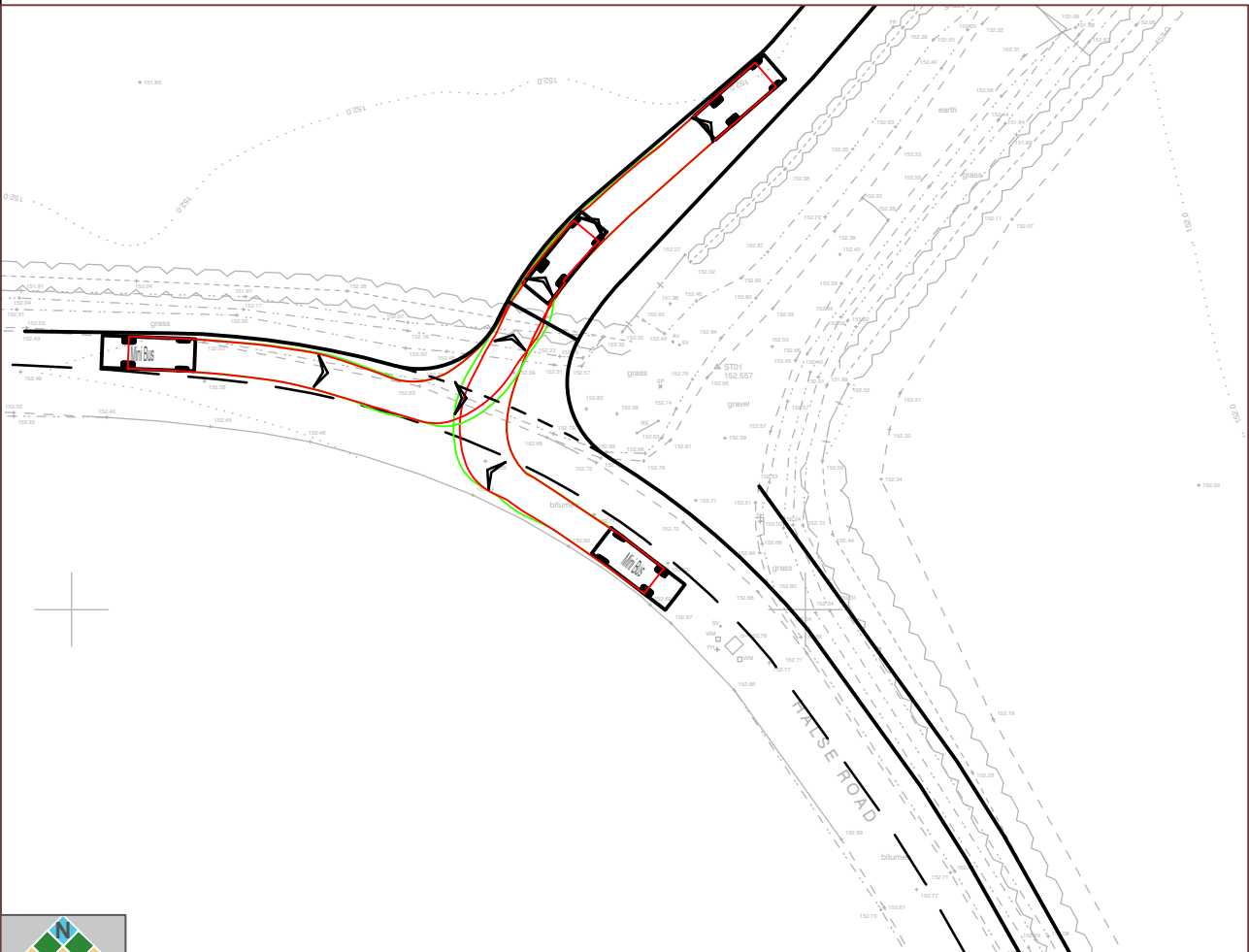
Southern and Northern Priority
Junctions Vehicle Swept Paths



