Bicester A Site

Transport Assessment

Home Office

June 2026

DOCUMENT CONTROL

Document:	Transport Assessment
Project:	Bicester A Site
Client:	Home Office

Revision:	D01	**Prepared by:**	XX
Date:	07/05/2026	**Checked by:**	XX
Status:	Draft	**Approved By:**	XX
Description of Revision:			

Revision:	D02	**Prepared by:**	XX
Date:	07/06/2026	**Checked by:**	XX
Status:	Final	**Approved By:**	XX

Revision:		**Prepared by:**	
Date:		**Checked by:**	
Status:		**Approved By:**	

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

1.0 INTRODUCTION

1.1 PREAMBLE

1.1.1 This Transport Assessment (TA) has been prepared on behalf of the Home Office (HO) to support an Urgent Crown Development planning application for the provision of modular accommodation at Ministry of Defence (MOD) Site A in Bicester.

1.1.2 Site A ("the site") lies southeast of Bicester, approximately 16km northeast of Oxford and some 22km west of Aylesbury. The site is accessed from the B4011.

1.1.3 The site is situated within the planning jurisdiction of Cherwell District Council (CDC), and the local highway authority is Oxfordshire County Council (OCC).

1.2 BACKGROUND

1.2.1 The site is part of a former Defence Storage and Distribution Centre, known as Site A. The site was used as a large-scale military storage facility with Nissen huts and various warehouses. The majority of the existing buildings onsite, particularly the large warehouses, contain asbestos and are deemed to be dangerous, unstable structures and require demolition. To the north of the site there is a large reinforced concrete area of hard standing which is currently leased to DNS for defence storage and is in active use.

1.2.2 The site was previously considered as an asylum seeker processing location in the early 2000's. This site has previously been sold by the MOD to the HO. The HO gained planning permission for an asylum processing centre following a public inquiry and Secretary of State Decision in 2003. Although some enabling works relating to the access were carried out, no works on the centre began and in 2005 it was announced that the centre would not be built. Planning permission was subsequently granted for an Immigration Removal Centre in 2010 but did not proceed and the site was sold back to the MOD.

1.2.3 The site takes access from the eastern side of the B4011 where two secure gated access points are located. These comprise the south entrance and the north entrance. The southern access operates as the principal point of entry to the site and is the sole entrance in use. The northern entrance has not been used for a considerable period. The two access points are connected via a network of internal roads which are constructed from asphaltic concrete. The entire site is bound by security fencing.

1.2.4 The proposed development site is located adjacent to the B4011, which forms the western boundary of the site. Parcels of agricultural land are situated to the north and east of the site, and the southern boundary is formed by Widnell Lane and Jubilee Nature Reserve.

1.2.5 The proposed application red line boundary can be seen in **Image 1-1** on the next page. The proposed site location can be seen in **Figure 1** at the end of the report.

Image 1-1: Site Boundary

1.3 DEVELOPMENT SUMMARY

1.3.1 The proposal comprises the installation of temporary modular buildings to provide living accommodation, supporting amenities and infrastructure for up to 1,256 non-detained single adult male Service Users. Supporting amenities include kitchen/dining, medical centre, faith and worship facilities, laundry, gym and recreational/sport facilities, making the site as self-sufficient as possible to minimise the need for travel and to reduce impacts on local services.

1.3.2 The site will be operated in a safe and secure manner by a specialist accommodation provider (yet to be appointed) with security staff present on site 24 hours a day seven days a week.

1.3.3 The proposal is for temporary use, initially for a period of ten years (facilities are being designed to operate for longer in case use beyond ten years is required) and once operations conclude the sire will be decommissioned. The conceptual site layout is shown in **Appendix A**.

1.4 PLANNING PROCESS

1.4.1 The Home Office ('the Applicant') is applying for planning permission through the Urgent Crown Development route which is a fast-track planning route (introduced via the Town and Country Planning Order 2025) for nationally significant projects on Crown land. It allows applications to be submitted directly to the Secretary of State, bypassing local planning authorities, where the applicant demonstrates a genuine, urgent need for expedited, high-priority, critical infrastructure.

1.4.2 This Transport Assessment (TA) has been prepared to support the planning application and should be read in conjunction with the accompanying Travel Plan (TP). Due to the planning application route being used and the fast-track nature of the proposals no pre-application scoping discussions have been held with the local planning and highway authorities prior to the preparation of this TA.

1.5 PLANNING HISTORY

1.5.1 There have been no recent (five years) relevant planning applications within the application area.

1.6 REPORT LAYOUT

1.6.1 This TA examines the likely implications of the proposed development on the local highway network in terms of road safety, accessibility by sustainable travel modes and the impacts of vehicle trips. The remainder of the report is set out as follows:

- Section 2 reviews relevant national, regional and local policy.
- Section 3 summarises the local highway context, addresses the issue of accessibility by non-car modes and provides a review of collision data.
- Section 4 outlines the development proposals for the site.
- Section 5 assesses the impact of development-related vehicle trips.
- Section 6 estimates future traffic flows.
- Section 7 presents the findings from a traffic capacity assessment at the site access.
- Section 8 provides a summary and conclusion to the report.

2.0 POLICY CONTEXT

2.1 PREAMBLE

2.1.1 This section of the TA summarises the relevant transport policy context within which the proposal has been considered. It highlights integrated transport planning policies including:

National Policy

- National Planning Policy Framework [NPPF] (MHCLG, 2025)
- National Planning Practice Guidance [NPPG] (MHCLG, 2024).
- The Second Cycling and Walking Investment Strategy [CWIS2] (Department for Transport (DfT), 2021)
- Travel Plans, Transport Assessments and Statements Planning Practice Guidance (DLUHC and MHCLG, 2014)

Local Policy

- Cherwell Local Plan 2011-2031 (CDC, 2015)
- Local Transport and Connectivity Plan (OCC, 2022)

Design Guidance

- National Design Guide (MHCLG, 2021)
- Design Manual for Roads and Bridges (DMRB) (National Highways)
- Manual for Streets 1 and 2 (DfT 2007, 2010)
- Cycle Infrastructure Design LTN 1/20 (DfT, July 2020)
- Street Design Guide (OCC 2024)
- Parking Standards for New Developments (OCC 2023)

2.2 NATIONAL POLICY

NPPF

2.2.1 The NPPF is defined as being the document that 'sets the Government's planning policies for England and how these are expected to be applied.' The current version of the NPPF was adopted in February 2019 and last updated in February 2025. The NPPF is not a transport specific document, rather it sets out the Government's general requirements for the planning system.

2.2.2 The NPPF incorporates guidance for local planning authorities when defining their local plans and in determining planning applications. The purpose of the planning system, as identified in the NPPF, 'is to contribute to the achievement of sustainable development,' with three 'objectives'' identified as supporting this, which are:

1. Economic – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

2. Social – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
3. Environmental – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating, and adapting to climate change, including moving to a low carbon economy.

2.2.3 Chapter 9 of the NPPF relates to the promotion of sustainable travel. Paragraph 109 states that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places, this should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains..."

2.2.4 Paragraph 115 states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) 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 through a vision-led approach."

2.2.5 Paragraph 116 notes 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, following mitigation, would be severe, taking into account all reasonable future scenarios'*.

2.2.6 Within this context, paragraph 117 notes 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 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 service 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 Guide

2.2.7 The government has undertaken a review of the planning guidance that supports the delivery of the NPPF which was most recently revised in February 2025. This guidance helps with the preparation of a TA, Travel Plan (TP) and Transport Statement (TS).

2.2.8 The Planning Practice Guidance on TAs, TPs and TSs includes guidance on:

- When a TA, TP and TS is required.
- How the scope of the plans and assessments should be defined; and
- What should be included within the documents.

The Second Cycling and Walking Investment Strategy

2.2.9 The ambition of the government that walking, wheeling and cycling are natural choices for shorter journeys, or as part of a longer journey is set out within the Second Cycling and Walking Investment Strategy (CWIS2) for the period of April 2021 to March 2025.

2.2.10 The CWI2 sets out the government's ambition for walking, wheeling and cycling and the objectives to move closer to the ambition. The ambition for walking and cycling in England is as follows:

"We want to make walking and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040"

2.2.11 The CWI2 sets out the government's objectives to 2025 which are to:

- *"increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025*

- *increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025*
- *double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025*
- *increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025"*

2.2.12 Beyond 2025, there are aspirations for the following objectives:

- *"increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035*
- *deliver a world-class cycling and walking network in England by 2040"*

Travel Plans, Transport Assessments and Statements Planning Practice Guidance

2.2.13 The Planning Practice Guidance provides information relating to the preparation of a TS, including when they are required, the scope of the report and what information to include. This TS has been prepared in accordance with the Planning Practice Guidance.

2.3 LOCAL POLICY

Cherwell Local Plan 2011-2031 (CDC, 2015)

2.3.1 The Cherwell Local Plan (CLP) broadly sets out the how the district will develop up until 2031. The CLP has three main themes which are:

- Policies for Developing a Sustainable Local Economy
- Policies for Building Sustainable Communities
- Policies for Ensuring Sustainable Development

2.3.2 The CLP sets out the long term spatial vision for the district and contains policies to help deliver the vision. The spatial vision for how CDC manages the growth of the district can be summarised as:

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

2.3.3 The CLP specifies fifteen strategic objectives and the policies which aim to shape the future development of the district and seek to meet the strategic objectives. The strategic objectives related to transport in the district are:

> *'SO10 - To provide sufficient accessible, good quality services, facilities and infrastructure including green infrastructure, to meet health, education, transport, open space, sport, recreation, cultural, social and other community needs, reducing social exclusion and poverty, addressing inequalities in health, and maximising well-being.'*

'SO13 - To reduce the dependency on the private car as a mode of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility to services for people with impaired mobility.'

'SO14 - To create more sustainable communities by providing high quality, locally distinctive and well-designed environments which increase the attractiveness of Cherwell's towns and villages as places to live and work and which contribute to the well-being of residents'

Local Transport and Connectivity Plan (OCC, 2022)

2.3.4 The LTCP was adopted by OCC in July 2022 and outlines all of the high level transport and travel policies until 2050. Its ambition is to keep people connected, and to create a net zero transport system, improving health and wellbeing, tackling the climate emergency, reducing private vehicle use and prioritising walking, cycling and the use of public transport.

2.3.5 The LTCP aims to deliver the following:

- Put action to address the climate emergency at the heart of our work
- Tackle inequalities in Oxfordshire
- Prioritise the health and wellbeing of residents
- Invest in an inclusive, integrated and sustainable transport network.
- Preserve and improve access to nature and green spaces.

2.3.6 The transport vision of the LTCP sets out the overarching direction for transport in Oxfordshire. In support of the vision OCC have identified six key themes. The vision and key themes provide the local authority with structure and consistency within the LTCP.

2.3.7 The vision of the LTCP is detailed as follows:

"Our Local Transport and Connectivity Plan vision is for an inclusive and safe net zero Oxfordshire transport system that enables all parts of the county to thrive. It will tackle inequality, be better for health, wellbeing and social inclusivity and have zero road fatalities or serious injuries. It will also enhance our natural and historic environment and enable the county to be one of the world's leading innovation economies. Our plan sets out to achieve this by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice."

2.3.8 The six key themes of the LTCP are Environment, Health, Healthy Place Shaping, Productivity, Connectivity and Inclusivity. OCC have identified some headline targets to keep track of their delivery of key themes and vision. The targets extend up until 2050.

2.3.9 By 2030 the LTCP targets are to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Reduce car vehicle miles driven in Oxfordshire by 20%

- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
- Reduce road fatalities or serious injuries by 50%

2.3.10 By 2040 the LTCP targets are to:

- Deliver a net-zero transport network

2.3.11 By 2050 the LTCP targets are to:

- Replace or remove an additional 1 out of 3 car trips in Oxfordshire
- Have zero, or as close as possible, road fatalities or serious injuries
- Deliver a transport network that contributes to a climate positive future help us to quantify progress made on delivering the vision and ensure that we are on track to deliver the vision.

2.3.12 To achieve the targets OCC have broadly grouped the targets into the following three areas:

- Avoid the need to travel
- Shift to less polluting transport modes
- Improve vehicle and fuel efficiency

2.4 DESIGN GUIDANCE

Design Manual for Roads and Bridges

2.4.1 The Design Manual for Roads and Bridges (DMRB) is a suite of design guidance documents published by National Highways. It provides both statutory requirements and guidance for the design, maintenance and assessment of motorways and all-purpose trunk roads and in England, Wales and Scotland.

National Design Guide (2021)

2.4.2 The National Design Guide is a document published by the Ministry of Housing, Communities and Local Government and it sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

Manual For Streets 1 and 2

2.4.3 The Manual for Streets (MfS) (2007) is a guidance document published by the Department for Transport (DfT) and is expected to be used predominantly for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design. MfS guidance encourages designers to place a high priority on meeting the needs of pedestrians, cyclists and public transport users, so that growth in these modes of travel is encouraged.

2.4.4 Manual for Streets 2 (2010) fills the gap in design advice that lies between 'Manual for Streets' and the design standards for trunk roads as set out in the DMRB.

Cycle Infrastructure Design LTN 1/20

2.4.5 Local Transport Note 1/20 provides national guidance relating to cycle infrastructure design.

Street Design Guide (OCC 2024)

2.4.6 The Street Design Guide (SDG) provides information relating to the design of infrastructure for developments within Oxfordshire. The SDG was published in 2024 and provides local guidance as to minimum and optimum standards for highways and transportation infrastructure for new developments in Oxfordshire, for example road geometries and standards for adoption. The SDG reflects current national policy and guidance from Manual for Streets, Local Transport Note 1/20, National Design Code and the NPPF. This TA and associated designs have been prepared in accordance with the SDG.

Parking Standards for New Developments (OCC)

2.4.7 Parking Standards for New Developments (PSND) provides local guidance as to minimum and optimum parking standards to assist developers in preparing plans for the development of land. The PSND also assists in the determination of planning applications by ensuring that submitted applications for proposed development include an appropriate level of car and cycle parking.

2.5 SUMMARY

2.5.1 The proposed development will be designed in accordance with the policy objectives set out in the national and local documentation summarised in this chapter. The proposed development aims to as self-contained as possible with Service Users having access to most amenities on site. Consequently, the need to travel is significantly reduced. Shuttle buses/minibuses will be available for occasions where Service Users are required to travel to access key external amenities or other necessary trips.

2.5.2 The proposal is for temporary use, initially for a period of ten years (facilities are being designed to operate for longer in case use beyond ten years is required) and once operations conclude the sire will be decommissioned. The site is strategically important and fully supported by the Home Office.

2.5.3 It is acknowledged that from the point of view of accessibility by sustainable travel modes the location of the site is not ideal. However, given the temporary nature of the proposed use, the infrastructure planned to make the site as self-contained as possible and the provision of sustainable forms of transport for essential off-site trips, it can be concluded that the proposed development adheres well with national and local policies.

3.0 BASELINE CONDITIONS

3.1 INTRODUCTION

3.1.1 This chapter provides information regarding the existing site and baseline transport conditions near the site, including public transport, walking, cycling and highway conditions. It is important that baseline conditions are accurately established so that the context of the proposed development and its potential impacts on local transport networks can be fully understood.

3.2 SITE LOCATION AND DESCRIPTION

3.2.1 The site is located in a rural setting with the market town of Bicester located approximately 5.0 km northwest of the site. The village of Piddington is located approximately 1.3 km to the east of the site and the village of Arncott is located 1.6 km to the west of the site.

3.2.2 The site is located adjacent to the B4011, which forms the western boundary of the site. Parcels of agricultural land are situated to the north and east of the site, and the southern boundary is formed by Widnell Lane and Jubilee Nature Reserve. HMP Bullingdon is located approximately 500m south of the site on the western side of the B4011. To the south of Widnell Lane is a derelict traveller's site which has current planning permission to site six traveller units. A subsequent planning application was submitted in 2024 for 12 additional traveller units but this application has not been decided at the time of writing this report.

3.2.3 The site is part of a former Defence Storage and Distribution Centre, known as Site A. The site was used as a large-scale military storage facility with Nissen huts and various warehouses. The majority of the existing buildings onsite, particularly the large warehouses, contain asbestos and are deemed to be dangerous, unstable structures and require demolition. The site has been unmaintained and is heavily overgrown with vegetation.

3.2.4 To the north of the site there is a large reinforced concrete area of hard standing [redacted] In this area there are also two open sided barns and access to the Nissen huts which are in a useable condition. Perimeter security fencing is provided however some areas of fencing have significantly overgrown vegetation which has deteriorated the condition of the feeing and has also reduced the level of site security, as the vegetation has provided access opportunities to enter the site over the fencing.

Access

3.2.5 The site takes access from the eastern side of the B4011 where two secure gated access points are located. These comprise the south entrance and the north entrance. The site is not signposted from the local highway network.

3.2.6 The northern entrance has not been used for a considerable period. The northern access is located approximately 500m north of the southern access point and takes the form of a simple priority junction. The access is unlit and has a northern kerb radius of approximately 7.0m and a southern kerb radius of 5.0m. The northern site access point is shown in **Photograph 3-1**.

Photograph 3-1: Northern Site Access

Source: Site visit photograph taken on 26th March 2026

3.2.7 The southern access point operates as the principal point of entry to the site and is the sole entrance in use. The southern access is provided with streetlighting and takes the form of a priority junction with a widened entry lane to the north of the access and a widened exit lane to the south of the access. The widened lanes appear to provide a disused parking/ holding area for vehicles.

3.2.8 The southern access is situated approximately 50m south of the priority junction with Palmer Avenue which is accessed from the western side of the B4011 and provides access to Arncott. Immediately south of the southern site access on the B4011 is a level crossing where the road crosses a disused military railway line. The southern access point is shown in **Photograph 3-2** on the next page.

Photograph 3-2: Southern Site Access

Source: Site visit photograph taken on 26th March 2026

3.3 LOCAL HIGHWAY NETWORK

B4011

3.3.1 The B4011 is aligned approximately north to south and is subject to a 50mph speed limit. The B4011 carriageway varies in width but measures approximately 6.5m to 7.0m.

3.3.2 The immediate area surrounding the northern site access has no street lighting and no footways are provided. The immediate area surrounding the southern site access has street lighting which extends south along the B4011 to the Ghost-Island priority junction with Patrick Haugh Road which provides access to Arncott and Bullingdon Prison.

3.3.3 The B4011 continues north to the A41 and joins it via a Ghost-Island priority junction with tapered lanes to assist traffic leaving and joining the A41. To the south the B4011 connects to Oakley and continues on to several other smaller villages. General conditions on the B4011 can be seen in **Photograph 3-3** and **Photograph 3-4** on the next page.

Photograph 3-3: B4011 Adjacent to the Northern Site Access

Source: Site visit photograph taken on 26th March 2026

Photograph 3-4: B4011 Adjacent to the Northern Site Access

Source: Site visit photograph taken on 26th March 2026

Strategic Highway Network – A41

3.3.4 The A41 can be accessed from the B4011 approximately 3.1km north of the site. The A41 is aligned in an approximate east to west direction and provides access to Bicester to the west and Aylesbury to the east.

M40

3.3.5 The M40 is roughly 12 km from the site and is accessed via the A41. The M40 links the site to the national motorway network and to locations such as London and Birmingham.

3.4 PEDESTRIAN ACCESSIBILITY

Pedestrian Infrastructure

3.4.1 No footways are provided at the northern site access. All local roads are rural in nature with grass verges on either side of the carriageway.

3.4.2 There are footways provided either side of the southern site access which measure approximately 1.0m in width. There is also a footway provided on the western side of the B4011 adjacent to the southern site access which also measures approximately 1.0m in width. No formal dropped kerbs or crossing facilities are provided. The footway along the B4011 is provided with street lighting and extends north to the junction of Palmer Avenue where the provision ends. The footway also extends south the junction of Patrick Hough Road where the footway connects with Bullingdon Prison.