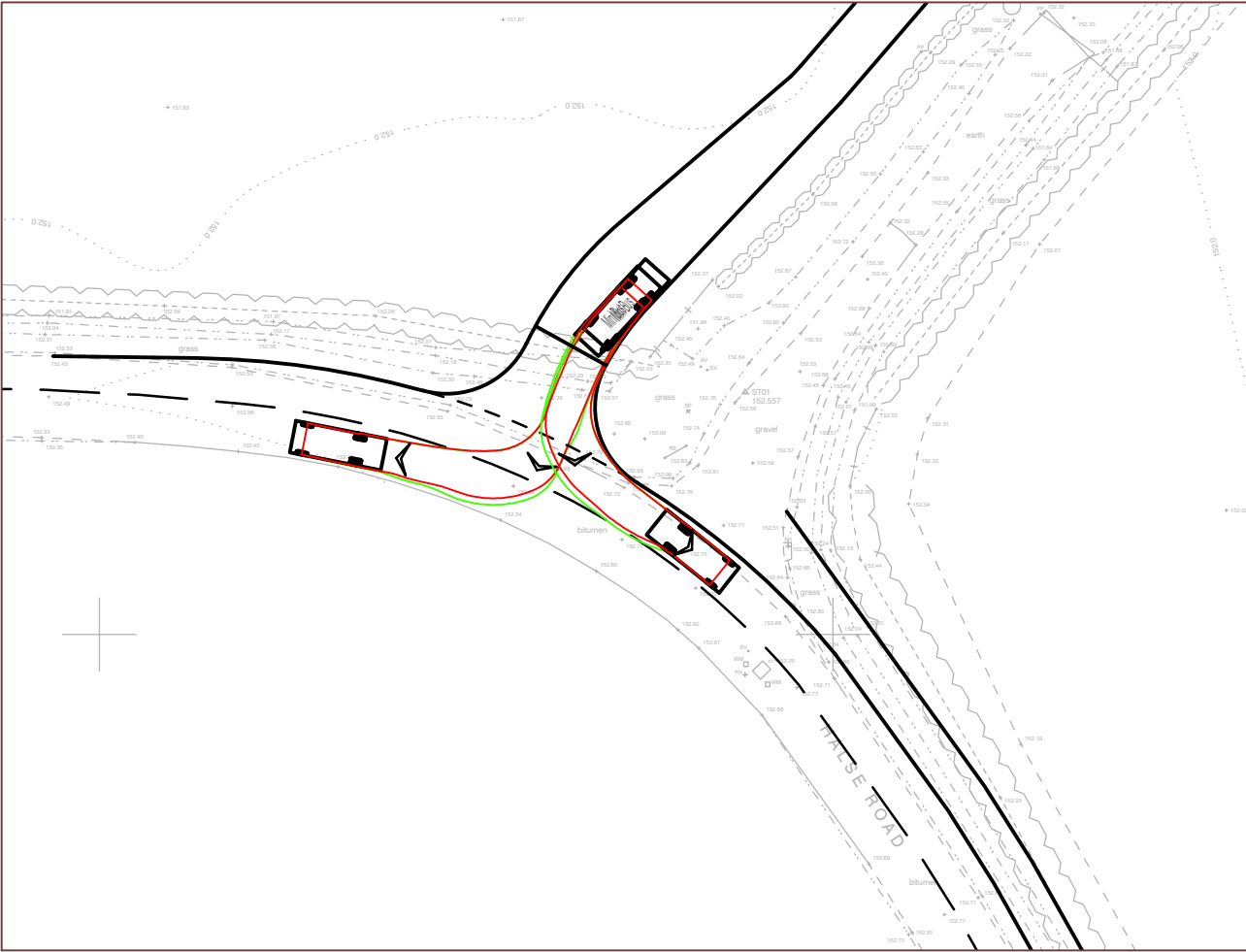
Cemetery Access - Limousine



Cemetery Egress - Limousine



Sports Field Access- Mini Bus



Sports Field Egress- Mini Bus

- Notes:
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Savills Illustrative Masterplan drawing 462784/LB01 Rev. H dated 02.10.2020. The PDF file has been overlaid as closely as possible on the topographical survey using common features.
 3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

Mini Bus	
Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m
Limousine (2006)	
Overall Length	6.084m
Overall Width	1.990m
Overall Body Height	1.583m
Min Body Ground Clearance	0.276m
Max Track Width	1.950m
Lock to lock time	4.00s
Wall to Wall Turning Radius	7.000m

A	28.10.20	Amended to reflect changes to sports field access	MP	JM	
Rev	Date	Details	Drawn by	Checked by	



CLIENT:
Mintondale Developments Ltd.

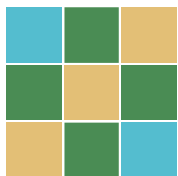
PROJECT:
Land North of
Radstone Fields
Brackley

TITLE:
Worldidge and Cemetery
Priority Junctions
Swept Paths

STATUS:
INFORMATION

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	27.10.20	MP	JM	AP
JOB NO:	DRAWING NO:	REVISION:		
CTP-20-564	SP06	A		