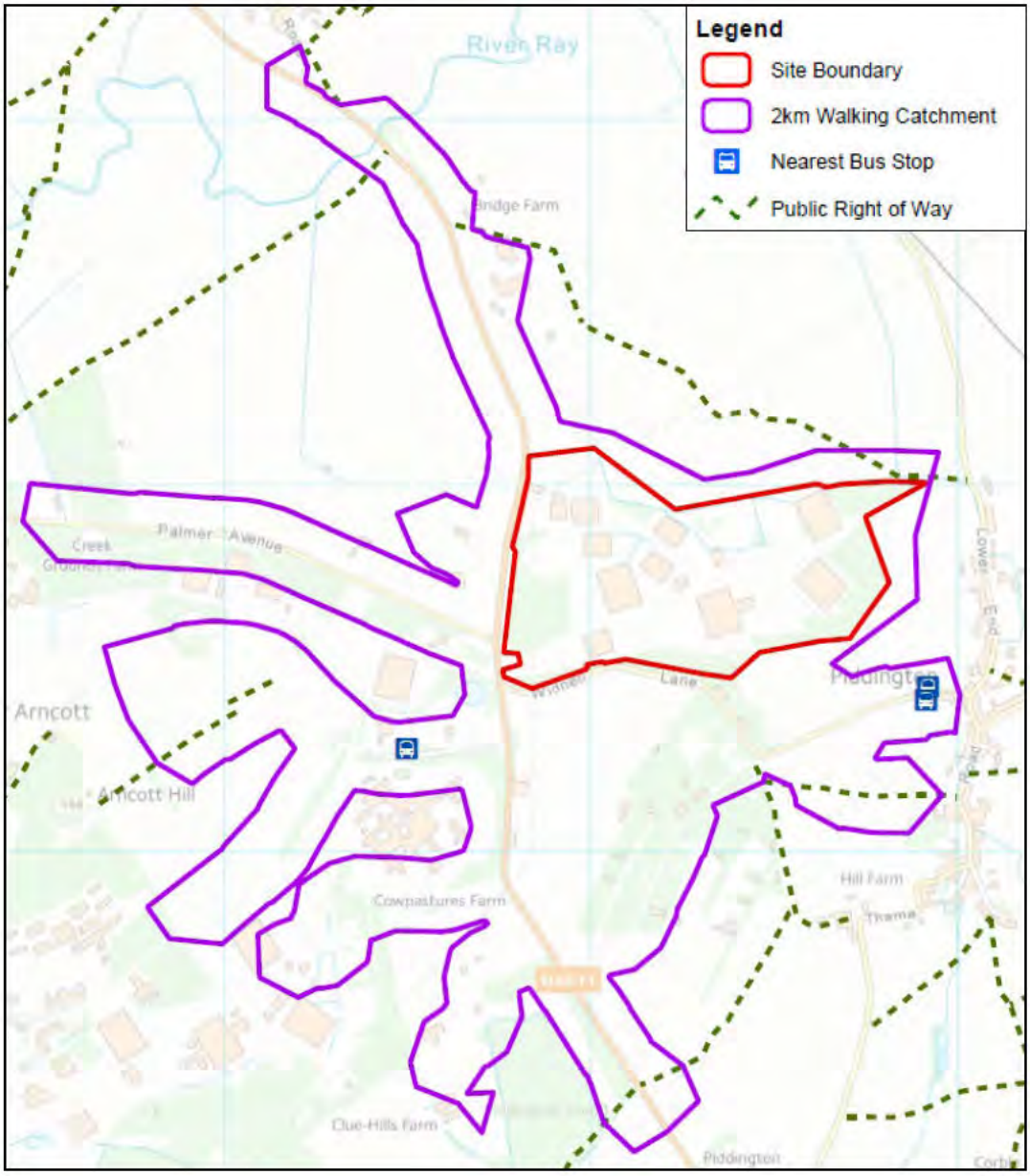
Public Rights of Way (PRoW)

3.4.3 There are no existing footpaths through or accessible from the site. The nearest PRoW is Piddington footpath 321/1/20 which runs from the Piddington-Heath Bridge Road, north of The Homestead and Rookery Farm, leading west to the B4011 at Bridge Farm approximately 750m north of the northern site access. . All PRoW near the site are illustrated in **Image 3-1** on the next page and in **Figure 2**.

Pedestrian Catchment

3.4.4 A 2 km walking catchment from the site access is shown in **Image 3-1** on the next page and **Figure 2.** This demonstrates that the outskirts of Piddington, Arncott and Bicester are within reasonable walking distance. However, given the absence of any pedestrian infrastructure serving the site, it is recommended that Service Users access facilities in these areas by the minibuses that will be provided by the Home Office.

Image 3-1: Pedestrian Catchments and Local PROW

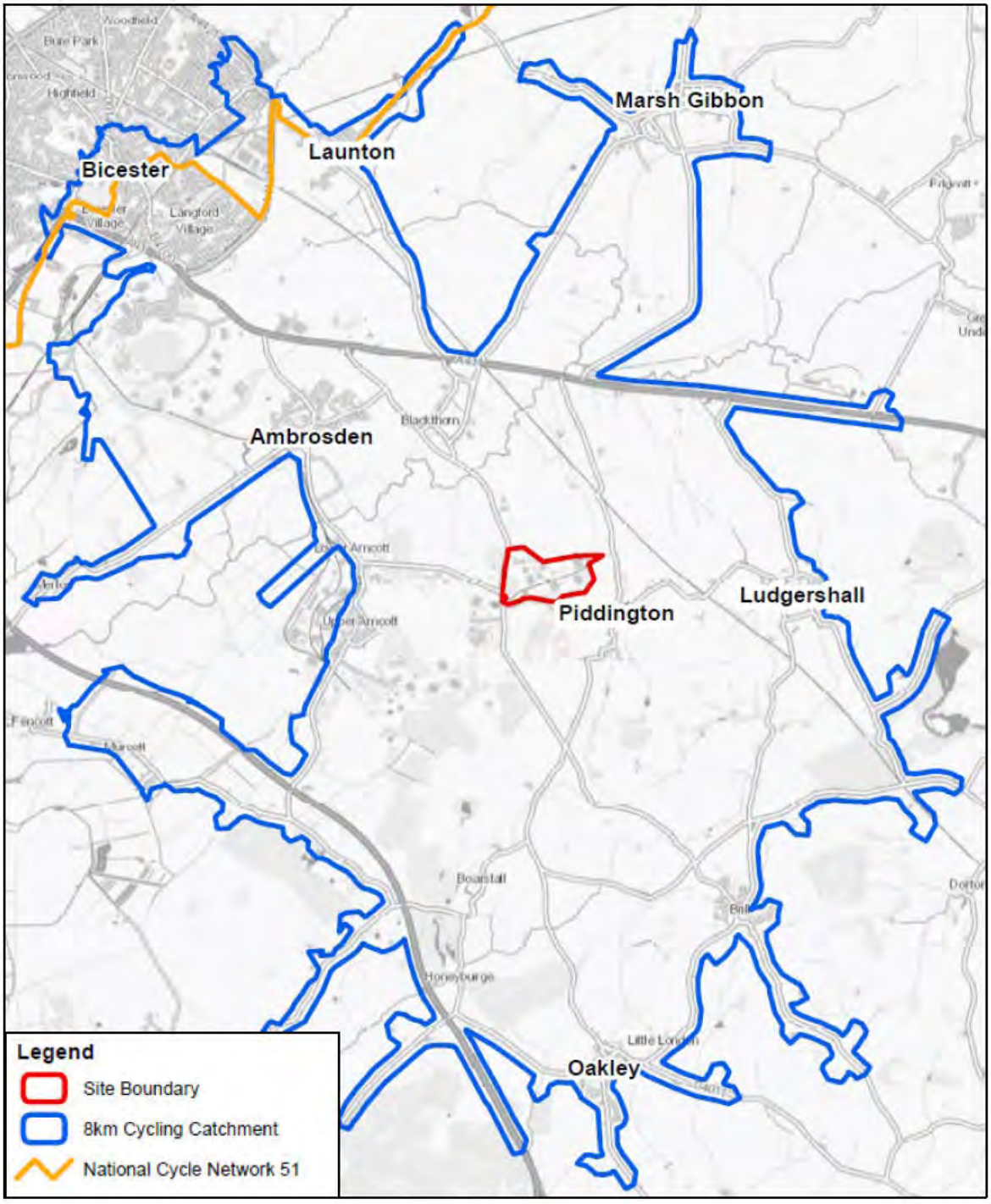


3.5 CYCLING ACCESSIBILITY

Cycling Infrastructure

3.5.1 There are no existing cycleways adjacent to the site. The closest cycle route is National Cycle Route 51 which runs through Bicester and connects Oxford to Milton Keynes. The route is highlighted in **Image 3-2** on the next page and in **Figure 3.**

Image 3-2: Cycling Catchment and Local Cycle Routes



Cycling Catchment

3.5.2 In a comparable way to pedestrian trip lengths, the length of cycling trips will be governed by the routes that are available and trip length. Local Transport Note 1/20 (DfT 2020) states that" two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people" It can therefore be concluded that three miles, which is equivalent to approximately 8km, represents a reasonable typical cycling distance for all.

3.5.3 **Image 3-2** shows an 8km catchment from the site access, this is also shown in **Figure 3**. The 8km catchment includes Bicester, Launton, Arncott, Ambrosden, Marsh Gibbon and Oakley. Cycling should be encouraged as an appropriate mode of travel for local trips by staff, visitors and Service Users.

3.6 LOCAL AMENITIES AND FACILITIES

3.6.1 Due to the rural location, there are limited amenities or facilities near the site. There are the MOD Bicester Garrison Sports Pitches which are located approximately 300m north of the southern site access on the B1104. There are no other facilities within a 2km walking distance of the site.

3.6.2 The proposed development aims to be as self-contained as possible with Service Users having access to a range of essential facilities on site. On site facilities will include induction space, health care facility, kitchen and dining facilities, laundry, multi faith centres, classrooms, communal areas, recreation space and gym, quiet rooms and a shop.

3.6.3 Consequently, the need to travel will be significantly reduced. Shuttle buses/minibuses will also be available for occasions where Service Users are required to travel to access key external amenities or make other necessary trips.

3.7 PUBLIC TRANSPORT ACCESSIBILITY

3.7.1 The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Developments' indicates that new developments should be located so that public transport trips involve a walk distance of less than 400m. The CIHT also states that it is more important to provide frequent services than to reduce walking distances to bus stops by a few metres.

3.7.2 Bus Stops & New Residential Developments (Stagecoach Bus UK 2017) also refers to the 400m walking distance to a bus stop, but also notes the need to balance this with running an efficient service:

> *"The advice set out by the Institute of Highways and Transportation (IHT) in 2000 suggests that 400m is the maximum convenient walking distance to stops in an urban context, and this threshold is generally accepted by most stakeholders, including Stagecoach, as an appropriate guideline to aim to meet.*
>
> *However, there will be circumstances where, to achieve this standard for all dwellings within a scheme, results in an inefficient and contrived layout, greatly undermining the potential effectiveness of the proposed bus route.*
>
> *Stagecoach will always prefer an efficient bus routing strategy, serving the great majority of dwellings well, than one that serves all homes poorly with a low-frequency or indirect service.*
>
> *Thus, we support policy approaches offering some degree of flexibility on walking distances to bus stops where this is appropriate."*

3.7.3 Therefore, a 400m walking distance to the nearest bus stop is generally regarded as an appropriate guideline to aim for but should not be the only factor being considered and it is evident that bus services can be functional even when a 400m walking distance is exceeded.

Bus Services

3.7.4 The nearest bus stop is situated at the main entrance of Bullingdon Prison approximately 400m south of the southern site access. Footways are provided from the site access to the bus stop at Bullingdon Prison. The bus stop is provided with a shelter, seating, flag and pole and timetable information. Bus services 25 and 29 serve the bus stop at Bullingdon Prison. The bus services and frequencies operating serving these bus stops are detailed in **Table 3-1**.

Table 3-1: Nearest Bus Services – Bullingdon Prison

Service	Route towards	Monday – Friday Frequency			Saturday Frequency	Sunday Frequency
		7am – 9am	9am – 4pm	4pm – 6pm	9am – 6pm	9am – 6pm
29	Bicester	Hourly	Hourly	Hourly	Hourly	No Service
25	Upper Hayford	No Service	No Service	No Service	No Service	Every 90 Minutes

3.7.5 As can be seen in **Table 3-1**, bus services which pass the site provide connections from key local and strategic destinations and bus services operate seven days per week.

Rail Services

3.7.6 The nearest railway station to the site is Bicester Village, which is approximately 6.5km northwest of the site, equivalent to an approximate 20-25 minute cycle time. The station provides four services per hour and connects with London and Oxford. The station has cycle storage available for 50 bicycles. Bus services 25 and 29 alight at London Road adjacent to the Bicester Village railway station.

3.7.7 Bicester North railway station is located 1.2km north of the Bicester Village railway station. Bus services from the site do not connect with Bicester North railway station however, the railway station is accessible via bicycle. The station has cycle storage available for 65 bicycles. The station provides four services per hour and connects with London, Warwick, Banbury and Birmingham.

3.7.8 Rail services are therefore accessible for employees providing connections to destinations further afield.

3.8 COLLISION ANALYSIS

3.8.1 The DfT 'Stats19' database has been interrogated for collision data for the most recently available five-year period between 2020 and 2024. **Image 3-3** on the next page shows the collision investigation study area and depicts the location of the collisions that have been recorded resulting in injury. The study area extends 500m to the north and south of the site access on the B4011.

Image 3-3: Collision Study Area

Source: https://www.gov.uk/government/statistical-data-sets/road-safety-open-data

3.8.2 The records show that in the last five years three collisions have occurred within the study area on the B4011. Collision locations are shown in **Figure 4**.

3.8.3 One collision occurred approximately 165m north of the proposed site access location and involved a car and no other vehicles. The vehicle left the carriageway resulting in slight injury to the driver. The collision occurred on 30th March 2023 during daylight hours, under dry and fine conditions. The car was travelling south to northwest on a left hand bend and left the offside of the carriageway; no further details were available.

3.8.4 The second collision occurred approximately 85m south of the proposed site access location and involved a car and no other vehicles. The vehicle left the carriageway resulting in slight injury to the driver. The collision occurred on 19th March 2021 during daylight hours, under dry and fine conditions. The car was travelling southwest to northeast on a right-hand bend, hit the kerb and left the offside of the carriageway; no further details were available.

3.8.5 A third collision occurred at the junction of Palmer Avenue, approximately 450m south of the proposed site access location and involved a car and a cyclist. The collision occurred on 5th June 2020 during daylight hours, under dry and fine conditions. The car was travelling from Palmer Avenue turning right to head south along the B4011. The cyclist was travelling south along the B4011 turning right into Palmer Avenue. The car did not give way and hit the cyclist in the centre of the junction resulting in a slight injury to the cyclist; no further details were available.

3.8.6 No collisions resulted in fatalities or involved pedestrians, children or HGVs. Although two collisions of slight severity have occurred near the proposed site access, these incidents did not involve other road users. As no collisions were recorded at the site access during the last five years, no further collision analysis is considered necessary, and it is not expected that the proposed development will have any detrimental effect on road safety.

3.9 BACKGROUND TRAFFIC FLOWS

3.9.1 A 24-hour Automatic Traffic Counter (ATC) was installed adjacent to the existing site access on Tuesday 14th April 2026 and traffic was surveyed for seven consecutive days recording directional vehicle classification, volume and speed. The peak hours recorded by the survey were 0700 to 0800 hrs and 1600 to 1700 hrs. A 12-hour fully classified junction turning count was also undertaken at the site access from 0700 – 1900 hrs on Tuesday 14th April 2026. Traffic count data is presented in **Appendix B**.

Northern Site Access

3.9.2 The 24-hour average traffic flows recorded over seven days were as follows:

- B1104 northbound – 2,972 vehicles per day
- B1104 southbound – 3,150 vehicles per day

3.9.3 The 85th percentile speeds[1] will inform junction visibility requirements and were recorded as follows:

- B1104 northbound – 53.6 mph
- B1104 southbound – 53.4 mph

Southern Site Access

3.9.4 The recorded 24-hour average traffic flows recorded over seven days were as follows:

- B1104 northbound – 3,066 vehicles per day
- B1104 southbound – 3,166 vehicles per day

3.9.5 The 85th percentile speeds[2] will inform junction visibility requirements and were recorded as follows:

- B1104 northbound – 50.9 mph

[1] The 85th percentile speed is the speed at or below which 85% of motorists drive on a road section under free-flow conditions. It is widely used to set speed limits, reflecting the "reasonable" speed chosen by most drivers and is often deemed the maximum safe speed for a given location.
[2] The 85th percentile speed is the speed at or below which 85% of motorists drive on a road section under free-flow conditions. It is widely used to set speed limits, reflecting the "reasonable" speed chosen by most drivers and is often deemed the maximum safe speed for a given location.

- B1104 southbound – 48.9 mph

3.9.6 The traffic surveys were undertaken during school term time and therefore, the results are considered representative of typical conditions and suitable for use within this TA.

3.10 COMPARABLE SITE - RAF WETHERSFIELD

3.10.1 RAF Wethersfield is located on Sculpins Lane in Braintree, Essex and is a former Ministry of Defence (MOD) airbase which has been repurposed by the Home Office as a large-scale, non-detained contingency accommodation centre for single adult male Service Users. It began receiving Service Users in July 2023.

3.10.2 RAF Wethersfield has planning permission to house 800 Service Users with 445 contingency bedspaces which can be brought into use to help manage short-term accommodation demands. The maximum capacity of RAF Wethersfield is 1,245 Service Users. RAF Wethersfield is therefore comparable to the proposal at Bicester for 1,256 Service Users.

3.10.3 RAF Wethersfield provides a shuttle bus service to the areas of Braintree, Colchester and Chelmsford three times per day. Transport is also provided where necessary to enable access to health services which are not available on site.

3.10.4 A 24-hour Automatic Traffic Counter (ATC) was installed adjacent to RAF Wethersfield on Sculpins Lane on Thursday 16th April 2026 and traffic was surveyed for seven consecutive days recording directional vehicle classification, volume and speed. The peak hours recorded in the survey were 0500 to 0600 and 1700 to 1800. Traffic count data is presented in **Appendix C**.

3.10.5 Typical daily two-way vehicle trips for service vehicles, Service User external visits and site visitors have been extracted from traffic data obtained from the Sculpins Lane ATC surveys. It has been assumed that all LGV and HGV trips logged during the survey represent service vehicles and cars represent staff / visitor movements. The recorded typical daily trips were as follows:

- [redacted]
- [redacted]

3.10.6 [redacted]

3.10.7 Given the similarity between the existing use at RAF Wethersfield and the proposed use at the Bicester site it is reasonable to assume that the trip generation characteristics will be very similar. The recorded trip generation from RAF Wethersfield has therefore been applied to estimate the likely trip generation for the proposed use at Bicester. As there is only a very small difference between the number of Service Users on each site (1,245 Service Users at Wethersfield and 1,256 Service Users at Bicester) the trip generation has not been adjusted.

4.0 DEVELOPMENT PROPOSALS

4.1 DEVELOPMENT PROPOSALS

4.1.1 The application proposes the installation of temporary modular units and the repurposing of some existing buildings to provide living accommodation, supporting amenities and infrastructure for up to 1,256 non-detained single adult male Service Users.

4.1.2 Supporting amenities include kitchen/dining, medical centre, faith and worship facilities, laundry, gym and recreational/sport facilities, making the site as self-sufficient as possible to minimise the need for travel and to reduce impacts on local services. Consequently, the need to travel is significantly reduced. Shuttle buses/minibuses will be available for occasions where Service Users are required to travel to access key external amenities or other necessary trips.

4.1.3 Within the existing site, an internal site enclosure will be provided to contain the majority of the Service User development and activities. The conceptual site layout is shown in **Appendix A**.

4.1.4 The proposal is for temporary use, initially for a period of ten years (facilities are being designed to operate for longer in case use beyond ten years is required) and once operations conclude the sire will be decommissioned.

4.1.5 The development will result in accommodation being provided for 1,256 Service Users which be constructed over three phases.

4.1.6 [redacted]

4.1.7 The total 1,256 bedspaces will be in the form of double storey modular accommodation. Additional modular units will be provided containing shower, toilet facilities and quiet rooms for Service Users.

4.1.8 In addition to the above facilities, shared ancillary functions for Service Users will be provided including reception area, health care facility, dining hall, kitchen, multi faith centre, classrooms, communal areas, gym, recreation space, sports pitches and quiet rooms.

4.1.9 Staff facilities will be provided on site which will include security / police office, site offices and welfare space. The proposed development will include a security gate house, staff / visitor parking, facilities for deliveries, storerooms and refuse/recycling areas. The site will be secure and monitored using CCTV, duress system and door entry system. Service Users will be free to come and go from the site, and a log in / out system will be in operation for the safety of Service Users.

4.1.10 The existing internal hard standing and road network will be retained to provide service vehicular access to the new modular units, where necessary new roads will be constructed to access all modular accommodation blocks and facilities throughout the site.

4.2 EMPLOYEE NUMBERS & HOURS OF OPERATION

4.2.1 The proposed development will employ staff to operate day and night shifts at the site. Site managers, welfare and security staff will work 12-hour shifts to cover a 24-hour period. The site will be operational seven days per week. The site will employ [redacted] staff; details of job roles and shifts are illustrated in **Table 4-1**.

[redacted]

4.3 SITE ACCESS

4.3.1 [redacted] The junction layout will remain as existing.. Any overgrown vegetation along the grassed verge will be removed to delineate the kerbs and carriageway. Other minor improvements to the existing site access will be implemented which will include re-painting of road markings and trimming of vegetation to ensure clear visibility splays at the site access junction.

4.3.2 The current access arrangements operate satisfactorily with no known conflicts for all vehicle types, including HGVs. The site access previously accommodated large HGVs as part of previous operations, and it is expected that vehicles serving the proposed development will be similar in size during both the construction and operational phases of the proposed development.

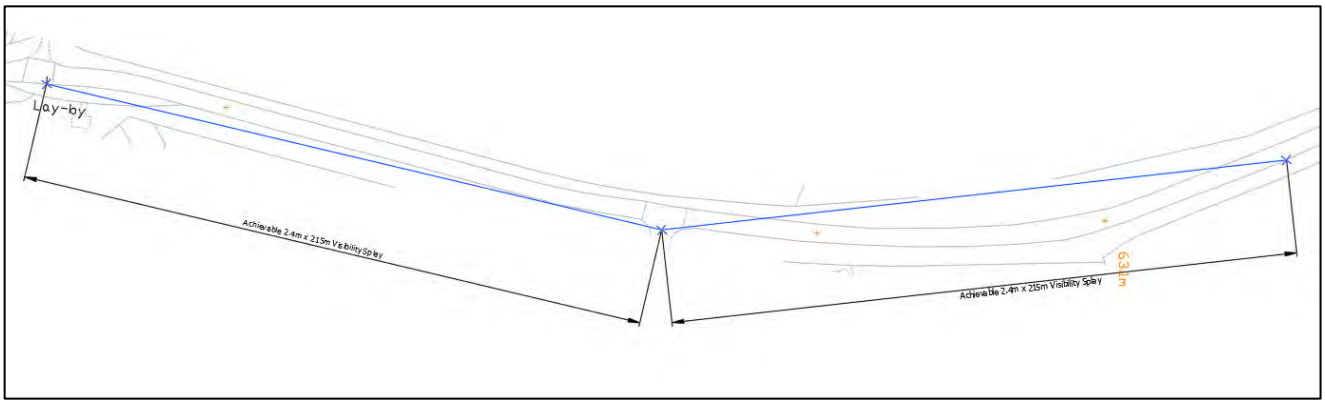
4.3.3 During the construction phase, the largest vehicle to access the site will be a standard 16.5m long articulated vehicle which will be used to deliver the modular units to site.

4.3.4 During the operational phase, the proposed development will be accessed by staff and visitor vehicles, minibuses, coaches, refuse vehicles and service delivery vehicles. The largest of these vehicles is expected to be a 15m coach and a 11.6m refuse vehicle.

4.3.5 The available visibility splays at the existing northern site access onto the B4011 meet the Design Manual for Roads and Bridges (DMRB) standard requirements for a 100kph design speed (62 mph

speed limit) which requires a visibility splay of 2.4m x 215m to be available in both directions. These are illustrated **Image 4-1** below and on **Drawing [redacted]_00_ZZ_DR_H_002_P01.**

Image 4-1: Visibility Splays at the Site Access



4.4 ABNORMAL LOADS

4.4.1 In the UK, standard vehicle/load widths are 2.55 m (2.6 m for refrigerated units). Vehicles exceeding 2.9 m in width, or over 44T in weight, or over 5m in height are classified as abnormal loads and are subject to additional regulations: for example, advance notice to the police for travel and the use of escort vehicles etc.

4.4.2 The modular units for the site measure 2.6m × 6.2m and are expected to be transported on standard 16.5 m articulated HGVs. Therefore, deliveries during construction are not expected to be classed as abnormal loads requiring additional highway restrictions.

4.5 SWEPT PATH ANALYSIS

4.5.1 A swept-path assessment has been undertaken to demonstrate that a 16.5m articulated HGV can safely access and egress the site without conflicts. [redacted] All construction-phase movements will be scheduled and overseen by gate staff to prevent conflicting movements. It is also recommended that the site access is to be manned to manage vehicle movements in and out of the site.

4.5.2 Swept path analysis has also been carried out for the largest service vehicle expected to access the site during the operational phase, which is assumed to be a refuse vehicle in accordance with OCC's Street Design Guide.

4.5.3 The analysis (**Drawing [redacted]_00_ZZ_DR_H_004_P01**) shows the refuse vehicle can arrive and depart via the southern site access from the B4011. All service/refuse trips will be contracted to take place during specific hours. The deliveries will be prebooked and scheduled to avoid staff arrival and departure times and overseen by gate staff. With these protocols, the access arrangements can safely accommodate a standard refuse vehicle.

4.5.4 Swept path analysis has also been carried out for a large coach and **Drawing [redacted]_00_ZZ_DR_H_005_P01** shows a 15m coach can be accommodated at the southern site access. The arrival of the Service Users will be overseen by gate staff to prevent any vehicular

conflicts. The arrival of Service Users will take place either in the morning or afternoon. Service User arrivals will be monitored via a booking system [redacted]

4.5.5 The swept path analysis illustrates that the existing access arrangements are safe and suitable for the purpose of the proposed development. It is recommended that a Construction Traffic Management Plan (CTMP) is implemented prior to the construction phase of development.

4.6 PARKING ARRANGEMENTS

Car Parking

4.6.1 The OCC Parking Standards for New Developments (PSND) has been consulted to quantify an appropriate level of on-site parking. The PSND states that for non-residential development:

> *'developers must undertake a site-specific assessment (as described in paragraph 8.7) and seek to balance its operational needs, space requirements, efficient use of land and costs attributed to providing parking, whilst also demonstrating that efforts to reduce car and commercial vehicle trips have been appropriately explored'*

4.6.2 OCC provides non-residential standards on vehicular and cycle parking requirements by land-use class which specifies the maximum car parking provision that may be acceptable once a site-specific assessment has been carried out.

4.6.3 As the proposed development is unique in character and operation, the OCC standard for land use F1 'Non-residential institutions' has been applied. Service Users will not have access to personal vehicles; only staff and visitors require parking.

4.6.4 The OCC standard for 'Non-residential institutions' is calculated using a site-specific assessment based on travel plan and operational needs.

4.6.5 The development will provide 139 standard and eight accessible on-site car parking spaces for staff and visitors. This meets the OCC standard and accommodates the maximum number of staff expected on site at any one time, including overlap for shift changes and visitor parking. Parking accumulation calculations are in **Table 4.2** (**Appendix D**).

4.6.6 [redacted]
Standard car parking space dimensions are designed at a minimum of 5.0 m × 2.5 m.

Accessible Parking

4.6.7 The OCC PSND provides the following guidance for designing accessible parking for non-residential development:

> *'Parking for People with Impaired Mobility - Where developers are proposing to build flats with unallocated off-street parking and the level of mobility impaired residents is unknown then 6% of spaces should be designed and allocated for their use. This level of provision should also be considered for non-residential developments. Such*

provisions should also be located near to the main pedestrian access to the building and have level access.'

4.6.8 In accordance with this standard, 6% of total car parking provision (eight spaces) have been allocated as accessible parking for staff and visitors.

4.6.9 Accessible bays will have minimum dimensions of 5.5m × 2.9m, with an additional width of 1.0m on each side; where bays are adjacent, the 1.0m side area will serve both spaces. A 1.0m buffer will be provided between the parking space and the access route to allow safe access to the vehicle boot.

Cycle Parking

4.6.10 The development will also provide sufficient cycle storage space to enable staff to choose cycling for their journey to work.

4.6.11 The OCC minimum cycle parking standard for 'Non-residential institutions' is one space per 20 staff members. To comply with these requirements, seven cycle parking spaces will be provided.

4.6.12 Disabled cycle parking is to be provided in accordance with LTN 1/20 which requires that 5% of cycle parking must be for non-standard cycles such as cargo bikes or mobility impaired cycles. To comply with this standard, one of the cycle parking spaces will be designed to accommodate people with mobility impairments and would have minimum dimensions of 2.5m x 3.0m.

4.6.13 Cycle parking facilities will be sheltered, secure and lit. Spaces will be conveniently located in well-overlooked areas close to building entrances and clear of direct pedestrian desire lines. Employee lockers, changing rooms and shower facilities will also be provided.

Powered Two-Wheeler (PTW) Parking

4.6.14 There is no requirement within OCC's parking standards to provide parking for PTWs however, proposals include for PTW parking to be provided to equal that of the cycle parking provision. Seven PTW spaces will be provided within the car park. Secure anchorage, lockers and changing facilities will be available for PTW users. PTW bays will have minimum dimensions of 2.5m × 1.2m.

4.7 SERVICE AND EMERGENCY VEHICLES

4.7.1 [redacted]

Service Vehicle Parking

4.7.2 The OCC Parking Standards for New Developments specifies that parking for service vehicles should be site-specific.

4.7.3 Service vehicle parking areas will be provided to accommodate kitchen deliveries and refuse collection. The following space sizes for service vehicles will be accommodated:

- Vans: 7.5m x 3.5m
- Articulated Vehicles: 17.0m x 3.5m

- Rigid HGVs: 12.0m x 3.5m

4.7.4 The proposed development will provide sufficient parking and manoeuvring areas for commercial vehicles on site.

Coach Parking

4.7.5 A coach drop-off area will be provided for the arrival of Service Users, with on-site turning facilities to avoid the need for coaches reversing onto the public highway. Minibus parking will be provided to accommodate the Service User shuttle bus service.

4.8 PEOPLE WITH DISABILITIES AND OTHER MOBILITY IMPAIRMENTS

4.8.1 The detailed design of the development and its internal transport infrastructure has been undertaken in accordance with the requirements of the 2010 Equality Act and in accordance with current good practice as embodied within the DfT's 'Inclusive Mobility' document.

4.8.2 This approach ensures that the completed development is fully inclusive and meets the needs of all staff and visitors, including those with disabilities or temporary mobility impairments.

4.8.3 Service Users are allocated accommodation on a "no choice" basis, in line with Home Office published policy. If a Service User has disabilities or impairments which cannot be met on site and are therefore assessed as unsuitable, the Service User will be moved to alternative accommodation.

5.0 TRAFFIC IMPACT ANALYSIS

5.1 INTRODUCTION

5.1.1 This chapter discusses construction traffic management and estimates the impact of traffic activity during the operational phase of the proposed development.

5.1.2 No allowance or discounts have been made for the traffic that could be generated by extant / historic site uses. This provides the basis for a robust assessment.

5.2 CONSTRUCTION TRAFFIC

5.2.1 Throughout the construction phase, the proposed development will generate traffic associated with the transportation of modular units, construction plant and materials to and from the site. It is likely that these operations will involve the use of heavy goods vehicles (HGVs). In addition, traffic will be generated by the transportation of construction staff to and from the site.

5.2.2 Construction traffic generation is site and development specific with the following factors being likely to influence traffic generation:

- Scale and nature of the development.
- Construction programme duration (i.e. shorter duration works may be more intensive).
- Number of construction personnel required and the availability of a local workforce.
- Construction techniques used – dictates delivery schedules material quantities etc.
- Demolition - may require export of materials from the site.
- Abnormal site conditions - may require additional materials (e.g. foundation concrete)

5.2.3 This level of detail is currently not available so for the proposed development it is not possible to make an accurate estimate of construction traffic generation.

5.2.4 Detailed assessments will need to be provided by the site contractor(s) once site specific details are known. These will then be used to agree any measures required to manage the temporary impacts of construction traffic on the local highway network. For example, typical construction traffic management measures may include:

- Use of local workers/suppliers where possible to minimise travel impacts.
- Temporary off-site park and ride facilities / shuttle buses for construction staff movements.
- Minimising on-site car parking provision for construction staff.
- Agreed arrival/departure routes for HGV deliveries, possibly controlled by ANPR cameras.
- The management of working hours and delivery times to minimise disturbance caused by traffic (e.g. avoiding deliveries during the peak hours).
- Covering of loads arriving and departing the site.
- Site compounds for the storage and management of material deliveries.
- Temporary speed limits and traffic management measures.

- Provision of wheel washing / vehicle cleaning facilities on site.
- Inspection of local highway network and cleaning as necessary.

5.2.5 Once construction traffic generation can be confirmed an appropriate package of measures will be developed and agreed with the local highway authority. It is considered that through this process any temporary adverse construction traffic impacts can be adequately mitigated.

5.2.6 It should also be noted that any impacts from construction traffic are temporary in nature and will only last for the duration of the construction works. In addition, construction traffic generation is unlikely to be constant for the whole duration of the contract, with peaks usually occurring during the early stages when modular units, equipment and material deliveries are typically greatest, tapering off as internal fitting and finishing operations are undertaken.

5.2.7 The above measures will be included within a Construction Traffic Management Plan (CTMP), which will be agreed with the relevant bodies. The purpose is to reduce the risk of adverse effect of construction on sensitive environmental resources and to minimise disturbance to local residents.

5.2.8 The Construction Traffic Management Plan (CTMP) will outline the procedures for checking, monitoring, and auditing construction activities to ensure full compliance with the specified requirements. These plans will also define the measures to be implemented to ensure that any non-compliance is promptly addressed through appropriate corrective actions or mitigation measures.

5.3 PROPOSED DEVELOPMENT TRIP GENERATION

5.3.1 Traffic generation has been estimated on a first principles basis using information supplied by the applicant and data obtained from RAF Wethersfield which is a very similar use to the one proposed. It has been assumed that all staff trips to and from the site are made by single occupancy cars. This assumes the worst-case and provides a robust assessment.

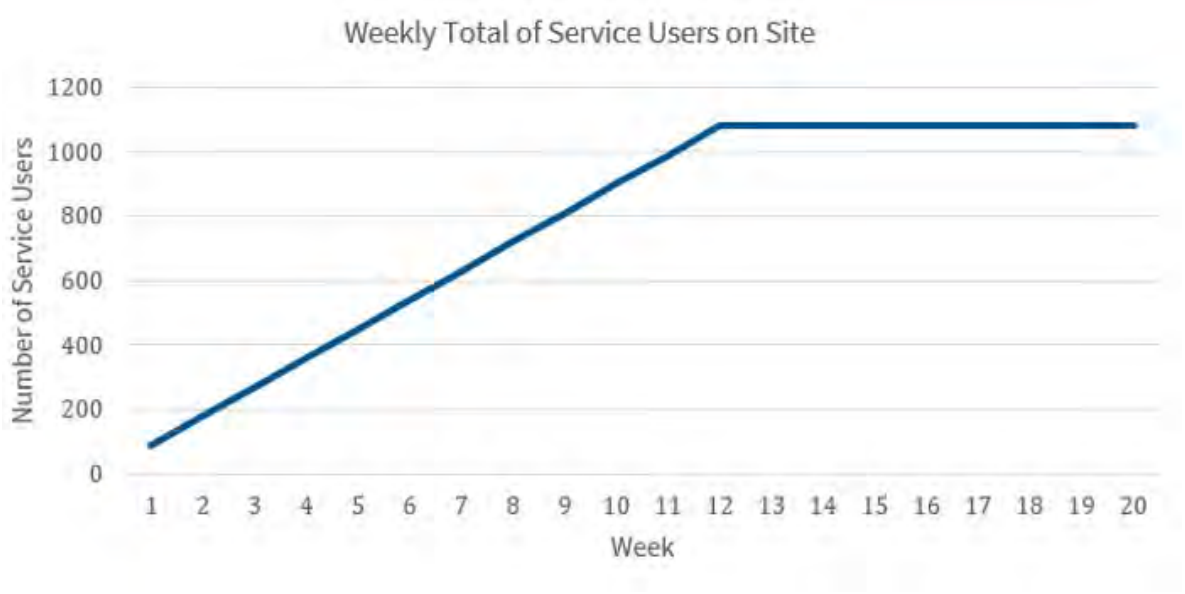
Service Users

5.3.2 Trip generation resulting from the transportation of Service Users to site has been estimated based on data provided by the Home Office, which is as follows:

- [redacted]

[redacted]

Image 5-1: Accumulation of Service Users at the Proposed Development



5.3.10 [redacted]

[redacted]

[redacted]

[redacted]

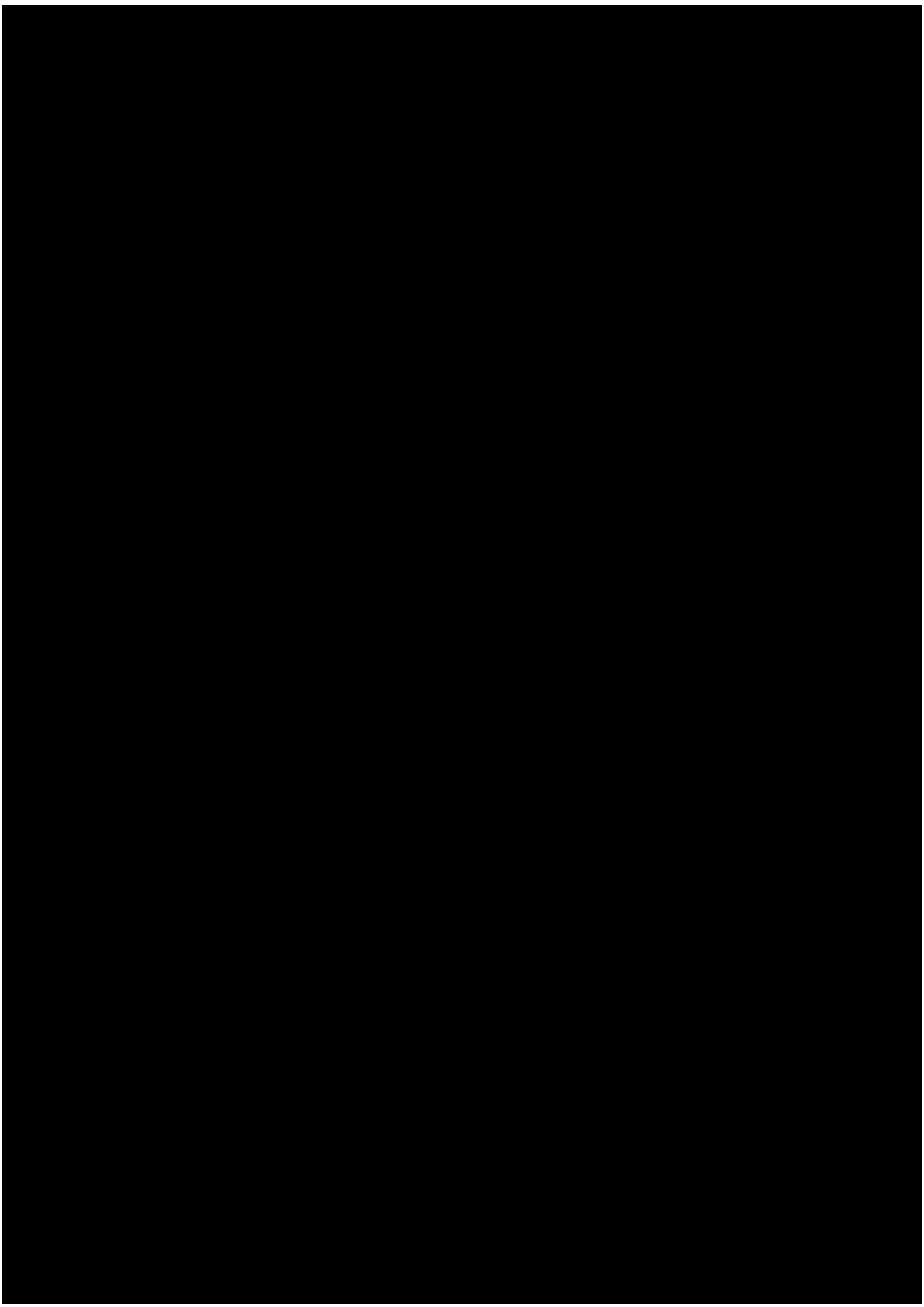
Servicing

5.3.13 Typical service vehicle trips have been estimated based on traffic data from RAF Wethersfield in Essex. RAF Wethersfield is a former Ministry of Defence (MOD) airbase repurposed by the UK Home Office as a large-scale, non-detained contingency accommodation centre for a maximum of 1,245 single adult male asylum seekers. It began receiving residents in July 2023.