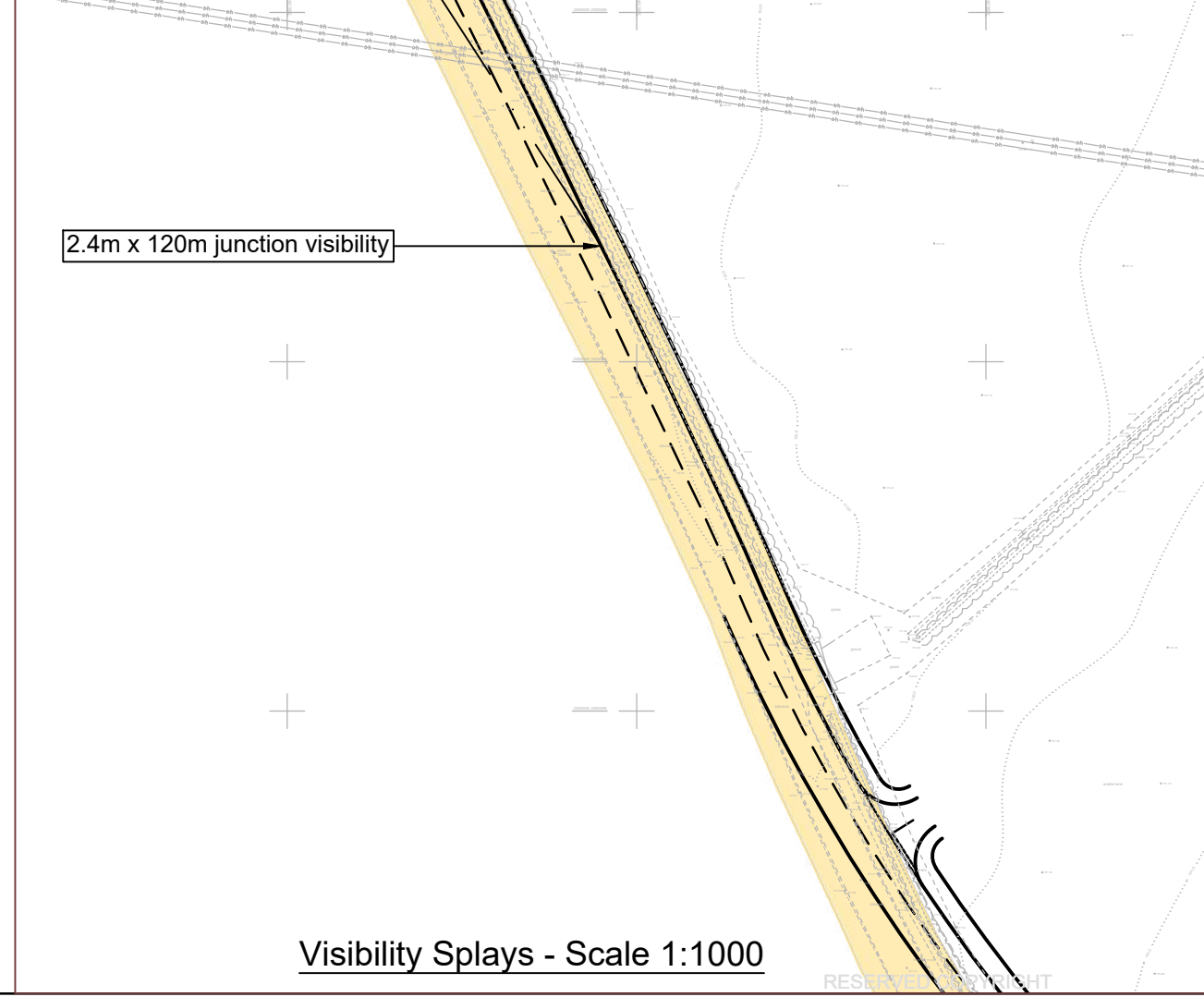
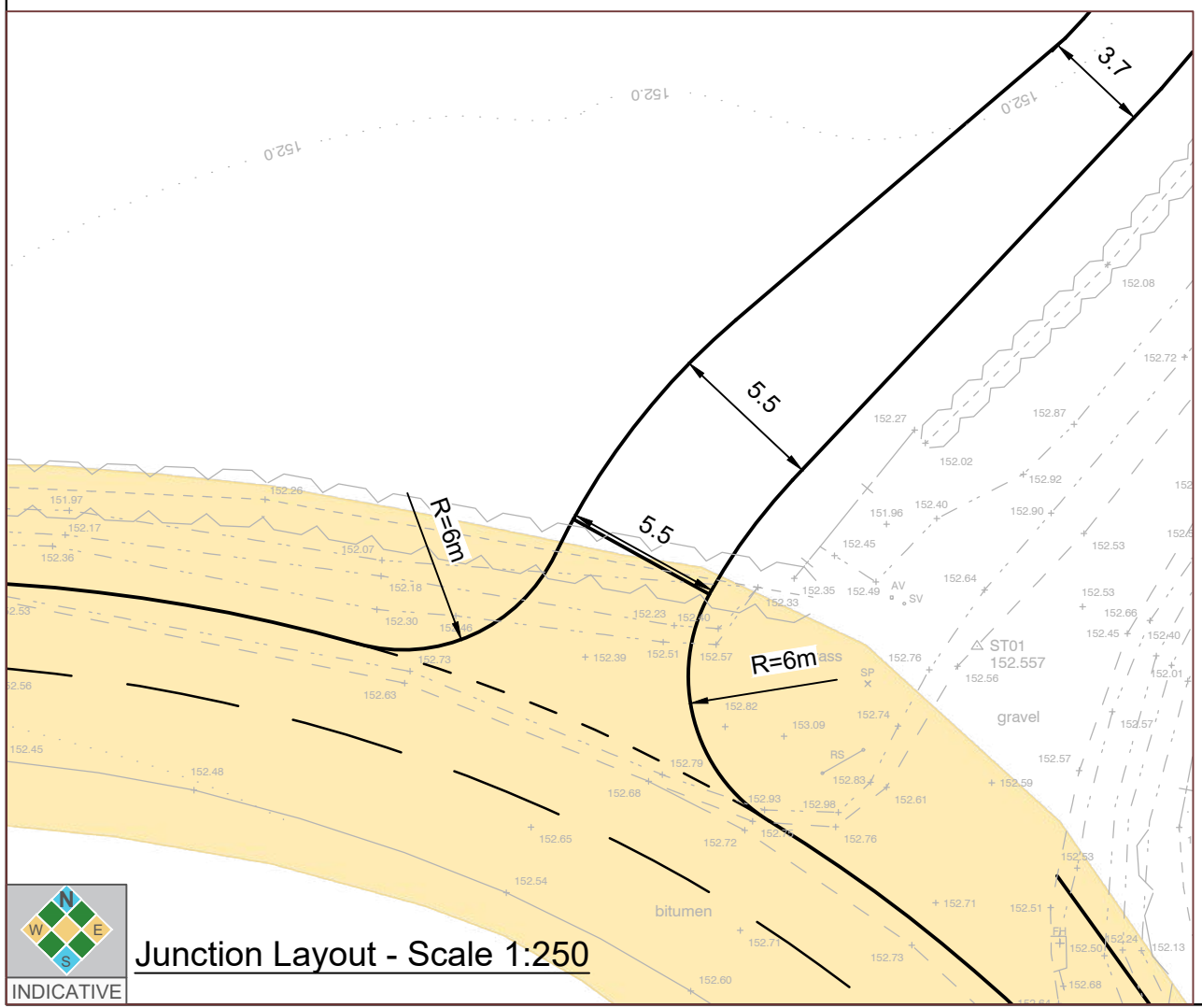
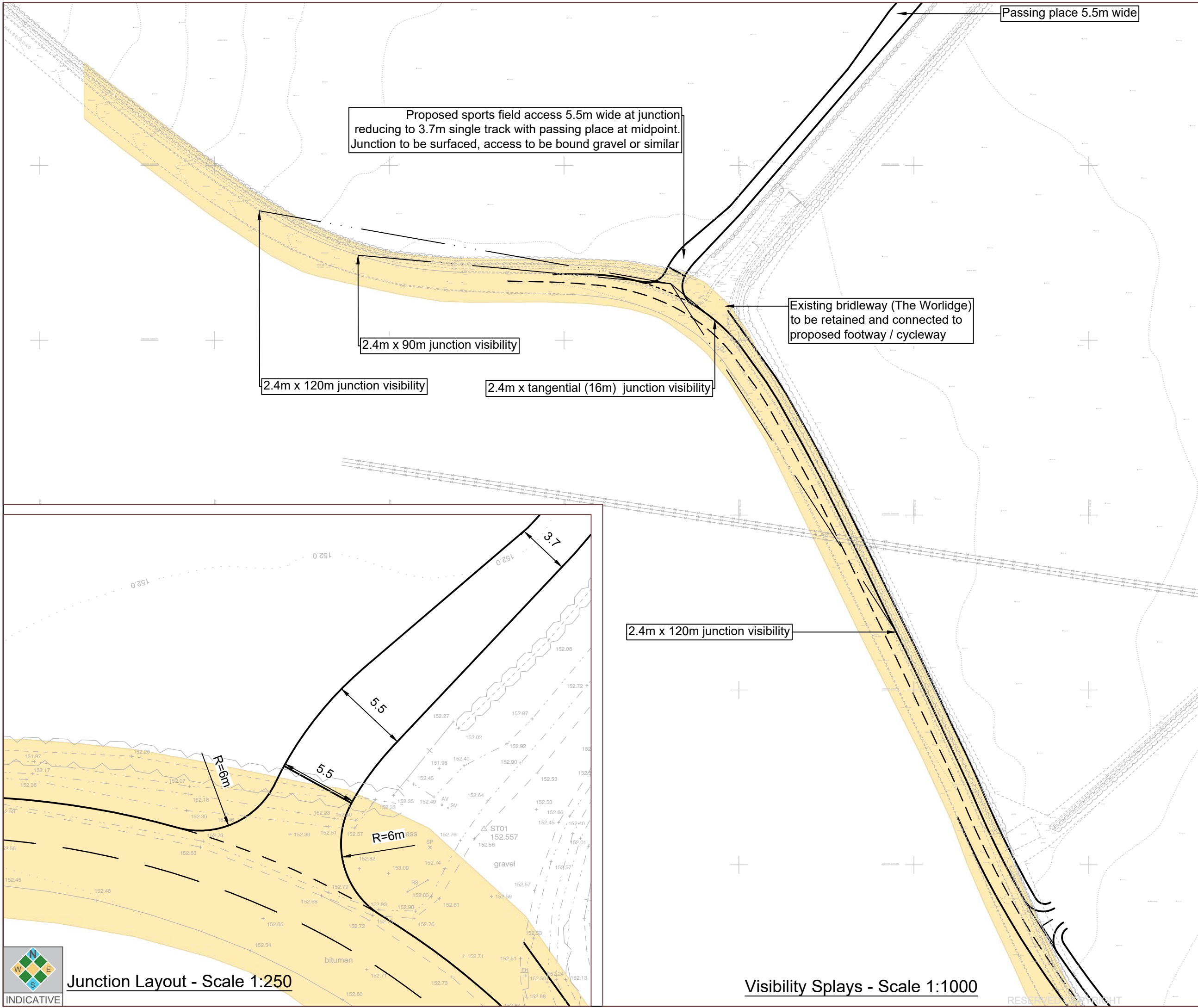