5.3.14 RAF Wethersfield is very similar in nature and scale to the proposed development at Bicester. The number of service vehicle trips recorded at RAF Wethersfield has therefore been used as an estimate of the service vehicle trips for the proposed development. It should be noted that the staff shift times at RAF Wethersfield differ to the proposed development at Bicester. [redacted]

5.3.21 Estimated staff trips across a typical 24-hour operational day are shown in **Table 5-3** and **also** in **Appendix E**.

Table 5-3: Proposed Employee Trips



5.3.22 [redacted]

5.3.23 [redacted]

5.4 TRAFFIC IMPACT ASSESSMENT

5.4.1 The percentage increase in two-way traffic flows due to the proposed development has been calculated on the B1104, for information.

5.4.2 Base year traffic flows on the B1104 have been extracted from an Automatic Traffic Count (ATC) which recorded vehicle direction, 85th percentile speeds and traffic volume from 14th April 2026 to 20th April 2026.

5.4.3 A summary of average daily vehicle volumes during highway peak periods (0700 – 0800 and 1600 – 1700 hrs) and the resulting percentage traffic impact from the proposed development is provided in **Table 5-5**.

Table 5-5: Traffic Impact – B1104

Peak Period	2026 Baseline	Proposed Development (Vehicles)	Percentage Impact (%)
AM	652	79	12.1%
PM	568	21	3.7%

5.4.4 As shown in **Table 5-5** the percentage increase in traffic flow on the B1104 due to the proposed development is minimal in the PM peak (3.7%) and is unlikely to be noticeable against typical daily fluctuations in traffic flows on the public highway.

5.4.5 The percentage traffic impact in the AM peak is higher at 12.1% which is mainly due to the low background traffic flow on the B1104. Notwithstanding this a capacity assessment has been undertaken at the site access junction and this is presented in Chapter 7.0.

6.0 FUTURE TRAFFIC FLOWS

6.1 ASSESSMENT YEARS

6.1.1 Assessment years in respect of capacity analysis should be consistent with the size, scale and completion schedule of the proposed development, and that of any other major developments near the site, as well as any committed improvements to the transport network.

6.1.2 For the site access junction, assessments have been undertaken for the assumed 2027 opening year and a future year of 2031 which is five years post submission of the planning application. The 2027 and 2031 assessments include factored base flows, committed development flows and proposed development flows.

6.2 FORECAST GROWTH

6.2.1 Traffic growth factors for the 2027 and 2031 future design years have been derived using the TEMPro software for the 'Cherwell 16' Middle Super Output Area (MSOA). The resulting growth factors are as follows.

- 2026 – 2027 AM: 1.0111
- 2026 – 2027 PM: 1.0115
- 2026 – 2031 AM: 1.0531
- 2026 – 2031 PM: 1.0548

6.2.2 The growth factors have been applied to the base traffic flows to estimate 2027 and 2031 background traffic flows as shown in the traffic flow diagrams in **Appendix F.**

6.3 COMMITTED DEVELOPMENTS

6.3.1 Committed schemes are defined as developments or transport schemes which have current planning consent, but which are unimplemented or incomplete, and could in the future have a significant impact on transport conditions or the layout of the local highway network.

6.3.2 A search of the CDC's planning portal has confirmed that there are no significant highway schemes or committed developments near the site which could have an impact on local traffic conditions therefore, none have been considered in this assessment.

6.4 VEHICULAR TRIP DISTRIBUTION

6.4.1 All traffic associated with the proposed development has been distributed based on information obtained from the ATC surveys. The trip distribution is shown in **Table 6-1**.

Table 6-1: Trip Distribution

Peak Period	AM	PM
B1104 (North)	22.6%	67.5%
B1104 (South)	77.4%	32.5%

7.0 CAPACITY ASSESSMENT

7.1 INTRODUCTION

7.1.1 Capacity assessments have been undertaken for the AM and PM peak hours at the proposed site access (northern access) only, assuming the development is occupied and operating at full capacity.

7.1.2 Junctions 9 software has been used to model the site access junction. The Junctions 9 computer programme is the 'industry standard' traffic modelling computer software package used for assessing the capacity of priority junctions and roundabouts.

7.1.3 A Ratio of Flow to Capacity (RFC) value below 0.85 indicates that a junction operates 'within' capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues will develop and delays occur. An RFC value greater than 1.00 indicates that a junction operates 'above' capacity.

7.2 RESULTS

7.2.1 Capacity assessment results are summarised in **Table 7-1** and **Table 7-2** for the site access junction. Full details are included at **Appendix G.**

Table 7-1: Site Access Junction Capacity Assessment Results

2027 Background Plus Proposed Development				
Arm	AM		PM	
	RFC	Max Queue	RFC	Max Queue
Site Access	0.05	0.0	0.02	0.0
B4011 (south)	0.03	0.0	0.01	0.0

Table 7-2: Site Access Junction Capacity Assessment Results

2031 Background Plus Proposed Development				
Arm	AM		PM	
	RFC	Max Queue	RFC	Max Queue
Site Access	0.05	0.0	0.02	0.0
B4011 (south)	0.03	0.0	0.01	0.0

7.2.2 As demonstrated by the results in **Table 7-1** and **Table 7-2,** the site access junction will operate with plenty of spare capacity in 2027 and 2031, inclusive of background traffic growth and the addition of the proposed development traffic.

7.2.3 As demonstrated by the capacity assessments in this Chapter, the proposed development will not result in a severe residual cumulative impact on the surrounding highway network, and no off-site mitigation is required.

8.0 SUMMARY

8.1 SUMMARY

8.1.1 This Transport Assessment (TA) has been prepared for the Home Office to support a planning application for the installation of temporary modular buildings to provide living accommodation, supporting amenities and infrastructure for up to 1,256 non-detained single adult male Service Users at Ministry of Defence (MOD) Site A in Bicester.

8.1.2 The proposal is for temporary use, initially for a period of ten years (facilities are being designed to operate for longer in case use beyond ten years is required) and once operations conclude the sire will be decommissioned

8.1.3 The site lies southeast of Bicester, approximately 16km northeast of Oxford and some 22km west of Aylesbury. The site is accessed from the B4011 via a priority junction that only serves the site.

8.1.4 The site is situated within the planning jurisdiction of Cherwell District Council (CDC), and the local highway authority is Oxfordshire County Council (OCC).

8.1.5 The site is part of a former Defence Storage and Distribution Centre, known as Site A. The site was used as a large-scale military storage facility with Nissen huts and various warehouses. The majority of the existing buildings onsite, particularly the large warehouses, contain asbestos and are deemed to be dangerous, unstable structures and require demolition.

8.1.6 The proposed development will be designed in accordance with the policy objectives set out in national and local documentation. The proposed development aims to as self-contained as possible with Service Users having access to most amenities on site. Consequently, the need to travel is significantly reduced. Shuttle buses/minibuses will be available for occasions where Service Users are required to travel to access key external amenities or other necessary trips.

8.1.7 It is acknowledged that from the point of view of accessibility by sustainable travel modes the location of the site is not ideal as there is limited pedestrian and cycling infrastructure near the site. However, given the temporary nature of the proposed use, the infrastructure planned to make the site as self-contained as possible and the provision of sustainable forms of transport for essential off-site trips, it can be concluded that the proposed development adheres well with national and local policies.

8.1.8 Analysis of road safety data near the site for the most recent five year period available identified three collisions, two of which were single vehicle loss of control and the third involved a collision between a pedal cycle and car at a nearby junction. All reported collisions were slight in severity and the most recent occurred in March 2023. No collisions were reported at the site access and none involved pedestrians, children or HGVs. There are no patterns suggesting any inherent safety concerns with the local highway network and the proposed development is not expected to have any detrimental effect on road safety.

8.1.9 The proposed development will employ [redacted] staff working shifts. The site will be manned 24 hours per day. Car parking will be provided in accordance with OCC parking standards for staff,

visitors, powered two-wheelers and cyclists. Parking and turning areas will also be provided on site for coaches, minibuses and service vehicles.

8.1.10 The applicant has advised that 147 car parking spaces will be provided on site.

8.1.11 Overgrown vegetation along the grassed verge will be removed to provide clear delineation of the kerbs and carriageway. Road markings will be refreshed and reinstated as appropriate. The site access has historically accommodated large HGVs as part of the extant site use, and it is expected that vehicles visiting the proposed development will be similar in size.

8.1.12 Swept path analysis has been carried out on the largest vehicles expected to visit the site and this has shown the existing site access to operate safely

8.1.13 The applicant has provided an estimate of the anticipated traffic generation associated with the proposed development based on other similar developments elsewhere in the country. These estimates have been verified using a traffic survey of an existing similar site.

8.1.14 Once the site reaches peak occupation after the initial 12 weeks of operation,
These trips will be spread across the working day.

8.1.15 Based on a first principles assessment an additional are expected to be generated by employees in the weekday AM and PM peak highway periods.

8.1.16 The increase in vehicle movements due to the proposed development has been estimated during the weekday peak highway periods and the percentage increase in traffic flows due to the proposed development has been calculated on the B4011, for information.

8.1.17 An assessment of the traffic capacity of the site access junction demonstrates that the junction will operate with plenty of spare capacity in 2027 and 2031, inclusive of background traffic growth and the addition of the proposed development traffic.

8.1.18 It can therefore be concluded that the proposed development will not result in an unacceptable impact on highway safety, and the residual cumulative impacts on the road network will not be severe. In accordance with Paragraph 116 of the NPPF the development should therefore not be refused on highway grounds.

FIGURES

Figure 1 - Site Location Plan

Bicester

Home Office

Legend

- Site Boundary
- Public Right of Way
- Nearest Bus Stop

Bridge Farm
Widnell Lane
Piddington
Lower End
Road
Hill Farm
Thame
Cowpastures Farm
venue
View

Contains OS data © Crown Copyright and database right 2024

Notes:

Drawn by: [redacted]
Checked by: [redacted]
Office:

Drawing No. 001
Revision No. -

0 0.1 0.2 0.3 Km
Scale: 1:7,500 @A3

06 May 2026
NGR: 463,160 E / 217,713 N

© Crown Copyright All rights reserved. Licence number:

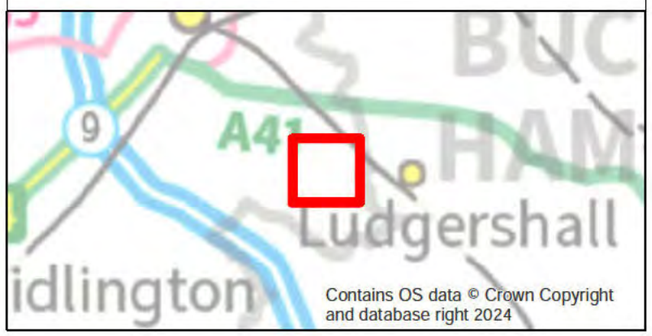


Figure 2 Pedestrian Catchment Plan

Bicester

Home Office

Legend

- Site Boundary
- 2km Walking Catchment
- Public Right of Way
- Nearest Bus Stop

Notes:

Drawn by: [redacted]

Checked by: [redacted]

Office:

Drawing No. 002

Revision No. -

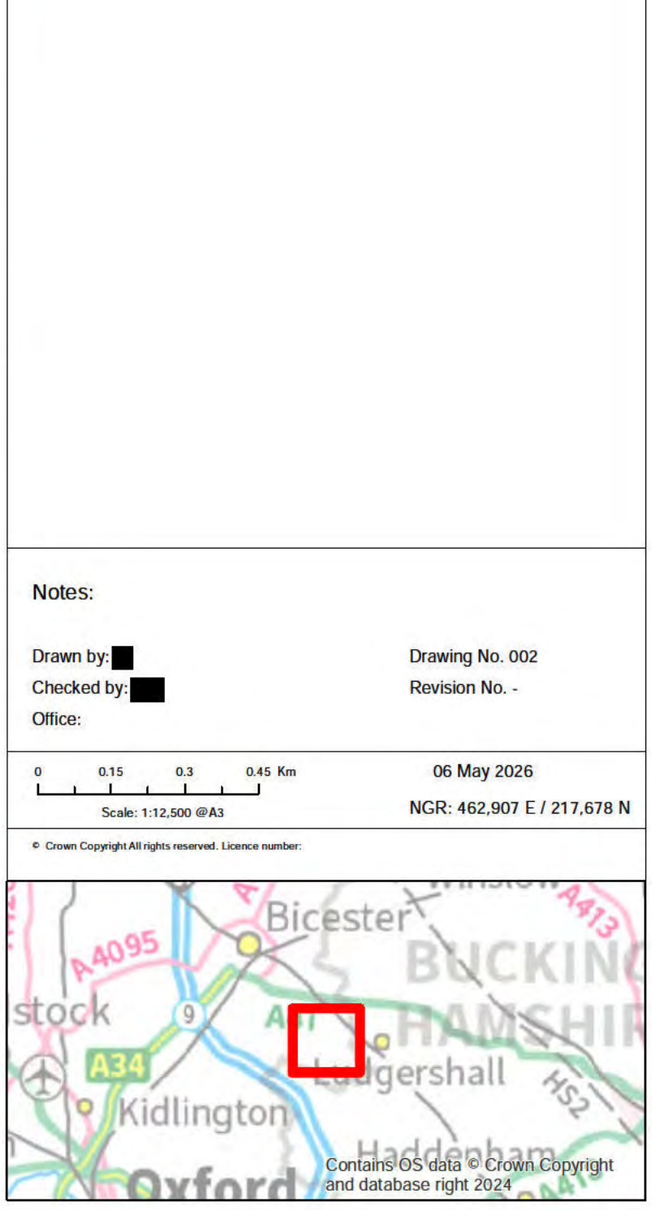
0 0.15 0.3 0.45 Km

Scale: 1:12,500 @A3

06 May 2026

NGR: 462,907 E / 217,678 N

© Crown Copyright All rights reserved. Licence number:



Contains OS data © Crown Copyright and database right 2024

Contains OS data © Crown Copyright and database right 2024

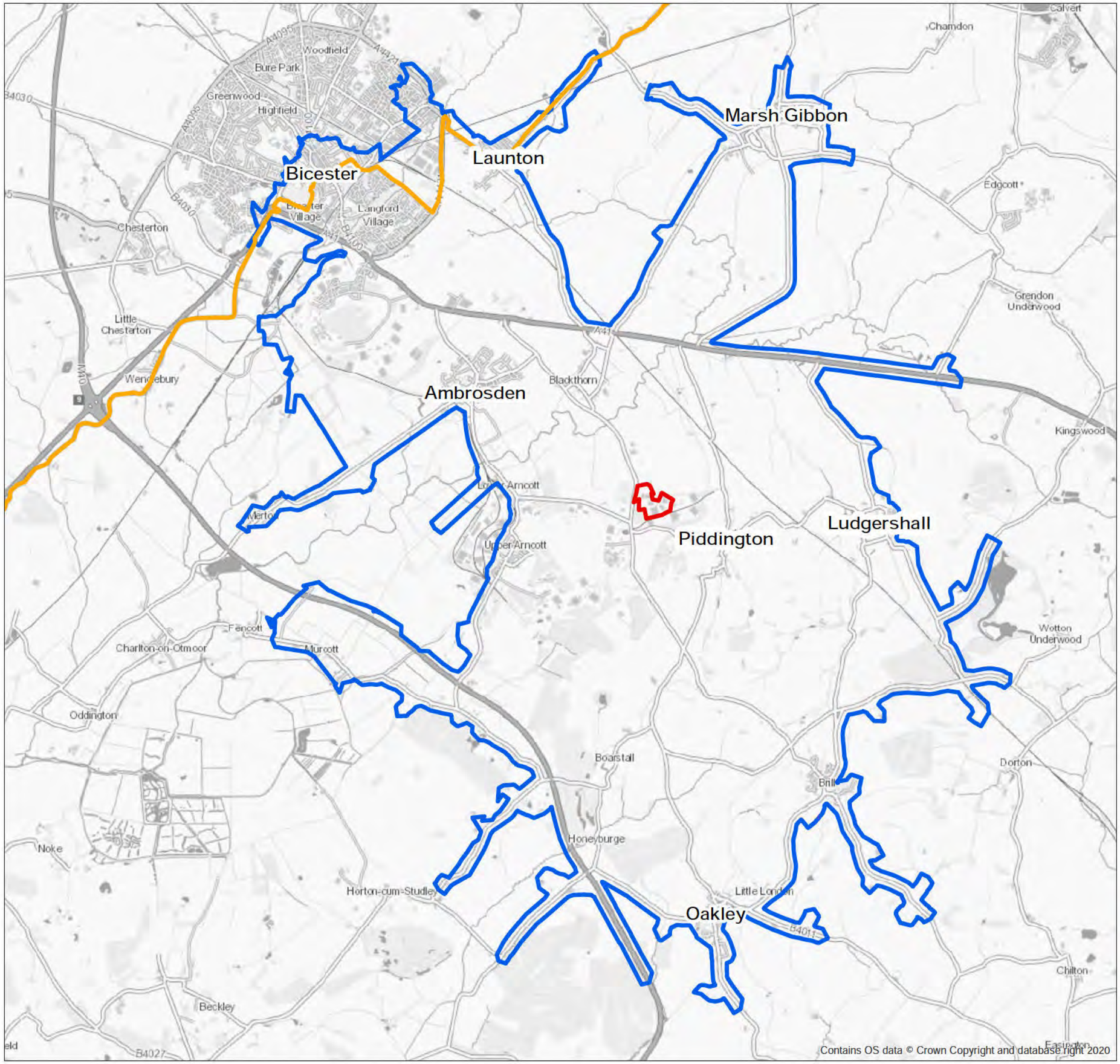


Figure 3 Cycling Catchment Plan

Bicester

Home Office

Legend

- Site Boundary
- 8km Cycling Catchment
- National Cycle Network 51

Notes:

Drawn by: [redacted]

Checked by: [redacted]

Office:

Drawing No. 003

Revision No. -

0 0.8 1.6 2.4 Km

Scale: 1:51,467 @A3

06 May 2026

NGR: 461,769 E / 217,434 N

© Crown Copyright All rights reserved. Licence number:

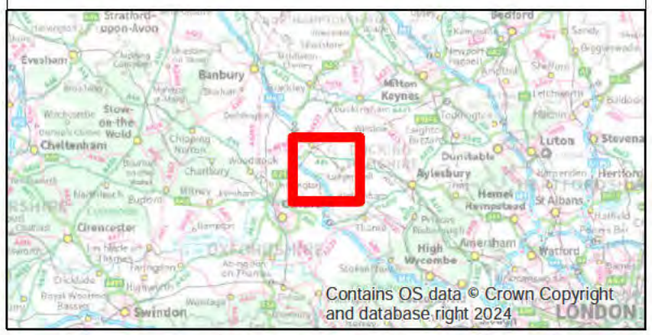
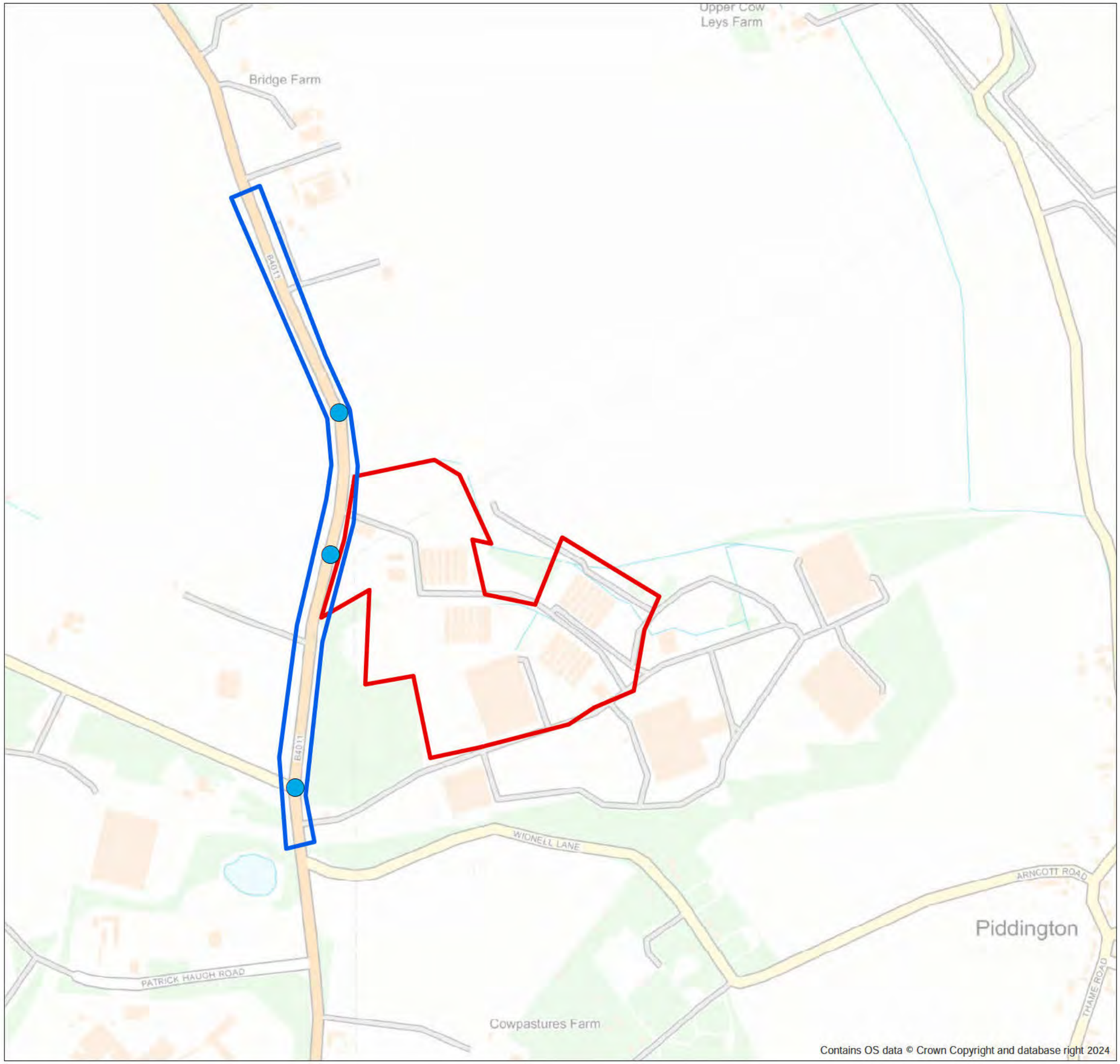


Figure 4 - Collision Plot - Northern Site Access

Bicester

Home Office



Legend

- Site Boundary
- Collision Study Area
- Slight Severity Collision

Notes:

Drawn by: [redacted]

Checked by: [redacted]

Office:

Drawing No. 004

Revision No. -

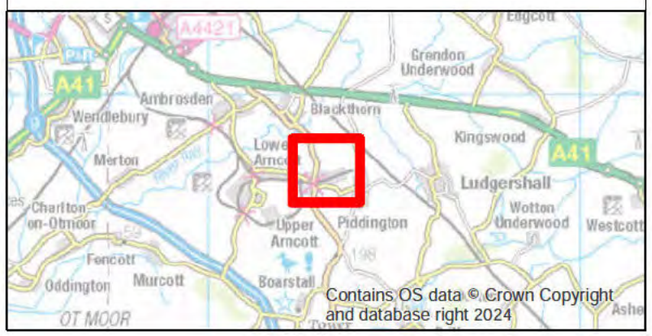
0 0.09 0.18 0.27 Km

Scale: 1:6,000 @A3

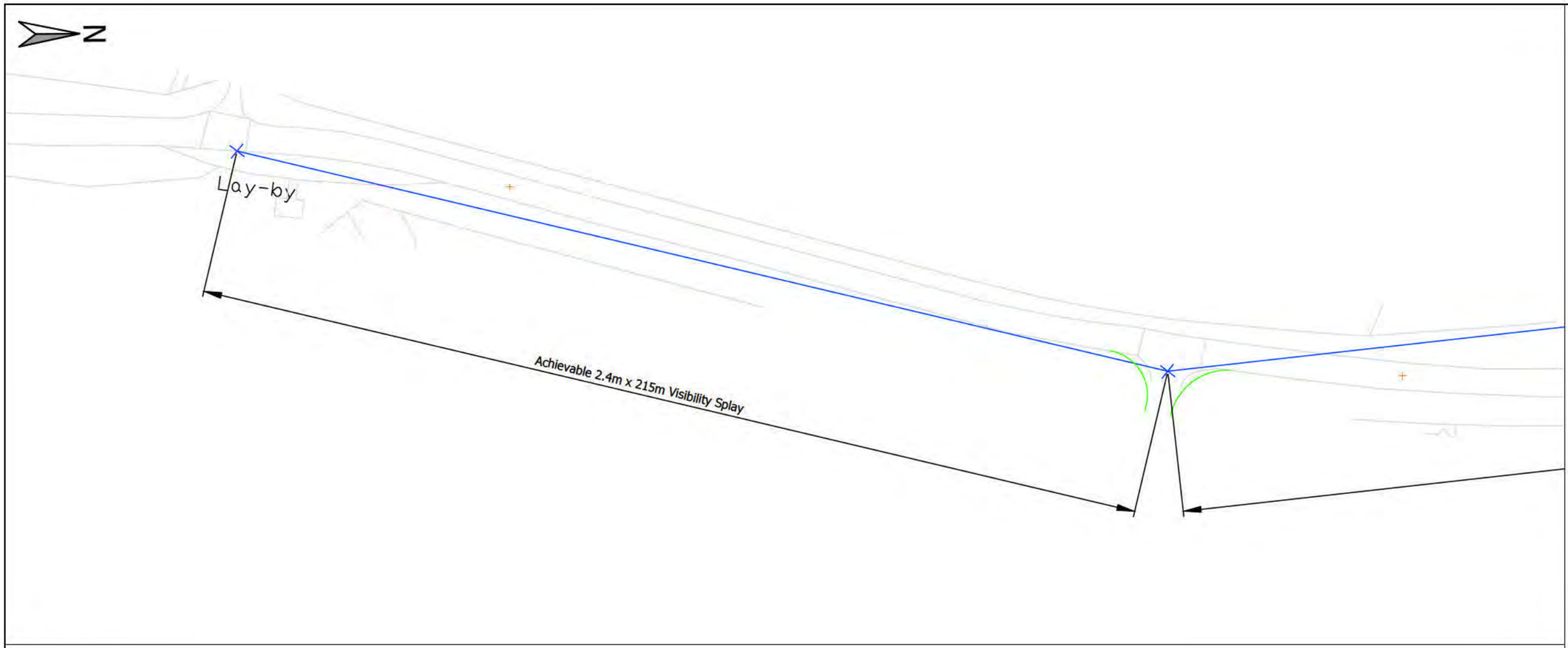
06 May 2026

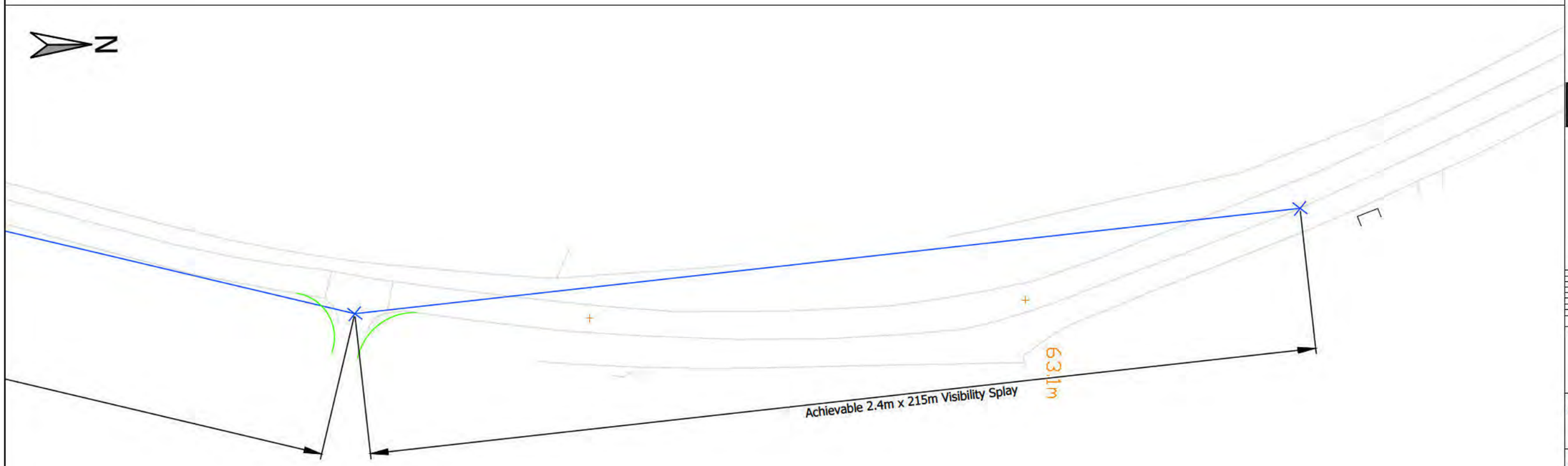
NGR: 463,171 E / 217,986 N

© Crown Copyright All rights reserved. Licence number:



DRAWINGS





PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chkd	Appd
P01	PRELIMINARY FIRST ISSUE	06.05.2026	[redacted]	[redacted]	[redacted]

Document Control

Issuing Office

Client
UK HOME OFFICE

Project Name
NETTLEFIRE
BICESTER SITE

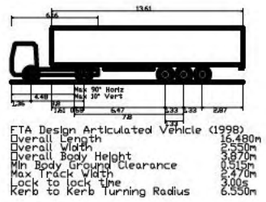
Sheet Title
SITE ACCESS VISIBILITY SPLAYS

Model Reference
N/A

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Status
[redacted]	[redacted]	May '26	[redacted]	May '26	[redacted]	May '26	1:250	S0

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
[redacted]	[redacted]	00	ZZ	DR	H	002	P01

© Copyright Tetra Tech
TTE_MT_v4



PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chkd	Appd
P02	UPDATED VEHICLE TRACKING TO REFLECT LATEST SITE MASTERPLAN	08.05.2026	[redacted]		
P01	PRELIMINARY FIRST ISSUE	06.05.2026	[redacted]		

Document Control

Issuing Office

Client
UK HOME OFFICE

Project Name
NETTLEFIRE
BICESTER SITE

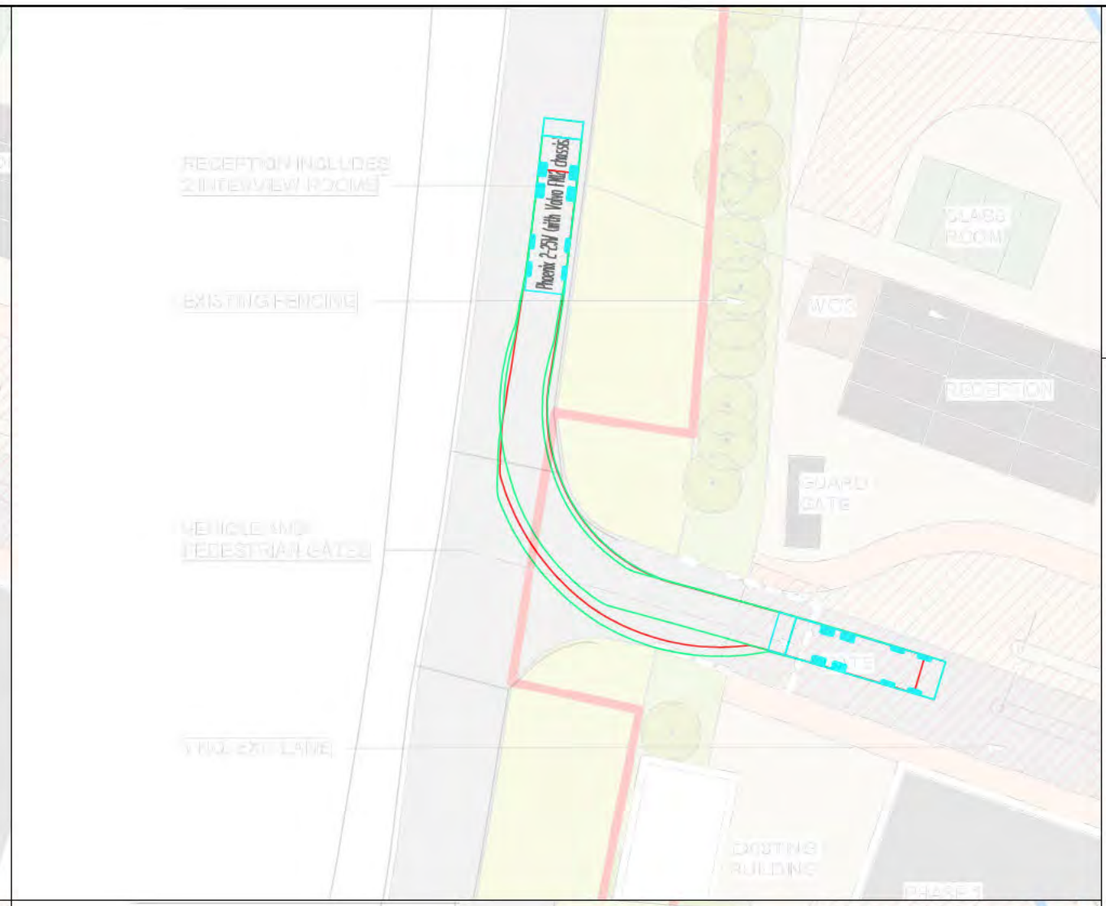
Sheet Title
SITE ACCESS JUNCTION VEHICLE SWEPT PATH ANALYSIS - ARTICULATED HEAVY GOODS VEHICLE

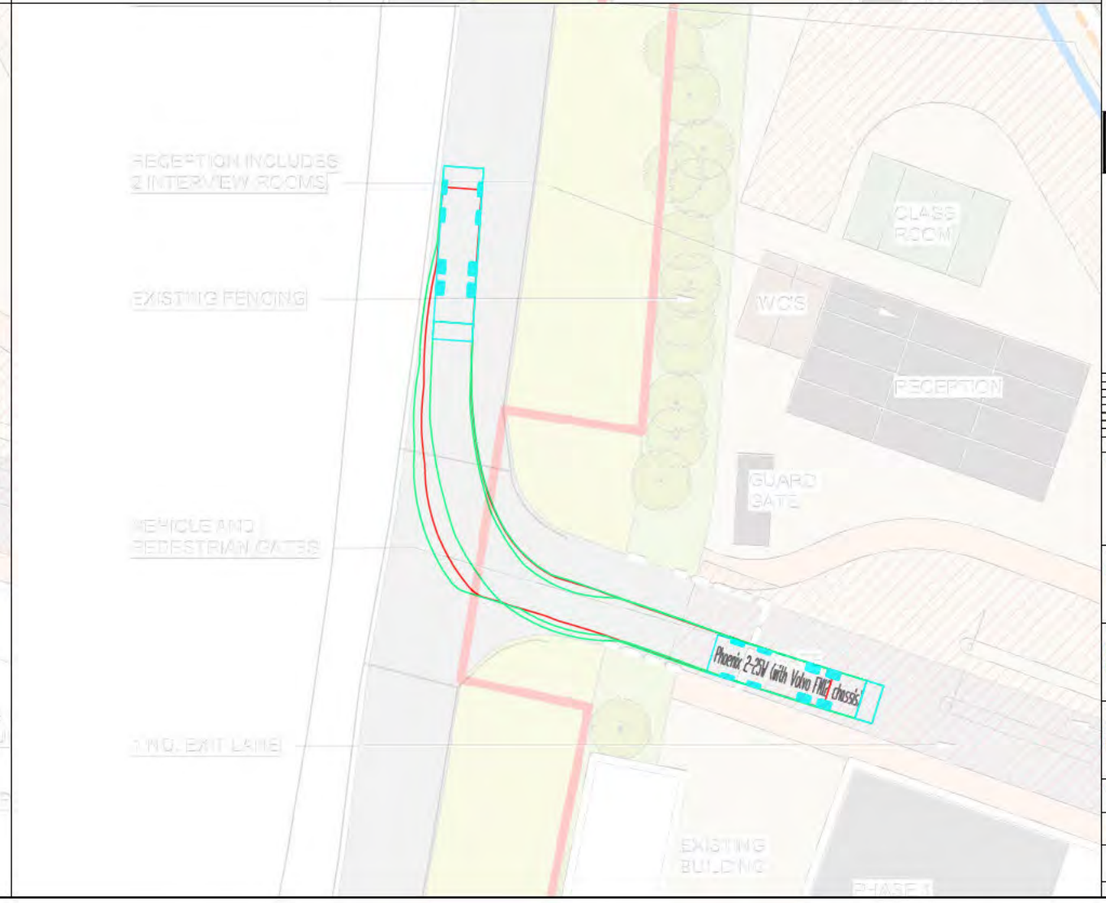
Model Reference
N/A

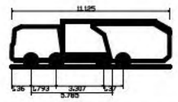
TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Status
[redacted]	[redacted]	May '26	[redacted]	May '26	[redacted]	May '26	1:100	S0

Function	Spatial	Form	Role	Number	Revision
00	ZZ	DR	H	003	P02

© Copyright Tetra Tech
TTE_MT_v4







Phoenix 2-25V (with Volvo FM12 chassis)

Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.305m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	Appd
P02	UPDATED VEHICLE TRACKING TO REFLECT LATEST SITE MASTERPLAN	06.06.2026	[redacted]	[redacted]	[redacted]
P01	PRELIMINARY FIRST ISSUE	04.05.2026			

Document Control

Issuing Office

Client
UK HOME OFFICE

Project Name
NETTLEFIRE
BICESTER SITE

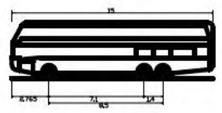
Sheet Title
SITE ACCESS JUNCTION VEHICLE SWEPT PATH ANALYSIS - REFUSE VEHICLE

Model Reference
N/A

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Status
[redacted]	[redacted]	May '26	[redacted]	May '26	[redacted]	May '26	As Shown	S0

Originator	Function	Spatial	Form	Role	Number	Revision
[redacted]	00	ZZ	DR	H	004	P02

© Copyright Tetra Tech
TTE_MT_v4



Plaxton Panther Bus

Overall Length	15.000m
Overall Width	2.500m
Overall Body Height	4.197m
Min Body Ground Clearance	0.397m
Track Width	2.500m
Lock to lock time	5.00s
Wall to Wall Turning Radius	12.500m

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chd	Apd
P02	UPDATED VEHICLE TRACKING TO REFLECT LATEST SITE MASTERPLAN	08.05.2026	[redacted]		
P01	PRELIMINARY FIRST ISSUE	06.05.2026	[redacted]		

Document Control

Issuing Office

Client
UK HOME OFFICE

Project Name
NETTLEFIRE
BICESTER SITE

Sheet Title
SITE ACCESS JUNCTION VEHICLE SWEPT PATH ANALYSIS - LARGE COACH

Model Reference
N/A

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Status
[redacted]	[redacted]	May '26	[redacted]	May '26	[redacted]	May '26	1:100	S0

Originator	Function	Spatial	Form	Role	Number	Revision
[redacted]	00	ZZ	DR	H	005	P02

© Copyright Tetra Tech
TTE_MT_v4

APPENDIX A: SITE PLANS

APPENDIX B: TRAFFIC COUNT DATA

[redacted] Bicester ATCs

Report Id 174/26
Site Name Site 2 of 2
Description B4011, 25m north of Widnell Lane
Direction Northbound