COTSWOLD
TRANSPORT
PLANNING

Appendix P

Northern Priority Junction Sports
Pitches



Notes:

- Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
- This drawing is based on the Savills Illustrative Masterplan drawing 462784/LB01 Rev. H dated 02.10.2020. The PDF file has been overlaid as closely as possible on the topographical survey using common features.
- Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

B	18.10.20	Sports field access amended following Client comments	MP	JM
A	27.10.20	Amended following internal discussions	MP	JM
Rev	Date	Details	Drawn by	Checked by

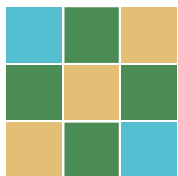
CLIENT:
Mintondale Developments Ltd.

PROJECT:
Land North of
Radstone Fields
Brackley

TITLE:
Halse Road
Worldidge Junction

STATUS:
INFORMATION

SCALE @ A3: As shown	DATE: 26.10.20	DRAWN: MP	CHECKED: JM	APPROVED: AP
JOB NO: CTP-20-564	DRAWING NO: SK05	REVISION: B		



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Appendix Q

Miranda Lane / Juno Crescent
Junction Re-alignment

DISCLAIMER
Images and site layout are intended for illustrative purposes only and should be treated as general guidance only.
Site layout including parking arrangements, (social/ affordable housing, community buildings, play areas and public open spaces) may change to reflect changes in the planning permission for the development. Please speak to your solicitor to whom full details of any planning consents including layout plans will be available.
Site layouts and landscaping are not intended to form part of any contract or warranty unless specifically incorporated in writing into the contract.

BARRATT HOMES
Accommodation Schedule
Net developable area: 2.06 HA / 5.07 acres
Sqft / net developable acre: 16,656

Market Housing				
Type	Description	No.	Sq. ft.	Total Sq. ft.
Flexibility	3 bedroom house	6	831	4986
York	3 bedroom house	1	831	831
Morpeth	3 bedroom house	1	856	3824
Farnmouth 1	3 bedroom house	1	814	2514
Farnmouth	3 bedroom house	2	1092	2184
Chesham	4 bedroom house	3	1155	3465
Helmley	3-4 bedroom townhouse	10	1108	11080
Helmley Grntel	3-4 bedroom townhouse	3	1389	4140
Lincoln	4 bedroom house	7	1243	8701
Heatham	4 bedroom house	2	1314	2628
Chesham +	4 bedroom house	2	1349	2698
Cambridge	4 bedroom house	9	1424	12816
Alwark	4 bedroom house	3	1491	4473
Warwick	5 bedroom house	6	1774	10644
Total:		59		72480

Affordable Housing				
Type	Description	No.	Sq. ft.	Total Sq. ft.
1 Bed Mix	1 Bed Maisonette Ground (Plot 290)	1	525	525
2 Bed Mix / FOG	2 Bed Maisonette First (Plot 291)	1	657	657
2 Bed FOG	2 Bed FOG Special Cranked (Plot 299)	1	782	782
18 Bungalow	2 Bed Bungalow	2	814	1628
2BA	2 bed house	5	750	3750
3BA	3 bed house	2	826	1652
127 - 3BA	3 bed house	1	1052	1052
116 - 4BA	4 bed house	1	1104	1104
Total:		14		10965
Total:		73		83445

DAVID WILSON HOMES
Accommodation Schedule
Net developable area: 2.03 HA / 5.01 acres
Sqft / net developable acre: 16,186

Market Housing				
Type	Description	No.	Sq. ft.	Total Sq. ft.
P392	Archford 3 Bed House	4	837	3348
P231	Stevensen 2 Bed FOG	1	774	774
P341	Halley 3 Bed House	3	1001	3003
P332	Fairway 3 Bed House	3	1024	3072
T310	Kennett 3 Bed Townhouse	9	1076	9684
H404	Irving 4 Bed House	4	1167	4668
H433	Cornell 4 Bed House	3	1374	4122
H485	Eden 4 Bed House	8	1572	12576
H489	Hadden 4 Bed House	10	1538	15380
H421	Wimborne 4 Bed House	3	1771	5313
H557	Buckingham 5 Bed House (Georgian)	2	2164	4328
Total:		50		66240

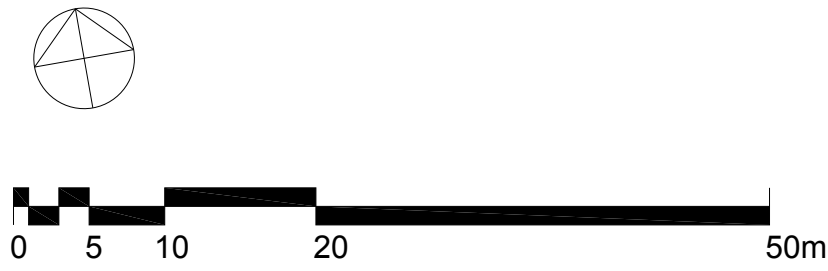
Affordable Housing				
Type	Description	No.	Sq. ft.	Total Sq. ft.
1BAF	1 Bed Special Cranked (Plot 184)	1	600	600
2BAF	2 Bed FOG (Plot 185)	1	723	723
2BAF	2 Bed FOG Special Cranked (Plot 189)	1	878	878
3BA	3 Bed House	7	760	5320
4BA	4 Bed House	1	1104	1104
Total:		11		8625
Total:		61		81065

The schedule is based on site plan information supplied by others; the accuracy of which we cannot guarantee. No consultations have taken place with the basis for financial or commercial transactions.