Tuesday 14 April 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes COBA+ Scheme Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	Vehicle Speed MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	7	1	1	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	2	3	0	2	0	0	0	-	44.4	6.4
0100 - 0200	4	2	1	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	1	-	53.4	19.4
0200 - 0300	5	1	3	0	1	0	0	3	1	0	1	0	0	0	0	0	0	0	0	3	2	0	0	0	0	-	45	4
0300 - 0400	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	-	39.9	16
0400 - 0500	12	3	4	4	1	0	0	6	3	1	2	0	0	0	0	0	0	1	0	5	2	2	1	1	0	58	47.9	8.3
0500 - 0600	38	5	14	10	9	0	2	28	3	5	0	0	0	0	0	0	0	1	2	9	10	6	8	2	0	58	49	7.4
0600 - 0700	61	7	14	22	18	0	0	48	8	5	0	0	0	0	0	0	3	3	1	5	16	13	16	3	0	1	53.5	45.5	9.2
0700 - 0800	209	39	53	58	49	0	1	163	34	11	0	0	0	0	2	7	2	13	37	61	56	26	4	1	0	50	42.8	7.3
0800 - 0900	192	49	40	44	59	1	0	123	50	15	3	0	0	1	4	12	5	10	27	52	54	18	8	1	0	50	42.1	9.2
0900 - 1000	172	45	43	50	34	0	0	119	37	14	1	1	0	1	5	7	5	7	27	35	52	29	3	0	1	51	42.7	9.4
1000 - 1100	165	29	42	47	47	1	4	93	43	22	1	1	0	0	6	10	14	16	31	41	28	14	3	2	0	48.7	39.5	9.4
1100 - 1200	158	31	44	29	54	1	20	93	37	5	2	0	0	0	2	15	2	7	17	44	42	19	9	1	0	50.3	42.6	9.1
1200 - 1300	195	39	66	50	40	2	0	137	39	15	1	1	0	2	3	16	6	27	29	38	43	24	6	1	0	50.2	40.2	9.9
1300 - 1400	187	49	36	47	55	0	1	118	45	18	4	1	0	0	5	8	5	8	23	44	64	26	3	1	0	50.3	43	8.6
1400 - 1500	222	55	59	53	55	2	1	136	53	27	3	0	0	1	3	12	9	27	37	37	58	27	10	1	0	50.5	41.5	9.3
1500 - 1600	298	62	53	81	92	1	3	198	76	18	0	2	0	2	2	9	8	13	58	65	88	46	5	2	0	50.8	43.2	8
1600 - 1700	494	104	117	146	127	1	3	381	97	10	1	1	0	0	6	11	13	31	99	155	137	37	3	1	1	48.7	42	7.1
1700 - 1800	505	157	125	119	104	1	4	387	99	11	2	1	0	1	3	17	3	24	104	147	122	71	12	1	0	50.3	42.9	7.4
1800 - 1900	230	72	67	41	50	2	1	181	36	10	0	0	0	0	3	3	4	14	32	47	62	34	24	5	2	53.8	45.4	8.8
1900 - 2000	111	37	32	19	23	0	1	83	22	5	0	0	0	0	0	4	1	5	8	20	29	22	18	3	1	56.2	47.4	8.8
2000 - 2100	94	21	21	20	32	0	0	72	16	6	0	0	0	0	1	3	4	8	24	28	16	4	3	3	0	48.7	41.5	8.5
2100 - 2200	46	20	10	11	5	0	0	36	8	2	0	0	0	0	1	3	1	2	7	16	7	6	2	1	0	53.6	42.7	9.8
2200 - 2300	31	12	6	9	4	0	0	27	0	4	0	0	0	0	2	1	1	1	3	11	5	4	3	0	0	52.5	42.5	9.9
2300 - 0000	4	4	0	0	0	0	0	3	0	1	0	0	0	0	1	0	0	0	0	2	0	0	1	0	0	-	43.3	17.7
0700 - 1900	**3027**	**731**	**765**	**765**	**766**	**12**	**38**	**2129**	**646**	**176**	**18**	**8**	**0**	**8**	**44**	**127**	**76**	**197**	**521**	**766**	**806**	**371**	**90**	**17**	**4**	**50**	**42**	**9**
0600 - 2200	**3339**	**816**	**842**	**837**	**844**	**12**	**39**	**2368**	**700**	**194**	**18**	**8**	**0**	**8**	**46**	**140**	**85**	**213**	**565**	**846**	**871**	**419**	**116**	**24**	**6**	**50**	**43**	**9**
0600 - 0000	**3374**	**832**	**848**	**846**	**848**	**12**	**39**	**2398**	**700**	**199**	**18**	**8**	**0**	**8**	**49**	**141**	**86**	**214**	**568**	**857**	**878**	**423**	**119**	**25**	**6**	**50**	**43**	**9**
0000 - 0000	**3442**	**845**	**872**	**866**	**859**	**12**	**41**	**2447**	**707**	**206**	**21**	**8**	**0**	**8**	**49**	**141**	**87**	**216**	**572**	**879**	**893**	**434**	**128**	**28**	**7**	**51**	**43**	**9**

Wednesday 15 April 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes COBA+ Scheme Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	Vehicle Speed MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	2	1	2	0	0	0	3	1	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	2	-	51.1	18.4
0100 - 0200	5	3	0	0	2	0	1	2	0	1	1	0	0	0	0	0	0	0	0	2	2	1	0	0	0	-	46.1	4.8
0200 - 0300	7	2	4	0	1	0	0	4	3	0	0	0	0	0	1	0	0	0	1	2	3	0	0	0	0	-	39.6	10.4
0300 - 0400	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.4	-
0400 - 0500	10	1	2	3	4	0	0	7	1	2	0	0	0	0	0	0	0	0	0	0	5	2	3	0	0	-	51.4	4.9
0500 - 0600	43	6	14	15	8	0	2	30	7	3	1	0	0	0	0	2	0	1	5	5	11	8	8	2	1	57.8	48.4	9.8
0600 - 0700	66	9	11	17	29	0	0	51	12	3	0	0	0	0	2	6	2	2	8	8	19	14	4	1	0	52.5	43.5	10.7
0700 - 0800	221	47	57	57	60	0	1	152	46	20	2	0	0	0	3	5	5	15	34	57	54	36	9	2	1	51.3	43.6	8.2
0800 - 0900	211	65	47	40	59	1	1	135	54	20	0	0	0	0	9	10	10	21	36	50	51	22	2	0	0	49.1	40.3	9
0900 - 1000	171	50	43	36	42	0	0	116	38	16	1	0	0	0	9	9	0	18	35	34	45	13	7	1	0	49.5	41	9.6
1000 - 1100	176	57	40	41	38	1	2	105	45	20	3	0	1	2	4	12	6	17	22	54	35	14	7	1	1	49.5	40.5	10
1100 - 1200	178	51	41	45	41	0	0	123	38	14	2	1	0	1	2	9	8	20	37	34	48	14	3	2	0	48.9	40.8	8.9
1200 - 1300	179	34	51	49	45	2	0	124	33	19	0	1	0	1	4	9	8	15	35	48	39	17	2	1	0	48.4	40.6	8.9
1300 - 1400	184	38	46	46	54	0	0	111	49	20	2	2	0	0	5	8	8	16	20	57	40	24	4	1	1	50.2	41.8	9.3
1400 - 1500	215	46	50	48	71	0	1	137	58	15	4	0	0	0	7	8	15	14	28	52	60	22	6	3	0	50	41.7	9.3
1500 - 1600	326	65	72	85	104	0	2	230	85	9	0	0	0	1	1	8	2	16	56	96	98	39	9	0	0	50	43.5	6.8
1600 - 1700	485	116	113	116	140	1	4	349	114	16	1	0	0	1	2	12	14	43	96	139	128	40	9	0	1	48.9	42.2	7.3
1700 - 1800	479	139	142	112	86	0	4	360	100	13	1	1	0	0	2	10	0	20	81	118	153	74	19	1	1	51.4	44.6	7
1800 - 1900	196	77	40	46	33	1	1	147	40	7	0	0	0	0	0	6	1	4	20	29	58	48	26	4	0	55.1	47.4	7.9
1900 - 2000	120	31	38	29	22	0	1	93	18	8	0	0	0	0	1	7	1	7	23	26	22	21	9	2	1	53.1	43.9	9.5
2000 - 2100	88	24	17	24	23	0	2	69	9	7	1	0	0	0	1	3	1	6	15	19	24	11	3	3	2	53.4	44.1	9.6
2100 - 2200	49	22	7	13	7	0	0	36	11	2	0	0	0	0	0	0	1	2	9	14	12	8	2	1	0	50.5	44.5	6.4
2200 - 2300	30	10	9	10	1	0	0	25	4	1	0	0	0	0	2	2	1	0	3	7	5	8	2	0	0	53	43.1	11.1
2300 - 0000	16	2	6	4	4	0	0	14	2	0	0	0	0	0	0	1	0	3	2	2	4	4	0	0	0	54.2	43.4	9.5
0700 - 1900	**3021**	**765**	**752**	**721**	**783**	**6**	**16**	**2089**	**700**	**189**	**16**	**5**	**1**	**6**	**48**	**106**	**77**	**219**	**500**	**798**	**809**	**363**	**103**	**16**	**5**	**50**	**43**	**8**
0600 - 2200	**3344**	**871**	**825**	**804**	**844**	**6**	**19**	**2338**	**759**	**209**	**17**	**5**	**1**	**6**	**52**	**122**	**82**	**236**	**555**	**835**	**886**	**417**	**121**	**23**	**8**	**50**	**43**	**9**
0600 - 0000	**3390**	**883**	**849**	**818**	**849**	**6**	**19**	**2377**	**756**	**210**	**17**	**5**	**1**	**6**	**54**	**125**	**83**	**239**	**560**	**844**	**895**	**429**	**123**	**23**	**8**	**51**	**43**	**9**
0000 - 0000	**3461**	**897**	**862**	**838**	**864**	**6**	**22**	**2424**	**768**	**217**	**19**	**5**	**1**	**6**	**55**	**127**	**84**	**241**	**567**	**854**	**916**	**440**	**134**	**25**	**11**	**51**	**43**	**9**

Thursday 16 April 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes COBA+ Scheme Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	Vehicle Speed MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	4	1	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	2	-	52.1	13.9
0100 - 0200	5	0	3	1	1	0	0	3	0	2	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	-	41.6	7
0200 - 0300	2	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	-	44.7	7.3
0300 - 0400	4	2	1	1	0	0	0	4	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	-	45.2	16.3
0400 - 0500	10	1	1	4	4	0	0	8	1	0	1	0	0	0	0	0	0	0	1	2	1	2	2	2	0	-	51	8
0500 - 0600	34	3	14	11	6	0	0	29	4	1	0	0	0	0	0	1	0	0	4	5	11	7	3	3	0	56.1	48.3	8
0600 - 0700	62	11	8	11	32	0	1	40	16	3	2	0	0	0	1	5	5	3	5	12	11	10	6	3	1	55.7	43.4	11.8
0700 - 0800	210	30	63	48	69	1	1	159	35	12	1	1	0	2	3	7	1	13	34	52	73	22	2	0	1	49.6	42.9	8.1
0800 - 0900	196	45	46	58	47	1	0	138	47	9	1	0	0	0	6	8	3	9	26	61	50	26	7	0	0	50.5	42.7	8.5
0900 - 1000	177	48	40	52	37	0	2	113	46	14	2	0	0	0	2	6	5	12	26	56	34	22	11	3	0	51.5	43.2	8.5
1000 - 1100	196	61	45	43	47	1	0	131	43	19	1	1	0	0	4	12	8	20	43	47	43	11	4	2	2	48.7	40.4	9.2
1100 - 1200	165	40	47	44	34	0	0	102	35	24	3	1	0	0	7	6	10	9	25	44	41	14	5	4	0	49.7	41.5	9.6
1200 - 1300	191	53	61	32	45	0	3	131	43	13	1	0	0	0	4	10	1	20	30	72	41	12	0	0	1	47.8	40.9	7.8
1300 - 1400	176	50	50	40	36	0	2	112	42	18	2	0	0	0	3	4	5	12	29	40	56	17	6	4	0	50.2	43.3	8.4
1400 - 1500	216	42	50	55	69	1	2	140	51	22	0	0	0	1	2	9	4	7	18	65	73	25	9	1	2	50.7	44.3	8.3
1500 - 1600	290	72	64	72	82	1	2	196	75	14	2	0	0	1	3	9	4	11	37	78	89	31	22	3	2	52	44.4	8.5
1600 - 1700	431	114	103	92	122	1	4	308	101	16	1	0	0	1	2	5	8	30	91	123	108	48	12	2	1	49.9	43.1	7.2
1700 - 1800	459	131	138	89	101	0	6	358	84	8	2	1	0	0	1	9	2	31	97	120	139	48	11	1	0	49.7	43.2	6.8
1800 - 1900	307	94	109	52	52	1	2	236	59	9	0	0	0	0	2	8	6	18	55	86	80	36	14	2	0	50.6	43.3	7.6
1900 - 2000	115	47	30	26	12	1	2	83	21	7	1	0	0	1	1	3	5	6	15	16	25	28	10	3	2	54.8	45.7	10.7
2000 - 2100	84	17	17	23	27	0	2	61	17	4	0	0	0	1	1	1	1	1	14	23	19	14	7	2	0	53.2	44.8	8.4
2100 - 2200	51	24	13	7	7	0	2	35	9	5	0	0	0	0	0	2	0	3	9	11	9	6	7	1	3	57.3	46.7	11.6
2200 - 2300	30	4	15	7	4	0	0	24	4	2	0	0	0	0	1	1	2	0	0	6	14	4	1	1	0	51.4	44.6	9.5
2300 - 0000	14	6	3	5	0	0	0	6	3	4	1	0	0	0	1	0	0	0	1	4	2	4	1	0	1	58.1	48.3	12.2
0700 - 1900	3014	780	816	677	741	7	24	2124	661	178	16	4	0	5	39	93	57	192	511	844	827	312	103	22	9	50	43	8
0600 - 2200	3326	879	884	744	819	8	31	2343	724	197	19	4	0	7	42	104	68	205	554	906	891	370	133	31	15	50	43	8
0600 - 0000	3370	889	902	756	823	8	31	2373	731	203	20	4	0	7	44	105	70	205	555	916	907	378	135	32	16	51	43	8
0000 - 0000	3431	899	923	774	835	8	31	2424	737	206	21	4	0	7	44	106	71	206	564	927	922	388	140	37	19	51	43	8

Friday 17 April 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes COBA+ Scheme Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	Vehicle Speed MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	4	1	3	0	0	1	5	1	1	0	0	0	1	0	0	0	0	3	1	2	1	0	0	0	-	39.7	12.4
0100 - 0200	5	1	1	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	-	49.3	3.8
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	47.3	-
0300 - 0400	4	1	1	2	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	-	42	10.9
0400 - 0500	8	1	2	3	2	0	1	7	0	0	0	0	0	0	0	0	0	0	0	1	2	3	2	0	0	-	50.7	5
0500 - 0600	41	5	14	15	7	0	1	34	2	4	0	0	0	0	0	2	1	1	2	3	14	6	5	6	1	60.1	49.2	10.5
0600 - 0700	62	10	10	21	21	0	2	39	12	8	1	0	0	0	1	5	1	1	0	13	17	17	5	2	0	54.2	46.5	10.1
0700 - 0800	179	38	52	44	45	1	1	123	40	12	2	0	0	1	4	10	2	12	12	41	54	33	7	1	2	52	43.9	9.8
0800 - 0900	214	58	44	64	48	0	0	144	51	14	4	1	0	0	7	8	9	16	39	51	56	24	4	0	0	49.4	41.4	8.6
0900 - 1000	175	47	46	26	56	0	1	103	54	11	3	3	0	1	7	6	5	11	28	42	53	17	2	3	0	49.7	41.8	9.3
1000 - 1100	204	48	51	40	65	1	2	121	57	20	2	1	0	2	6	18	3	24	22	38	64	22	4	1	0	49.6	40.9	10
1100 - 1200	199	38	53	51	57	2	1	141	44	8	2	1	0	2	5	10	4	14	23	55	59	22	2	3	0	49.4	42	9.2
1200 - 1300	278	73	79	61	65	2	6	175	68	23	1	3	0	2	8	8	4	25	50	84	70	20	6	0	1	48.7	41.5	8.4
1300 - 1400	254	66	62	70	56	0	5	149	72	24	3	1	0	1	3	10	12	29	35	53	67	32	8	1	3	50.7	42.2	9.4
1400 - 1500	237	50	63	60	64	0	3	153	50	27	2	2	0	0	2	5	6	18	42	64	56	31	10	3	0	50.5	43.2	8
1500 - 1600	324	67	68	104	85	1	6	222	80	14	1	0	0	0	5	5	3	14	62	97	74	49	12	1	2	50.9	43.8	7.6
1600 - 1700	396	97	100	107	92	0	5	263	105	21	1	1	0	0	4	11	7	27	47	125	118	44	9	1	3	49.7	43.4	7.9
1700 - 1800	375	121	114	92	48	1	6	287	67	12	1	1	0	1	2	8	9	26	61	111	88	51	12	4	2	50.6	43.3	8
1800 - 1900	161	43	45	40	33	1	2	123	31	4	0	0	0	1	0	8	1	11	13	28	43	37	13	4	2	54.1	45.8	9.5
1900 - 2000	91	28	26	16	21	1	1	66	17	5	1	0	1	0	3	3	4	3	8	24	28	7	5	4	1	52	43.7	10.6
2000 - 2100	82	12	18	28	24	1	0	59	14	8	0	0	0	1	1	3	2	6	17	13	11	15	9	4	0	55.9	44.3	10.8
2100 - 2200	54	20	13	9	12	0	0	35	14	5	0	0	0	0	0	0	1	0	6	17	13	7	8	2	0	55.6	47.1	7.2
2200 - 2300	26	13	4	4	5	0	0	21	1	4	0	0	0	0	0	3	1	2	3	9	5	1	2	0	0	49.4	40.9	9.6
2300 - 0000	21	6	5	4	6	0	1	17	1	2	0	0	0	0	0	0	0	2	5	5	6	1	1	1	0	50	43.6	7.3
0700 - 1900	2996	746	777	759	714	9	38	2004	719	190	22	14	0	11	53	107	65	227	434	789	802	382	89	22	15	50	43	9
0600 - 2200	3285	816	844	833	792	11	41	2203	776	216	24	14	1	12	58	118	73	237	465	856	871	428	116	34	16	51	43	9
0600 - 0000	3332	835	853	841	803	11	42	2241	778	222	24	14	1	12	58	121	74	241	473	870	882	430	119	35	16	51	43	9
0000 - 0000	3399	847	873	866	813	11	45	2295	783	227	24	14	1	13	58	123	76	242	478	876	906	442	126	41	17	51	43	9

Saturday 18 April 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes COBA+ Scheme Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	Vehicle Speed MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	11	5	1	4	1	0	0	9	2	0	0	0	0	0	0	1	0	0	2	4	3	0	0	1	0	52.1	43.5	10.2
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	-	54	-
0200 - 0300	2	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-	44.7	2.3
0300 - 0400	8	2	1	5	0	0	0	7	1	0	0	0	0	0	0	0	1	0	0	0	1	2	0	3	1	-	53.5	13.3
0400 - 0500	4	0	1	2	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	-	54.8	9
0500 - 0600	20	0	7	7	6	0	0	18	1	1	0	0	0	0	0	2	0	0	0	0	10	6	0	0	2	53.6	49	10.4
0600 - 0700	32	7	5	10	10	0	0	23	5	4	0	0	0	0	0	0	1	0	1	4	11	5	5	4	1	61	50.8	9.1
0700 - 0800	70	14	13	23	20	1	0	48	16	5	0	0	0	0	2	1	2	4	3	6	23	15	7	3	4	56.7	47.8	10.8
0800 - 0900	116	22	26	35	33	1	2	83	24	6	0	0	0	1	3	4	1	4	4	7	55	26	7	4	0	54	46.6	9.4
0900 - 1000	187	49	57	37	44	2	9	117	47	11	1	0	0	2	8	8	9	15	17	20	45	32	18	5	8	55.8	44.7	13.6
1000 - 1100	219	59	54	41	65	10	5	149	48	7	0	0	0	4	4	12	10	14	23	46	56	35	9	4	2	52.3	42.6	10.5
1100 - 1200	192	49	57	42	44	4	14	125	42	7	0	0	0	5	5	6	5	12	29	51	46	14	12	4	3	50.7	42.4	10.5
1200 - 1300	218	56	66	39	57	6	7	147	49	9	0	0	0	1	9	12	7	14	38	50	47	36	3	1	0	50.2	41.1	9.5
1300 - 1400	211	47	55	56	53	3	12	130	53	10	3	0	0	1	2	6	5	8	20	49	70	29	12	4	5	52.8	45.4	9.5
1400 - 1500	192	46	43	62	41	1	12	130	42	7	0	0	0	1	4	7	6	6	24	37	53	25	17	8	4	55.6	45.5	10.9
1500 - 1600	189	42	53	42	52	2	6	122	45	14	0	0	0	2	3	11	4	11	32	46	51	24	3	2	0	50.2	42.1	9.2
1600 - 1700	204	61	49	53	41	0	9	149	37	9	0	0	0	0	1	7	4	10	24	56	53	33	11	2	3	52.2	44.6	8.7
1700 - 1800	158	36	53	36	33	0	2	128	22	6	0	0	0	0	2	5	3	5	33	42	47	16	1	4	0	49.3	43	7.7
1800 - 1900	97	25	27	28	17	1	4	74	12	5	0	1	0	1	1	6	6	7	10	19	22	15	5	2	3	53.6	43.4	11.4
1900 - 2000	67	23	18	11	15	0	0	52	14	1	0	0	0	0	2	5	0	2	11	19	14	8	3	1	2	51.1	43.4	10.4
2000 - 2100	77	22	15	13	27	1	1	58	16	1	0	0	0	1	2	5	1	1	10	25	15	12	4	0	1	53	42.6	10.1
2100 - 2200	42	13	14	12	3	0	0	30	8	4	0	0	0	0	0	2	1	4	3	11	16	4	1	0	0	49.5	43.1	7.9
2200 - 2300	44	9	16	10	9	0	0	32	8	4	0	0	0	0	0	1	3	0	7	8	10	9	3	2	1	55.1	46.3	9.6
2300 - 0000	29	6	6	8	9	0	1	22	5	1	0	0	0	0	0	1	0	0	4	10	7	5	0	1	1	54.1	45.8	8.7
0700 - 1900	2053	506	553	494	500	31	82	1402	437	96	4	1	0	18	44	85	62	110	257	429	568	300	105	43	32	53	44	10
0600 - 2200	2271	571	605	540	555	32	83	1565	480	106	4	1	0	19	48	97	65	117	282	488	624	329	118	48	36	53	44	10
0600 - 0000	2344	586	627	558	573	32	84	1619	493	111	4	1	0	19	48	99	68	117	293	506	641	343	121	51	38	53	44	10
0000 - 0000	2390	594	637	577	582	32	85	1658	497	113	4	1	0	19	48	102	69	117	295	512	656	352	122	57	41	53	44	10

Sunday 19 April 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes COBA+ Scheme Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	Vehicle Speed MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	7	4	2	1	0	0	0	6	1	0	0	0	0	0	0	0	0	1	1	1	1	2	0	1	0	-	46.9	10.1
0100 - 0200	3	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	-	64.5	14.8
0200 - 0300	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	-	44.2	20.5
0300 - 0400	3	2	1	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	-	37	16.1
0400 - 0500	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	-	50	5.4
0500 - 0600	18	4	7	7	0	0	0	16	2	0	0	0	0	0	0	1	0	0	1	2	5	2	3	4	0	62.1	51.2	10
0600 - 0700	22	4	4	9	5	1	0	15	6	0	0	0	0	0	1	2	0	1	2	3	5	4	3	1	0	57.5	44.9	12.3
0700 - 0800	43	8	6	14	15	0	2	29	10	2	0	0	0	0	0	1	0	1	6	6	11	8	3	5	2	61.5	49	10.2
0800 - 0900	47	14	8	14	11	0	3	32	8	2	2	0	0	1	3	3	0	3	5	10	10	8	3	1	0	53.9	42.1	11.9
0900 - 1000	139	31	22	39	47	4	6	102	26	1	0	0	0	13	7	6	10	5	11	28	36	19	3	0	1	50.7	39.1	12.9
1000 - 1100	171	35	35	53	48	4	16	119	24	7	1	0	0	3	6	12	5	8	15	36	44	29	7	4	2	52.7	42.5	11.3
1100 - 1200	174	36	51	52	35	2	10	121	34	7	0	0	0	3	6	6	2	5	23	37	58	23	6	2	3	51.1	43.7	10.3
1200 - 1300	195	44	35	56	60	2	11	135	40	5	2	0	0	1	5	5	2	7	31	43	58	26	12	5	0	52.8	44.3	9.1
1300 - 1400	174	41	34	49	50	1	7	119	41	6	0	0	0	0	3	12	1	4	22	35	62	20	12	1	2	51.9	44.2	9.3
1400 - 1500	166	40	48	30	48	3	8	117	32	5	0	1	0	1	1	8	4	5	21	42	50	21	9	3	1	52.1	44	9.1
1500 - 1600	129	29	35	24	41	1	6	97	19	6	0	0	0	0	3	5	3	6	17	34	37	19	4	0	1	51	43.3	8.5
1600 - 1700	167	55	44	34	34	0	5	132	26	4	0	0	0	0	1	8	5	8	28	35	42	25	10	1	4	52.7	44	9.3
1700 - 1800	156	39	46	38	33	1	7	118	27	2	0	1	0	1	2	3	1	8	23	38	46	20	8	3	3	51.6	44.6	8.8
1800 - 1900	84	16	21	19	28	0	5	67	10	1	1	0	0	1	2	5	0	5	10	17	19	18	3	4	0	53.5	43.9	10.8
1900 - 2000	70	24	13	19	14	1	0	49	17	2	0	1	0	1	2	2	1	4	10	15	16	8	8	1	2	56.4	44.4	11.2
2000 - 2100	63	17	16	8	22	0	0	56	6	1	0	0	0	0	1	6	2	2	7	12	20	7	4	2	0	51.2	43	10.2
2100 - 2200	37	11	12	6	8	0	2	26	9	0	0	0	0	0	0	1	1	1	7	5	9	9	2	0	2	52.3	46.2	9.8
2200 - 2300	20	7	7	5	1	0	0	15	2	3	0	0	0	0	1	0	0	0	2	0	6	3	0	2	6	80.8	56.7	17.8
2300 - 0000	7	2	3	0	2	0	0	3	4	0	0	0	0	0	0	1	0	1	0	1	2	2	0	0	0	-	43.8	10.8
0700 - 1900	1645	388	385	422	450	18	86	1188	297	48	6	2	0	24	39	74	33	65	212	361	473	236	80	29	19	52	44	10
0600 - 2200	1837	444	430	464	499	20	88	1334	335	51	6	3	0	25	43	85	37	73	238	396	523	264	97	33	23	52	44	10
0600 - 0000	1864	453	440	469	502	20	88	1352	341	54	6	3	0	25	44	86	37	74	240	397	531	269	97	35	29	52	44	10
0000 - 0000	1900	463	453	479	505	20	88	1384	345	54	6	3	0	25	45	87	38	75	242	401	539	276	101	41	30	53	44	10

Monday 20 April 2026

Time	15 Minute Bin Drops					Number Vehicle Classes COBA+ Scheme							Vehicle Speed													P-Tile	Average	Standard
	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	85%	Speed	Deviation
0000 - 0100	4	0	2	0	2	0	0	2	1	1	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	-	41.8	9.4
0100 - 0200	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	41.6	3.1
0200 - 0300	2	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	-	51.1	3.6
0300 - 0400	2	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-	46.5	4.3
0400 - 0500	4	0	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	-	49.6	1.9
0500 - 0600	30	4	9	10	7	0	2	24	2	2	0	0	0	0	0	1	1	0	3	7	5	4	2	4	3	63.5	49	11.9
0600 - 0700	84	14	13	27	30	0	0	57	20	6	0	1	0	0	1	3	1	2	2	18	30	22	5	0	0	52.8	46.5	7.7
0700 - 0800	219	35	58	49	77	0	2	164	46	6	1	0	0	0	3	6	3	11	34	63	65	29	5	0	0	50.1	43.4	7.3
0800 - 0900	205	46	56	61	42	0	1	135	57	11	1	0	0	0	2	6	6	12	45	59	48	21	5	1	0	49.2	42.2	7.5
0900 - 1000	207	62	48	50	47	0	1	130	56	16	2	2	0	0	2	9	4	12	49	51	58	20	2	0	0	48.8	41.8	7.4
1000 - 1100	168	32	44	37	55	2	2	112	29	19	3	1	0	1	4	12	6	17	28	32	44	20	4	0	0	49.8	40.8	9.4
1100 - 1200	186	58	51	32	45	1	1	128	41	12	2	1	0	1	5	9	6	13	26	56	43	23	3	1	0	49.9	41.7	9.2
1200 - 1300	189	37	54	56	42	1	2	135	31	18	2	0	0	0	7	11	6	11	30	55	45	15	8	1	0	49.3	41.2	9.4
1300 - 1400	180	51	39	54	36	0	4	120	39	14	2	1	0	1	1	6	9	13	36	48	40	21	5	0	0	49.9	41.7	8.3
1400 - 1500	213	41	63	47	62	0	2	129	63	14	5	0	0	0	5	7	7	11	28	67	55	27	5	1	0	50.3	42.7	8.5
1500 - 1600	292	55	64	76	97	0	3	208	63	16	1	1	0	1	0	5	8	9	63	99	67	28	10	2	0	49.7	43	6.8
1600 - 1700	486	122	113	120	131	2	4	365	97	16	2	0	0	0	7	7	10	52	116	138	107	36	9	3	1	48.6	41.8	7.5
1700 - 1800	477	131	156	115	75	0	6	367	90	10	2	2	0	0	3	8	23	38	102	126	117	55	4	0	1	49.1	42	7.2
1800 - 1900	214	78	52	42	42	1	2	167	33	8	3	0	0	0	1	16	15	14	37	40	52	27	12	0	0	51.2	41.6	9.4
1900 - 2000	112	26	35	25	26	1	6	85	19	1	0	0	0	1	2	2	3	6	11	21	26	21	11	2	6	55.5	46.3	10.6
2000 - 2100	79	19	14	19	27	0	2	63	9	5	0	0	0	0	0	3	2	3	13	22	20	14	1	1	0	51.3	43.4	7.7
2100 - 2200	54	25	11	5	13	0	1	44	5	4	0	0	0	0	0	2	0	0	9	16	12	10	2	2	1	52.1	45.4	8.2
2200 - 2300	25	9	5	4	7	0	0	20	1	4	0	0	0	0	1	1	1	1	1	6	1	4	5	3	1	61	48.4	13.5
2300 - 0000	8	2	4	2	0	0	0	5	2	1	0	0	0	0	0	0	0	0	0	3	2	1	2	0	0	-	48.2	6.9
0700 - 1900	3036	748	798	739	751	7	30	2160	645	160	26	8	0	4	40	102	103	213	594	834	741	322	72	9	2	50	42	8
0600 - 2200	3365	832	871	815	847	8	39	2409	698	176	26	9	0	5	43	112	109	224	629	911	829	389	91	14	9	50	42	8
0600 - 0000	3398	843	880	821	854	8	39	2434	701	181	26	9	0	5	44	113	110	225	630	920	832	394	98	17	10	50	42	8
0000 - 0000	3442	849	893	835	865	8	41	2468	706	184	26	9	0	5	44	114	112	225	634	930	842	402	100	21	13	50	43	8

Virtual Day (7)

Time	15 Minute Bin Drops					Number Vehicle Classes COBA+ Scheme							Vehicle Speed													P-Tile	Average	Standard
	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	85%	Speed	Deviation
0000 - 0100	7	3	1	2	0	0	0	5	1	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	1	-	45.2	11.7
0100 - 0200	4	1	1	1	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	-	49.2	11.5
0200 - 0300	3	0	1	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-	43.7	8.5
0300 - 0400	3	1	1	1	0	0	0	3	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	-	45.4	13.9
0400 - 0500	7	1	2	3	2	0	0	5	1	1	0	0	0	0	0	0	0	0	0	1	2	2	1	1	0	-	50.5	6.6
0500 - 0600	32	4	11	11	6	0	1	26	3	2	0	0	0	0	0	1	0	0	2	4	9	6	4	3	1	58.8	49	9.6
0600 - 0700	56	9	9	17	21	0	0	39	11	4	0	0	0	0	1	3	2	1	3	11	15	13	4	2	0	54	45.6	10.1
0700 - 0800	164	30	46	42	46	0	1	120	32	10	1	0	0	0	2	5	2	10	23	41	48	24	5	2	1	51	43.8	8.5
0800 - 0900	169	43	38	45	43	1	1	113	42	11	2	0	0	0	5	7	5	11	26	41	46	21	5	1	0	50.2	42.2	9
0900 - 1000	175	47	43	41	44	1	3	114	43	12	1	1	0	2	6	7	5	11	28	38	46	22	7	2	1	50.9	42.2	10.3
1000 - 1100	186	46	44	43	52	3	4	119	41	16	2	1	0	2	5	13	7	17	26	42	45	21	5	2	1	50.3	41.1	10
1100 - 1200	179	43	49	42	44	1	7	119	39	11	2	1	0	2	5	9	5	11	26	46	48	18	6	2	1	50.1	42.1	9.6
1200 - 1300	206	48	59	49	51	2	4	141	43	15	1	1	0	1	6	10	5	17	35	56	49	21	5	1	0	49.5	41.4	9.1
1300 - 1400	195	49	46	52	49	1	4	123	49	16	2	1	0	0	3	8	6	13	26	47	57	24	7	2	2	50.7	43.1	9.1
1400 - 1500	209	46	54	51	59	1	4	135	50	17	2	0	0	1	3	8	7	13	28	52	58	25	9	3	1	51	43.2	9.1
1500 - 1600	264	56	60	69	79	1	4	182	63	13	1	0	0	1	2	7	5	11	46	74	72	34	9	1	1	50.4	43.4	7.8
1600 - 1700	380	96	91	95	98	1	5	278	82	13	1	0	0	0	3	9	9	29	72	110	99	38	9	1	2	49.5	42.7	7.7
1700 - 1800	373	108	111	86	69	0	5	286	70	9	1	1	0	0	2	9	6	22	72	100	102	48	10	2	1	50.2	43.3	7.5
1800 - 1900	184	58	52	38	36	1	2	142	32	6	1	0	0	0	1	7	5	10	25	38	48	31	14	3	1	52.7	44.4	9.1
1900 - 2000	98	31	27	21	19	1	2	73	18	4	0	0	0	0	2	4	2	5	12	20	23	16	9	2	2	54.7	45.1	10.3
2000 - 2100	81	19	17	19	26	0	1	63	12	5	0	0	0	0	1	3	2	4	14	20	18	11	4	2	0	52.5	43.4	9.4
2100 - 2200	48	19	11	9	8	0	1	35	9	3	0	0	0	0	0	1	1	2	7	13	11	7	3	1	1	52.5	45.2	8.9
2200 - 2300	29	9	9	7	4	0	0	23	3	3	0	0	0	0	1	1	1	1	3	7	7	5	2	1	1	55.8	45.6	12
2300 - 0000	14	4	4	3	3	0	0	10	2	1	0	0	0	0	0	0	1	2	4	4	2	1	1	0	0	54.1	45.3	9.5
0700 - 1900	2685	669	692	654	669	13	45	1871	586	148	15	6	0	11	44	99	68	175	433	684	718	327	92	23	12	50	43	9
0600 - 2200	2967	747	757	720	743	14	49	2080	638	164	16	6	0	12	47	111	74	186	470	748	785	374	113	30	16	51	43	9
0600 - 0000	3010	760	770	730	750	14	49	2113	643	169	16	6	0	12	49	113	75	188	474	759	795	381	116	31	18	51	43	9
0000 - 0000	3066	771	788	748	760	14	50	2157	649	172	17	6	0	12	49	114	77	189	479	768	811	391	122	36	20	51	43	9

Virtual Week (1)

Time	15 Minute Bin Drops					Number Vehicle Classes COBA+ Scheme							Vehicle Speed													P-Tile	Average	Standard
	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	85%	Speed	Deviation
Mon	3442	849	893	835	865	8	41	2468	706	184	26	9	0	5	44	114	112	225	634	930	842	402	100	21	13	50	43	8
Tue	3442	845	872	866	859	12	41	2447	707	206	21	8	0	8	49	141	87	216	572	879	893	434	128	28	7	51	43	9
Wed	3461	897	862	838	864	6	22	2424	768	217	19	5	1	6	55	127	84	241	567	854	916	440	134	25	11	51	43	9
Thu	3431	899	923	774	835	8	31	2424	737	206	21	4	0	7	44	106	71	206	564	927	922	388	140	37	19	51	43	8
Fri	3399	847	873	866	813	11	45	2295	783	227	24	14	1	13	58	123	76	242	478	876	906	442	126	41	17	51	43	9
Sat	2390	594	637	577	582	32	85	1658	497	113	4	1	0	19	48	102	69	117	295	512	656	352	122	57	41	53	44	10
Sun	1900	463	453	479	505	20	88	1384	345	54	6	3	0	25	45	87	38	75	242	401	539	276	101	41	30	53	44	10
	21465	5394	5513	5235	5323	97	353	15100	4543	1207	121	44	2	83	343	800	537	1322	3352	5379	5674	2734	851	250	138	51	43	9

Total

Time	15 Minute Bin Drops					Number Vehicle Classes COBA+ Scheme							Vehicle Speed													P-Tile	Average	Standard
	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	85%	Speed	Deviation
	21465	5394	5513	5235	5323	97	353	15100	4543	1207	121	44	2	83	343	800	537	1322	3352	5379	5674	2734	851	250	138	50.9	43.1	9.0

[redacted] Surveys - Bicester ATCs

Report Id 174/26
Site Name Site 2 of 2
Description B4011, 25m north of Widnell Lane
Direction Southbound