Key - Site Layout

- MARKET TENURE
AFFORDABLE TENURE

NOTES
CONTRACTORS MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK ON SHOP DRAWINGS
DO NOT SCALE FROM THIS DRAWING
MCBAINS COOPER CONSULTING LTD COPYRIGHT



C	Plot 286 and 289 house types amended	22.04.2016	POR
B	Hammerhead amended between plot 225 and 226 in accordance with LHA comments	04.03.2016	POR
A	Amended to incorporate comments	15.02.2016	FCALB
REV	AMENDMENT	DATE	CHKD
DRAWING STATUS		PLANNING	



MCBAINS COOPER CONSULTING LTD.
BEECHWOOD, GROVE PARK, WALTHAM ROAD, MAIDENHEAD SL6 3LW
TELEPHONE: 01628 854300 FACSIMILE: 01628 854321

CLIENT

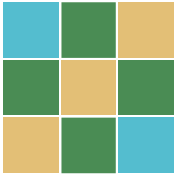
BARRATT
HOMES
Build the one

DAVID WILSON HOMES
WHERE QUALITY LIVES

PROJECT
RADSTONE FIELDS - PHASE 2
BRACKLEY
NORTHAMPTONSHIRE
DRAWING TITLE
SITE LAYOUT PLAN

ARCHITECTURE

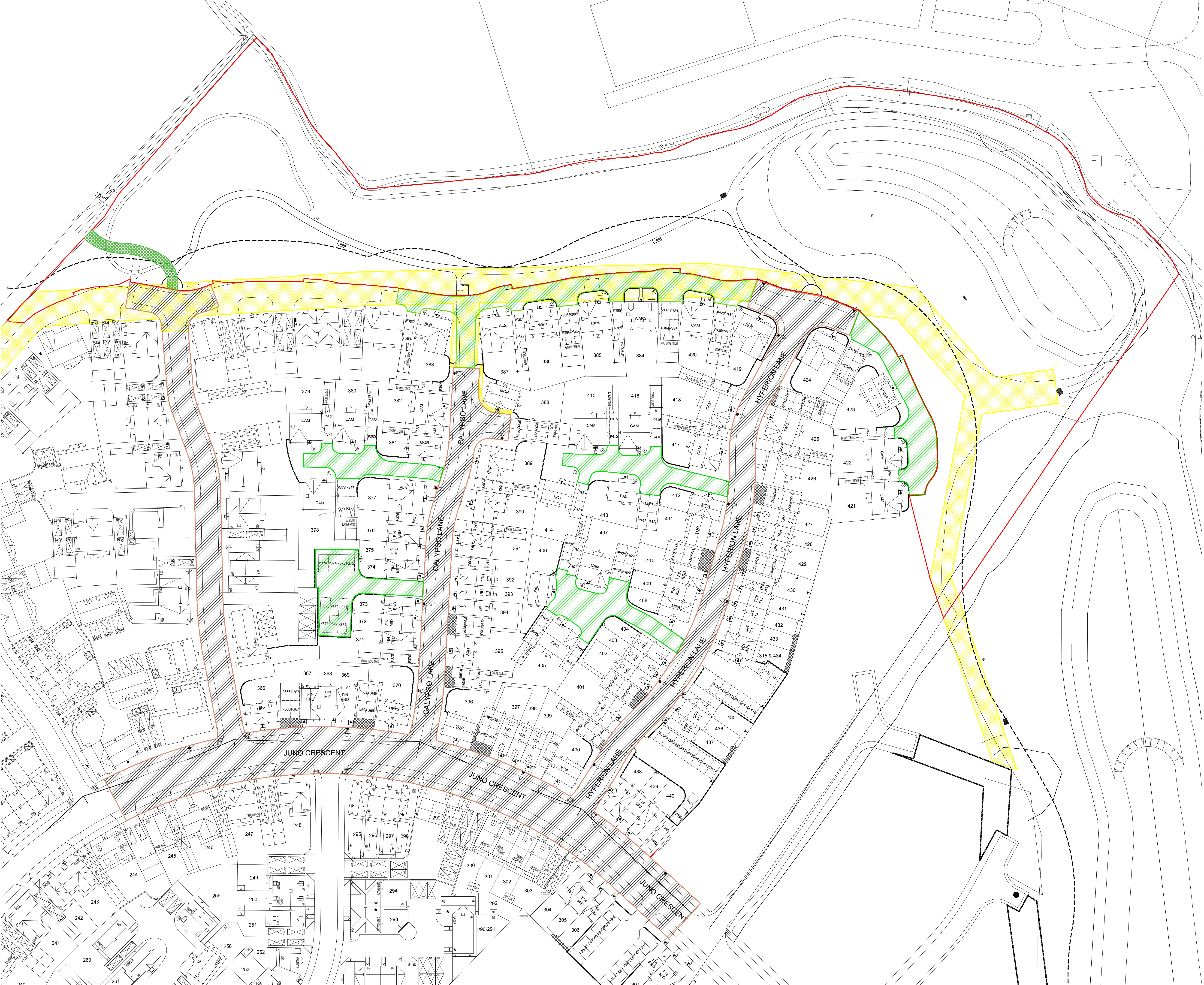
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DRAWING NUMBER 58591-101			REVISION C



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Appendix R

Radstone Fields Country Park
Layout

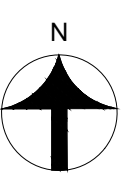


Scale Bar - 1:500

0m 10m 20m 30m 40m 50m

Development Key

G	Garage Parking	Management Area	Extent of Ownership
Adoptable Lighting Column	Maintained by HA	Right of Way by Foot or Vehicle	
Private Lighting Column	Parking Space	Adoptable Road	
BCP Bin Collection Point	CP Car Port Space	Easements	
Lighting Bollard	Denotes Boundary Responsibility	Future Link - rights reserved for access	
Wall Mounted Light		Street Sign Location	



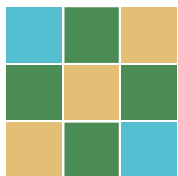
**DRAFT
FOR COMMENT**

Rev B - Route of link amended. DWH Conveyance boundary updated - 06-07-2020
Rev A - Easement to cycle access 3m corridor amended - 04-06-2020



**BARRATT
HOMES**

Site:	Brackley PH3		
Title:	Brackley Country Transfer Plan		
Dwg No:	5763-PH3-01-CON		
Revision:	B		
Drawn by:	AA		
Date:	22.01.20		
Sheet Size:	A1		
Scale:	1:500		



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Appendix S

Stage 1 Road Safety Audit



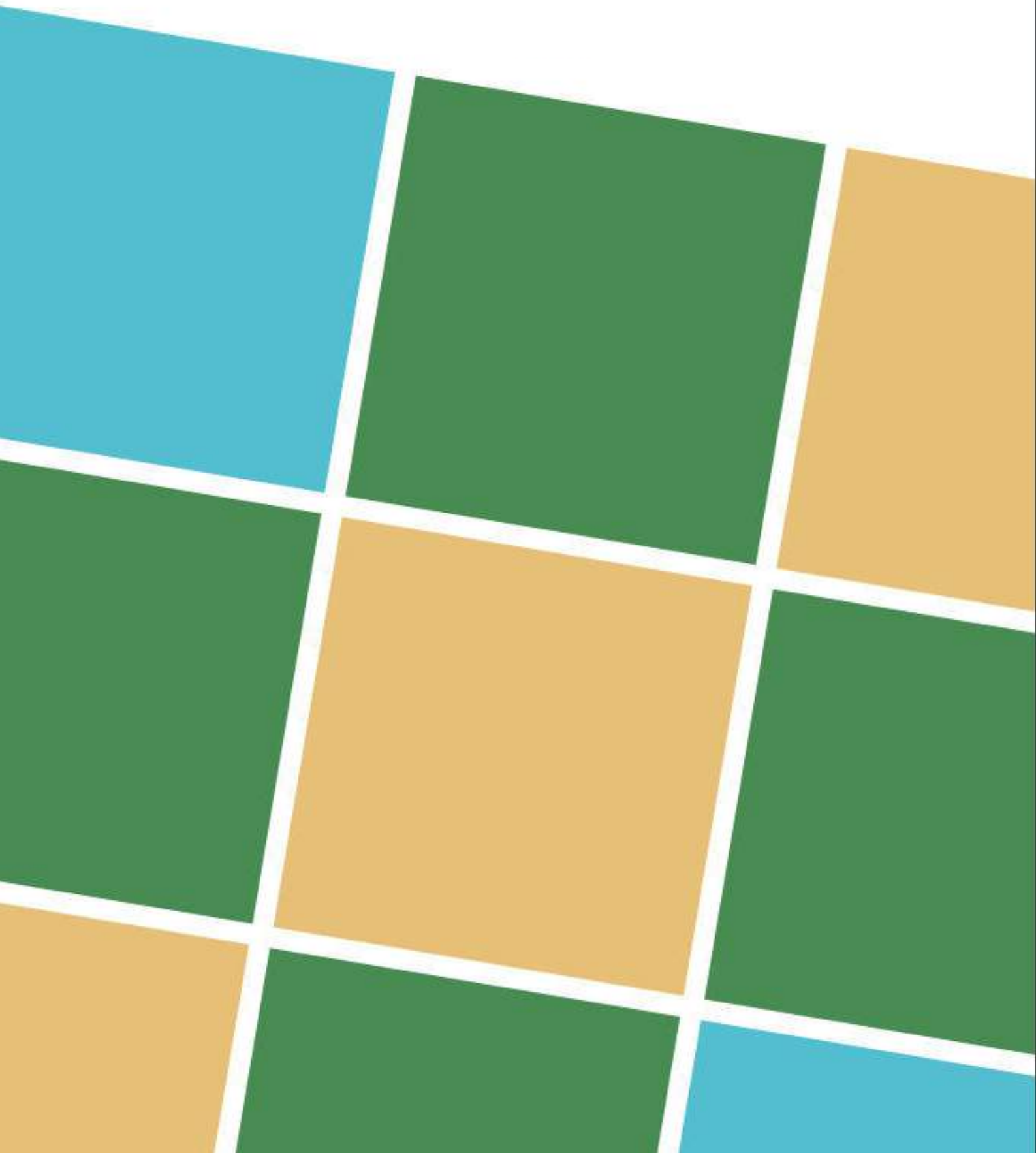
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PLANNING

Mintondale Developments Ltd

Land North of Radstone Fields, Brackley

Stage 1 Road Safety Audit

October 2020





DOCUMENT REGISTER

CLIENT:	MINTONDALE DEVELOPMENTS LTD
PROJECT:	LAND NORTH OF RADSTONE FIELDS, BRACKLEY
PROJECT CODE:	CTP-20-564

REPORT TITLE:	STAGE 1 ROAD SAFETY AUDIT		
PREPARED BY:	MIKE FULLER	DATE:	OCTOBER 2020
CHECKED BY:	VIMAL PATEL	DATE:	OCTOBER 2020

REPORT STATUS:	ISSUE
-----------------------	--------------

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Web: www.cotswoldtp.co.uk



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Appendices

APPENDIX A: Problem Location Plans



1 Introduction

Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on behalf of Mintondale Developments Ltd on the Section 278 highway works associated with the development of land to the north of Radstone Fields in Brackley. The Audit Team have been advised by the developer that the development proposals are for 450 residential dwellings, with the potential for this to be increased to a total of 750 dwellings in the future.
- 1.2 The highways works considered as part of this audit are as follows:-
- (i) Primary vehicular access taken from two new 32m ICD three arm roundabouts with Halse Road;
 - (ii) Simple priority junction with Halse Road to serve a potential cemetery and allotments;
 - (iii) Extension of the existing 30mph speed limit to the north of the proposed future Cemetery junction;
 - (iv) New priority junction to the immediate northwest of the Worlidge to provide access future sports fields;
 - (v) A 3m wide shared use footway/cycleway adjacent to the eastern side of Halse Road between The Worlidge and a link into the development approximately halfway between the two proposed roundabouts;
 - (vi) 2m wide footway to the east side of Halse Road between the development link (as per (v) above to a point opposite where the existing footpath running between Brackley Rugby Club and Nightingale Close meets Halse Road;
 - (vii) Realignment and change of priority of the existing Juno Lane junction with Miranda Lane with Miranda Lane extending into the development site; and
 - (viii) Provision of footway/cycleway link from south eastern corner of development site into the Radstone Fields Country Park (near Portia Lane).
- 1.3 Adjacent to the site frontage, Halse Road is subject to the National Speed Limit and does not benefit from a street lighting scheme. Juno Lane and Miranda Lane are subject to a 30mph speed limit and are street lit.
-



1.4 The Audit Team membership was as follows:

M. Fuller BSc (Hons) IEng, MCIHT, MSoRSA, Cert Comp RSA (Sept 2019)
Director, Cotswold Transport Planning

Vimal Patel BEng (Hons), FIHE, Reg RSA (IHE), CoC (Highways England)
Director, RKS Associates

1.5 The Audit comprised an examination of the following drawings:

Highway Works Overview	CTP-20-564/SK01B
Halse Road Southern Roundabout	CTP-20-564/SK02A
Halse Road Northern Roundabout	CTP-20-564/SK03A
Halse Road Cemetery Access Junction	CTP-20-564/SK04A
Halse Road Worlidge Junction	CTP-20-564/SK05B
Halse Road HGV Swept Paths	CTP-20-564/SP01
Southern Roundabout Swept Paths	CTP-20-564/SP02
Northern Roundabout Swept Paths	CTP-20-564/SP03
Southern Roundabout Bus Swept Paths	CTP-20-564/SP04
Northern Roundabout Bus Swept Paths	CTP-20-564/SP05
Swept Paths Priority Junction	CTP-20-564/SP06A

1.6 The Audit Team was also provided with Pegasus Landscape Group drawing 'Country Park Landscape proposals sheet 1 of 4 Bir.3871.08N for information. This shows the proposals for the Country Park to which the foot/cycleway in the south eastern extent of the site is to connect in to.

1.7 The extent of the Audit is as defined by the problem location plan included as **Appendix A**.

1.8 A visit to the site was made at midday on Tuesday 27th October 2020 by the Audit Team together. During the Audit there was persistent light rain and the road surface was wet.

1.9 No Departures from Standards have been advised.

Personal Injury Collison (PIC) Data

1.10 The Audit Team has been provided with five-year PIC data from Northamptonshire Highways for the 5-year period to 31st December 2019. This indicates that two PICs occurred in the study area, both at the existing Halse Road roundabout with Humphries Drive and Poppyfield Way.



- 1.11 The first PIC (ref: S007018) occurred on Thursday 25th January 2018 at 7am on a wet road surface in fine weather during the hours of darkness (it is not known whether street lights were present within the accident report). The report suggests that a cyclist negotiating the roundabout clipped a kerb and fell off sustaining serious injuries.
- 1.12 The second PIC (ref: S004418) occurred on Wednesday 31st January 2018 at 8.30am on a dry road surface in day light conditions during fine weather. The PIC occurred when a car collided with a pedal cyclist on the roundabout. The pedal cyclist sustained slight injuries.
- 1.13 The PIC records have been fully considered by the Audit Team as part of this RSA.

Traffic Speed and Flow Data

- 1.14 No traffic flow or speed data has been made available to the Audit Team.
- 1.15 The Audit Team has been advised by the Design Team that an ATC traffic survey was carried out on Halse Road in late March 2019. This established an average daily two-way traffic flow of 1,268 vehicles, with weekday two-way peak hour traffic flows in the region of 150 vehicles per hour.
- 1.16 Average speeds were 40.1mph and 38.1mph northbound and southbound respectively, with 85th percentile speeds of 48.4mph and 43.5mph northbound and southbound respectively.
- 1.17 The recorded vehicle speeds and flows from the ATC would coincide with the observations by the Audit Team during the site inspection. The Audit Team also noted that a number of cyclists were observed travelling along Halse Road.
- 1.18 The Design Team has indicated that the development proposal could generate around 250 vehicle movements at the Miranda Lane junction with Juno Crescent and around 70 vehicle movements at each of the roundabouts with Halse Road in the weekday network peak hours.

Previous Road Safety Audits

- 1.19 The Audit Team is not aware of any previous Road Safety Audits having been carried out.



Terms of Reference

- 1.20 The terms of reference of the Audit are as described in Design Manual for Roads and Bridges GG119. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria. The recommendations in this report are aimed at addressing the identified road safety problems.
- 1.21 The Audit Team accepts that there may be alternative acceptable ways to overcome a specific problem when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.22 The Audit Team would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.



2 Stage 1 Road Safety Issues - General

Road Safety Items

2.1 PROBLEM

Location: Halse Road - Cyclists

Summary: Cyclists are at an increased risk of collisions when negotiating roundabouts. The Audit Team considered Halse Road to have a higher than expected cycle flow during the Audit site visit and also note that two PICs have occurred at the existing Halse Road roundabout with Poppyfields Way – both involving cyclists.

RECOMMENDATION

Measures to improve safety for cyclists should be provided, this may include a 3m wide footway cycleway adjacent to the east side of Halse Road for the full extent of the proposed works.

2.2 PROBLEM

Location: Halse Road – Footway/Cycleway

Summary: Pedestrian trips and cyclist falls

An open ditch runs along the length of Halse Road. No details are provided as to how this drainage feature will be retained or altered as part of the scheme design. There is a risk that pedestrians or cyclists may fall into the ditch, particularly during the hours of darkness.



RECOMMENDATION

Confirm drainage proposals at the detailed design stage. Provide a level berm from back of foot/cycleway to any feature encompassing a change in level such as a ditch.



2.3 **PROBLEM**

Location: Halse Road – Termination of Footway

Summary: Pedestrians walking in road

It is unclear how pedestrians will be able to safely cross the road at the southern termination of the proposed footway on Halse Road. The lack of appropriate crossing facilities may increase the risk of pedestrians being struck by vehicles when walking along the carriageway.



RECOMMENDATION

Provide appropriate crossing facilities.



2.4 **PROBLEM**

Location: Halse Road –Footway

Summary: Street Furniture

The existing Brackley town name plate signs would significantly restrict the width of the proposed footway. This would result in pedestrians stepping out into the carriageway to avoid with the risk of being stuck by passing vehicles.



RECOMMENDATION

Relocate town plate sign ensuring that suitable horizontal clearance from the edge of carriageway is provided.

2.5 **PROBLEM**

Location: Halse Road

Summary: Street Lighting

No details of street lighting have been provided, the absence of street lighting particularly at the proposed roundabout junctions along Halse Road may increase the risk of vehicle collisions during the hours of darkness,

RECOMMENDATION

Ensure that street lighting along Halse Road is provided at the detailed design stage.



3 Stage 1 Road Safety Issues – Halse Road Southern Roundabout

Road Safety Items

3.1 PROBLEM

Location: Halse Road - Cyclists

Summary: Cyclists are at an increased risk of collisions when negotiating roundabouts. The Audit Team considered Halse Road to have a higher than expected cycle flow during the Audit site visit and also note that two PICs have occurred at the existing Halse Road roundabout with Poppyfields Way – both involving cyclists.

RECOMMENDATION

Provide a 3m wide footway cycleway adjacent to the east side of Halse Road to a point south of the Southern roundabout. Increase width of splitter island on site access arms to accommodate cyclists on the north-south cycle desire line.

3.2 PROBLEM

Location: Halse Road -See-Through

Summary: It is possible a see-through effect will be present to the historic alignment of Halse Road, this may result in vehicles striking kerb line at speed resulting in loss of control collisions.

RECOMMENDATION

Provide mitigation in the form of landscaping, vegetation, street furniture etc. as appropriate to reduce see through effect of historic alignment.



4 Stage 1 Road Safety Issues – Halse Road Northern Roundabout

Road Safety Items

4.1 PROBLEM

Location: Halse Road – Alignment and Speeds - Southbound

Summary: The Audit Team note that the existing 30mph speed limit is proposed to be relocated to the north of the proposed northern roundabout. However, the existing 85th percentile speeds are in excess of 40mph and there is concern, coupled with the slight downhill gradient of Halse Road that with the absence of additional speed control measures, vehicles may approach the circulatory at excessive speed with the risk of loss of control or overshoot type collisions.

RECOMMENDATION

Provide speed control measures to the north of Halse Road roundabout.

4.2 PROBLEM

Location: Halse Road Roundabout -Southbound Approach – Reverse Curve

Summary: A short length of reverse curve is introduced on the southbound approach in close proximity to the give way line. This feels contrived and there is the risk of vehicles clipping the kerbline or central splitter island due to this change in alignment. This could result in loss of control accidents. The problem is accentuated by the lack of speed control measures on the approach.

RECOMMENDATION

Adjust alignment to remove the reverse curve. Provide speed control measures to the north of Halse Road roundabout.



4.3 **PROBLEM**

Location: Halse Road - Cyclists

Summary: Cyclists are at an increased risk of collisions when negotiating roundabouts. The Audit Team considered Halse Road to have a higher than expected cycle flow during the Audit site visit and also note that two PICs have occurred at the existing Halse Road roundabout with Poppyfields Way. Cyclists may be more likely to use the proposed shared use facility should the crossing of the site access arm of the roundabout be located on the north-south desire line at the splitter island.

RECOMMENDATION

Increase width of splitter island on site access arms to accommodate cyclists on the north-south cycling desire line.

4.4 **PROBLEM**

Location: Halse Road -See-Through

Summary: It is possible a see-through effect will be present to the historic alignment of Halse Road, this may result in vehicles striking kerb line at speed resulting in loss of control collisions.

RECOMMENDATION

Provide mitigation in the form of landscaping, vegetation, street furniture etc. as appropriate to reduce see through effect of historic alignment.



5 Stage 1 Road Safety Issues – Halse Road Cemetery Access

Road Safety Items

The Audit Team has raised no safety issues associated with this junction. The Design Team may wish to consider increasing the width of the access and / or the kerb radius to allow two vehicles to pass at the same time, subject to proposed vehicle trip forecasts.

At the detailed design stage, details of uncontrolled crossing facilities should be provided to confirm how pedestrians and cycles will cross the junction when using the proposed foot/cycleway.

The Design Team may wish to consider making the access a foot/cycleway crossover (again depending on vehicle trip forecasts) in order to provide priority for pedestrians and cyclists.



6 Stage 1 Road Safety Issues – Halse Road / Sports Field Junction

Road Safety Items

6.1 PROBLEM

Location: Halse Road– Forward Visibility

Summary: From site observations, forward visibility for northbound vehicles to a vehicle wishing to turn right into the proposed access is constrained with an increased risk of rear shunt type collisions associated with reduced visibility.

RECOMMENDATION

Provide forward visibility splays commensurate with 85th percentile recorded speeds.

6.2 PROBLEM

Location: Proposed Access –Junction Visibility – Looking Right

Summary: From site observations, junction visibility to the right is constrained due to the presence of a bend to the west with an increased risk of pull-out type collisions associated with reduced visibility.

RECOMMENDATION

Provide junction visibility splays commensurate with 85th percentile recorded speeds.

6.3 PROBLEM

Location: Halse Road / site access – provision for pedestrians and cyclists.

Summary: It is unclear how pedestrians and cyclists will access the proposed sports fields as the proposed footway/cycleway terminates to the south at the Worlidge. This increases the likelihood of pedestrians on the carriageway where they are at increased risk of being struck by vehicles.

RECOMMENDATION

Continue footway/cycleway to the sports field access.



6.4 **PROBLEM**

Location: Halse Road / site access – Geometry

Summary: The narrow width of the proposed access combined with the reduced forward visibility to a vehicle waiting to turn right into the access may increase the risk of rear shunts should a right turning vehicle have to wait for gaps in traffic and/or a vehicle to egress from the new road.

RECOMMENDATION

Increase width of access and/or junction radius to allow two cars to pass



7 Stage 1 Road Safety Issues – Miranda Lane and Juno Crescent

Road Safety Items

7.1 PROBLEM

Location: Miranda Lane/Juno Crescent reprioritisation - Generally

Summary: No details have been provided of junction or forward visibility, geometry or capacity assessment. It is not possible to determine whether or not any safety issues are associated with the reprioritisation of this junction.

RECOMMENDATION

Provide junction and forward visibility splays commensurate with design speed. Confirm geometry with reference to vehicle tracking for design vehicles. Confirm reprioritisation appropriately considers forecast traffic flows through capacity assessment.

7.2 PROBLEM

Location: Miranda Lane/Juno Crescent reprioritisation - -See-Through

Summary: It is possible a see-through effect will be present to the historic alignment of Juno Crescent, this may result in vehicles striking kerb line at speed resulting in loss of control collisions.

RECOMMENDATION

Provide mitigation in the form of landscaping, vegetation, street furniture etc. as appropriate to reduce see through effect of historic alignment.

7.3 PROBLEM

Location: Miranda Lane/Juno Crescent reprioritisation - -Access to dwellings

Summary: No details are provided as to how access to private dwellings will be retained. This could result in vehicles crossing over footways in inappropriate locations with increased risk of collisions with pedestrians.

RECOMMENDATION

Provide appropriate means of access to affected private dwellings at the Detailed Design stage.



7.4 PROBLEM

Location: Miranda Lane extension - -Existing / New interface

Summary: No details are provided as to how the existing cul-de-sac will be integrated into the extension of Miranda Lane into the development. A contrived arrangement could increase confusion with the risk of collisions between vehicles and / or pedestrians or cyclists.



RECOMMENDATION

Provide appropriate means of access to the affected culs-de-sac at the Detailed Design stage.



8 Stage 1 Road Safety Issues – Foot/Cycleway to Radstone Fields

There are no safety issues associated with the proposed link. However, this should be further reviewed at Detailed Design stage and further to completion of the Radstone Fields country park proposals.



9 Audit Team Statement

9.1 We certify that this audit has been carried out with reference to GG119.

AUDIT TEAM LEADER

M.Fuller

Director

Cotswold Transport Planning

13 Orchard Street

Bristol

BS1 5EH

Signed: -

Date 29.10.20

AUDIT TEAM MEMBER

V.Patel

Director

RKS Associates

11 Falconer Rd

Bushey

WD23 3AQ

Signed: -

Date 29.10.20