Tuesday 14 April 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes COBA+ Scheme Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	Vehicle Speed MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	3	1	3	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	0	-	45	4.3
0100 - 0200	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.9	-
0200 - 0300	2	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	-	42.2	2.4
0300 - 0400	4	0	0	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	-	45.6	6.3
0400 - 0500	9	2	2	3	2	0	1	6	1	1	0	0	0	0	0	0	0	0	2	1	2	2	2	0	0	-	48.6	7.5
0500 - 0600	57	12	9	17	19	0	1	43	10	3	0	0	0	0	1	0	0	2	9	9	17	14	3	2	0	54	46.2	7.6
0600 - 0700	290	27	37	95	131	0	4	226	49	9	0	2	0	0	1	6	7	25	69	82	66	27	6	0	1	48.8	42.1	7.3
0700 - 0800	735	199	203	194	139	2	3	589	117	18	5	1	0	2	8	9	27	85	195	302	99	7	1	0	0	44.9	39.7	5.8
0800 - 0900	431	135	120	103	73	0	2	327	83	18	1	0	0	0	4	15	23	42	102	159	62	21	2	1	0	46.3	39.9	7
0900 - 1000	222	58	60	52	52	0	1	145	45	23	5	3	0	0	2	14	16	19	49	68	40	8	4	2	0	47	39.7	8.2
1000 - 1100	176	50	41	41	44	0	2	99	56	16	2	1	0	0	3	9	19	21	37	32	40	12	2	1	0	47.4	39.4	8.7
1100 - 1200	177	41	40	47	49	0	3	126	33	13	2	0	0	2	3	10	18	21	33	48	36	5	1	0	0	46.9	38.3	8.5
1200 - 1300	158	44	34	40	40	0	1	111	27	17	2	0	0	0	6	6	21	16	21	37	32	16	2	1	0	48.9	39.7	9.3
1300 - 1400	160	46	38	37	39	1	0	110	35	6	5	3	0	2	7	11	18	18	32	39	19	14	0	0	0	48.1	37.3	9.6
1400 - 1500	146	34	30	45	37	0	3	90	38	13	0	2	0	1	6	10	14	13	20	31	35	11	2	3	0	48.8	39.7	10.2
1500 - 1600	195	46	49	53	47	1	4	133	46	9	2	0	0	2	1	10	13	31	36	37	45	16	4	0	0	48.8	39.8	8.8
1600 - 1700	245	65	54	71	55	0	3	179	48	10	5	0	0	0	1	8	15	22	20	49	71	46	8	4	1	0	47.4	38.6	9
1700 - 1800	196	50	61	46	39	0	0	154	36	6	0	0	0	0	3	25	11	10	24	60	51	9	3	0	0	47.4	39.6	9.2
1800 - 1900	122	46	37	26	13	0	0	88	26	6	2	0	0	0	0	3	6	8	16	34	35	16	3	1	0	50.7	43.4	7.5
1900 - 2000	90	24	29	20	17	0	1	72	9	8	0	0	0	0	0	3	5	5	12	18	26	15	3	3	0	52.1	44.1	8.8
2000 - 2100	54	18	16	13	7	0	0	40	10	4	0	0	0	0	0	7	6	2	3	19	10	7	0	0	0	49.2	39.6	9.9
2100 - 2200	34	13	11	3	7	0	1	26	7	0	0	0	0	0	1	1	2	0	3	9	11	3	4	0	0	52.3	43.9	9.2
2200 - 2300	19	2	9	3	5	0	0	18	0	1	0	0	0	0	0	4	0	1	0	3	3	3	2	1	2	62.3	45.7	16.6
2300 - 0000	10	3	3	1	3	0	0	7	2	1	0	0	0	0	0	3	1	0	0	3	1	0	2	0	0	-	33.9	13.6
0700 - 1900	**2963**	**814**	**767**	**755**	**627**	**4**	**22**	**2151**	**590**	**155**	**31**	**10**	**0**	**10**	**51**	**137**	**208**	**304**	**614**	**918**	**540**	**143**	**28**	**10**	**0**	**47**	**40**	**8**
0600 - 2200	**3431**	**896**	**860**	**886**	**789**	**4**	**28**	**2515**	**665**	**176**	**31**	**12**	**0**	**10**	**53**	**154**	**228**	**336**	**701**	**1046**	**653**	**195**	**41**	**13**	**1**	**47**	**40**	**8**
0600 - 0000	**3460**	**901**	**872**	**890**	**797**	**4**	**28**	**2540**	**667**	**178**	**31**	**12**	**0**	**10**	**56**	**159**	**228**	**337**	**704**	**1050**	**656**	**200**	**43**	**14**	**3**	**47**	**40**	**8**
0000 - 0000	**3541**	**918**	**884**	**917**	**822**	**4**	**30**	**2600**	**682**	**182**	**31**	**12**	**0**	**10**	**57**	**160**	**228**	**339**	**716**	**1067**	**679**	**218**	**48**	**16**	**3**	**48**	**40**	**8**

Wednesday 15 April 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes COBA+ Scheme Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	Vehicle Speed MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	1	1	3	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	-	46	11.2
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	45.2	-
0200 - 0300	4	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	-	41.9	9.7
0300 - 0400	4	1	0	3	0	0	0	3	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	-	44.2	6.2
0400 - 0500	10	0	2	4	4	0	2	4	4	0	0	0	0	0	0	0	1	1	0	3	1	3	0	1	0	-	45.5	9.2
0500 - 0600	60	10	9	17	24	0	1	50	7	2	0	0	0	0	0	1	0	0	1	4	16	24	7	5	1	1	54.1	46.5	7.3
0600 - 0700	301	24	37	96	144	0	2	233	55	10	1	0	0	0	1	0	7	36	60	78	70	30	13	6	0	50.2	43.2	7.5
0700 - 0800	684	195	192	157	140	1	3	526	123	26	4	1	0	1	2	31	53	127	191	205	61	12	1	0	0	44	37.8	6.5
0800 - 0900	417	127	109	101	80	1	0	322	72	19	2	1	0	2	5	24	44	61	112	92	66	8	2	1	0	45.9	37.7	7.9
0900 - 1000	194	63	46	44	41	0	0	138	41	14	1	0	0	0	4	10	15	29	35	43	43	13	2	0	0	48.7	39.4	8.8
1000 - 1100	184	42	48	48	46	0	0	121	39	21	3	0	0	4	6	13	15	22	38	38	33	15	0	0	0	48.3	38	9.6
1100 - 1200	170	25	47	54	44	0	1	112	35	21	1	0	0	2	5	20	9	23	32	36	35	6	1	1	0	47.2	37.4	9.7
1200 - 1300	176	37	43	43	53	1	5	124	27	14	3	2	0	1	4	9	18	33	42	28	24	10	1	2	4	47.5	39.1	14
1300 - 1400	189	51	61	37	40	1	5	117	49	12	2	3	0	4	2	10	17	28	34	44	36	11	2	0	1	47.9	38.7	9.2
1400 - 1500	166	50	41	33	42	0	0	120	25	20	1	0	0	1	9	15	6	13	30	40	33	16	3	0	0	48.8	39.1	10.1
1500 - 1600	197	34	52	49	62	0	1	135	46	12	3	0	0	0	7	18	13	14	30	66	37	12	0	0	0	47.6	38.9	9
1600 - 1700	201	41	54	53	53	0	2	141	44	9	5	0	0	0	3	24	22	24	30	44	44	9	0	1	0	47.4	37.9	9.2
1700 - 1800	209	53	57	56	43	0	1	171	31	6	0	0	0	0	1	19	6	15	14	45	73	30	4	1	0	50.4	42.7	9.2
1800 - 1900	151	45	31	49	26	1	1	110	26	10	3	0	0	1	5	6	7	14	22	28	41	19	6	2	0	50.9	41.7	9.8
1900 - 2000	84	21	30	16	17	0	0	63	13	6	2	0	0	0	3	4	4	8	11	11	26	12	2	2	1	51.9	42.4	10.3
2000 - 2100	65	26	22	3	14	0	0	50	12	3	0	0	0	0	2	8	3	3	19	11	8	9	2	0	0	50.9	39.3	10
2100 - 2200	35	15	8	8	4	0	0	31	3	1	0	0	0	0	0	3	0	2	2	4	11	7	2	1	3	58.7	48.1	13.4
2200 - 2300	30	10	10	7	3	0	0	24	4	1	1	0	0	0	0	2	4	0	6	4	10	3	0	1	0	50.1	41.2	9.4
2300 - 0000	32	11	8	7	6	0	0	23	8	1	0	0	0	0	1	2	1	3	4	6	8	4	3	0	0	52.2	42.3	10.3
0700 - 1900	**2938**	**763**	**781**	**724**	**670**	**5**	**19**	**2137**	**558**	**184**	**28**	**7**	**0**	**16**	**53**	**199**	**225**	**403**	**610**	**710**	**526**	**161**	**22**	**8**	**5**	**47**	**39**	**9**
0600 - 2200	**3423**	**849**	**878**	**847**	**849**	**5**	**21**	**2514**	**641**	**204**	**31**	**7**	**0**	**16**	**59**	**214**	**239**	**452**	**702**	**814**	**641**	**219**	**41**	**17**	**9**	**48**	**39**	**9**
0600 - 0000	**3485**	**870**	**896**	**861**	**858**	**5**	**21**	**2561**	**653**	**206**	**32**	**7**	**0**	**16**	**60**	**218**	**244**	**455**	**712**	**824**	**659**	**226**	**44**	**18**	**9**	**48**	**39**	**9**
0000 - 0000	**3569**	**887**	**908**	**888**	**886**	**5**	**24**	**2627**	**666**	**208**	**32**	**7**	**0**	**16**	**61**	**218**	**247**	**457**	**717**	**846**	**689**	**238**	**50**	**20**	**10**	**48**	**40**	**9**

Thursday 16 April 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes COBA+ Scheme Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	Vehicle Speed MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	1	3	3	1	0	0	7	0	0	1	0	0	0	0	0	0	0	0	4	3	1	0	0	0	-	46.2	3.3
0100 - 0200	8	1	5	1	1	0	0	5	2	1	0	0	0	0	0	1	0	0	2	2	0	2	1	0	0	-	43	10.8
0200 - 0300	3	1	1	1	0	0	0	2	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	0	0	-	39.3	13.4
0300 - 0400	6	1	3	0	2	0	0	3	1	2	0	0	0	0	0	0	0	1	3	0	2	0	0	0	0	-	40.6	6
0400 - 0500	8	3	0	3	2	0	1	3	2	2	0	0	0	0	0	0	0	1	1	4	0	2	0	0	0	-	43.3	6.3
0500 - 0600	56	10	5	18	23	0	2	45	3	4	1	1	0	0	0	0	1	5	5	7	13	17	6	2	0	55.1	47.3	8.3
0600 - 0700	297	30	46	86	135	0	2	227	59	6	2	1	0	0	0	2	3	23	43	103	83	29	7	3	1	49.4	43.9	6.7
0700 - 0800	673	184	178	168	143	2	3	495	146	23	3	1	0	4	2	9	32	87	176	243	110	9	1	0	0	45.4	39.6	6.1
0800 - 0900	427	137	120	90	80	1	0	326	71	27	2	0	0	0	4	12	39	68	93	112	78	19	1	1	0	46.3	39	7.5
0900 - 1000	184	62	30	49	43	0	1	123	41	19	0	0	0	0	3	6	22	22	34	52	27	15	3	0	0	47.8	39.4	8.6
1000 - 1100	176	53	52	34	37	1	1	108	45	17	3	1	0	1	2	16	12	19	31	49	39	5	2	0	0	47.5	38.8	8.6
1100 - 1200	180	37	37	55	51	2	1	119	40	17	0	1	0	3	4	10	14	25	49	26	31	14	2	2	0	48.7	38.5	9.5
1200 - 1300	178	49	46	37	46	4	1	121	29	19	3	1	1	3	7	17	18	20	41	32	27	9	3	0	0	46.5	36.7	9.9
1300 - 1400	161	52	35	37	37	1	3	108	28	18	3	0	0	1	1	7	17	11	20	47	44	7	5	1	0	48.1	40.7	8.8
1400 - 1500	159	38	42	39	40	1	2	105	37	11	2	1	0	1	1	9	10	16	21	48	40	7	4	2	0	48.1	40.6	8.7
1500 - 1600	185	43	51	50	41	1	4	124	43	9	3	1	0	2	7	15	11	22	26	35	43	16	7	1	0	49.9	39.7	10.5
1600 - 1700	198	48	58	49	43	0	4	149	34	8	3	0	0	0	4	7	14	15	26	44	63	21	4	0	0	49.7	41.8	8.6
1700 - 1800	192	50	66	39	37	1	2	149	33	5	2	0	0	2	8	15	14	9	21	42	54	23	3	0	1	49.9	40.5	10.5
1800 - 1900	124	36	32	26	30	1	0	95	23	5	0	0	0	1	2	3	3	9	15	39	30	17	3	1	1	50.5	43.2	8.7
1900 - 2000	93	31	21	24	17	0	2	72	10	8	1	0	0	0	4	8	6	1	8	17	17	24	4	1	3	54	43.8	13
2000 - 2100	81	19	23	23	16	0	0	67	13	1	0	0	0	0	1	10	4	6	17	18	12	6	5	0	2	50.6	40.3	10.9
2100 - 2200	33	9	9	6	9	0	0	25	6	2	0	0	0	0	3	3	2	2	3	5	8	6	1	0	0	50.4	40	11.2
2200 - 2300	50	15	12	15	8	0	0	37	11	2	0	0	0	0	2	2	0	2	14	12	8	5	3	2	0	53.8	42.7	9.7
2300 - 0000	33	11	14	5	3	0	0	26	5	1	1	0	0	0	0	3	1	2	4	6	7	5	4	0	1	55.3	44.2	10.9
0700 - 1900	2837	789	747	673	628	15	22	2022	570	178	24	6	1	18	45	126	206	323	553	769	586	162	38	8	2	48	40	9
0600 - 2200	3341	878	846	812	805	15	26	2413	658	195	27	7	1	18	53	149	221	355	624	912	706	227	55	12	8	48	40	9
0600 - 0000	3424	904	872	832	816	15	26	2476	674	198	28	7	1	18	55	154	222	359	642	930	721	237	62	14	9	48	40	9
0000 - 0000	3513	921	889	858	845	15	29	2541	682	207	31	8	1	18	55	155	223	368	653	947	739	260	69	16	9	48	40	9

Friday 17 April 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes COBA+ Scheme Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	Vehicle Speed MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	16	5	6	3	2	0	0	13	1	1	1	0	0	1	0	1	1	1	1	1	5	2	1	1	1	59.5	44.2	15.9
0100 - 0200	12	2	2	6	2	0	0	6	4	2	0	0	0	0	0	2	3	1	1	1	1	1	2	0	0	57.2	37.7	13.6
0200 - 0300	8	3	3	2	0	0	0	3	3	0	2	0	0	0	0	0	0	0	2	2	2	1	1	0	0	-	45.1	7.4
0300 - 0400	10	5	1	0	4	0	0	7	2	0	1	0	0	0	0	0	0	1	2	4	3	0	0	0	0	-	43	5.1
0400 - 0500	5	1	1	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	2	0	1	2	0	0	0	-	46.2	5.9
0500 - 0600	60	8	9	12	31	0	1	44	14	1	0	0	0	0	1	0	1	0	5	10	23	15	5	0	0	52.8	47.1	6.9
0600 - 0700	244	26	34	69	115	0	2	183	45	10	4	0	0	2	5	12	15	9	42	75	56	18	7	2	1	49.4	41.4	9.2
0700 - 0800	603	182	143	153	125	2	4	447	127	18	2	3	0	0	2	16	32	88	140	211	88	22	3	1	0	45.8	39.6	6.7
0800 - 0900	324	123	73	69	59	0	0	227	74	17	4	2	0	0	2	16	18	41	75	104	53	10	2	2	1	46.2	39.4	7.4
0900 - 1000	192	52	48	42	50	1	0	118	48	21	4	0	0	0	8	10	13	26	40	42	41	9	0	3	0	47.1	38.8	9
1000 - 1100	156	48	23	48	37	1	3	95	40	16	1	0	0	3	1	14	21	14	26	34	34	6	1	2	0	47.8	38.2	9.8
1100 - 1200	198	36	49	49	64	5	1	131	36	20	4	1	1	4	4	20	16	18	45	45	35	8	1	0	1	46.7	37.4	9.8
1200 - 1300	171	34	57	35	45	1	0	115	34	16	4	1	0	1	1	13	16	19	36	36	39	5	4	1	0	47.1	38.9	8.7
1300 - 1400	161	41	49	36	35	0	1	120	29	9	2	0	0	0	6	12	15	19	31	26	37	12	3	0	0	48.5	38.9	9.5
1400 - 1500	218	65	56	33	64	0	7	149	37	20	4	1	0	0	10	14	21	12	35	56	52	17	0	1	0	48.6	39.3	9.5
1500 - 1600	217	44	64	53	56	0	6	146	52	8	4	1	0	0	6	12	7	25	25	74	50	14	2	2	0	48.2	40.6	8.6
1600 - 1700	207	60	58	37	52	0	4	156	34	10	2	1	0	0	4	9	19	28	29	49	45	19	3	2	0	49.3	40.2	9.2
1700 - 1800	170	47	51	37	35	2	2	119	39	7	1	0	0	1	4	9	17	18	25	34	41	18	2	1	0	48.7	39.9	9.6
1800 - 1900	139	43	36	29	31	0	7	101	23	7	1	0	0	0	4	12	3	8	24	23	30	24	9	1	1	52.6	42.3	10.4
1900 - 2000	89	24	27	17	21	0	0	61	22	5	1	0	0	0	1	3	10	4	9	20	22	16	1	1	2	50.9	42.9	9.8
2000 - 2100	62	23	19	14	6	0	0	53	6	3	0	0	0	0	0	5	3	8	9	17	13	3	3	1	0	49.4	41	9.1
2100 - 2200	45	9	16	12	8	0	0	38	6	1	0	0	0	0	0	7	0	2	2	10	12	6	3	1	2	54	44.1	12.2
2200 - 2300	55	20	15	9	11	0	1	42	10	1	1	0	0	0	1	2	1	6	11	15	13	2	2	0	2	48.9	42.2	9.7
2300 - 0000	36	13	8	5	10	0	0	29	6	0	1	0	0	0	0	2	0	2	9	11	5	3	2	1	1	52.2	43.2	9
0700 - 1900	2756	775	707	621	653	12	35	1924	573	169	33	10	1	9	52	157	198	316	531	734	545	164	30	16	3	48	40	9
0600 - 2200	3196	857	803	733	803	12	37	2259	652	188	38	10	1	11	58	184	226	339	593	856	648	207	44	21	8	48	40	9
0600 - 0000	3287	890	826	747	824	12	38	2330	668	189	40	10	1	11	59	188	227	347	613	882	666	212	48	22	11	48	40	9
0000 - 0000	3398	914	848	771	865	12	39	2408	692	193	44	10	1	12	60	191	232	350	626	900	701	233	57	23	12	48	40	9

Saturday 18 April 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes COBA+ Scheme							Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h			
0000 - 0100	19	9	4	4	2	0	0	9	10	0	0	0	0	0	0	1	0	3	5	5	2	3	0	0	0	50.4	40.6	8
0100 - 0200	8	2	2	1	3	0	0	4	4	0	0	0	0	0	0	1	1	0	1	2	2	0	1	0	0	-	40.7	10.7
0200 - 0300	8	3	2	2	1	0	0	4	3	0	1	0	0	0	0	0	0	1	1	3	1	0	2	0	0	-	45.2	8.9
0300 - 0400	11	4	1	4	2	0	0	9	1	1	0	0	0	0	0	1	0	0	0	3	2	4	0	0	1	59.5	48.6	14.4
0400 - 0500	6	1	3	2	0	0	0	5	1	0	0	0	0	0	0	0	0	0	2	0	1	1	1	0	1	-	50	12
0500 - 0600	16	1	4	5	6	0	0	11	5	0	0	0	0	0	0	0	1	0	2	2	3	6	2	0	0	55.2	47.3	7.6
0600 - 0700	64	12	10	11	31	0	0	46	13	5	0	0	0	0	0	0	3	3	8	16	19	11	3	1	0	52.4	44.9	7.3
0700 - 0800	108	20	30	27	31	0	0	87	15	5	1	0	0	0	0	2	1	5	13	26	32	16	8	5	0	54.3	45.7	8
0800 - 0900	145	33	47	34	31	3	6	98	30	7	0	1	0	2	1	3	9	8	11	30	49	27	2	1	2	51.2	44	9.5
0900 - 1000	146	29	32	41	44	3	2	97	32	10	2	0	0	4	3	7	11	9	18	36	38	10	8	2	0	49.2	40.9	10.5
1000 - 1100	180	46	47	46	41	2	8	125	35	9	1	0	0	1	4	10	11	12	35	38	44	17	4	3	1	49.5	41	9.8
1100 - 1200	225	42	63	58	62	3	4	160	53	4	1	0	0	1	12	13	12	35	38	66	39	9	0	0	0	46.7	38.1	8.9
1200 - 1300	225	50	72	55	48	1	7	170	39	8	0	0	0	1	2	8	18	37	46	60	36	7	6	1	3	47.3	39.5	9.5
1300 - 1400	209	46	58	58	47	4	11	149	37	7	1	0	0	1	4	15	14	14	37	54	46	12	7	1	4	49	40.8	10.5
1400 - 1500	176	52	41	46	37	0	11	127	30	7	1	0	0	0	2	4	4	14	16	45	64	18	4	0	5	50.2	44	8.4
1500 - 1600	167	37	51	40	39	2	11	127	21	6	0	0	0	0	2	7	5	12	25	34	47	24	7	2	2	52.3	43.5	9
1600 - 1700	146	40	35	38	33	1	3	104	34	2	2	0	0	0	2	9	9	10	15	30	51	13	3	2	2	49.8	42.6	10
1700 - 1800	135	32	34	43	26	1	5	100	24	4	1	0	0	0	3	17	13	14	12	25	35	10	5	0	1	49.7	39.3	10.5
1800 - 1900	111	27	36	16	32	0	2	88	18	3	0	0	0	0	2	8	11	10	11	20	28	13	7	1	0	51.2	41.3	10.3
1900 - 2000	83	31	22	18	12	0	0	59	20	4	0	0	0	1	1	5	4	5	11	20	18	10	6	2	0	51.8	42.7	10.1
2000 - 2100	57	12	20	15	10	0	1	47	9	0	0	0	0	1	1	5	3	0	11	11	20	3	0	2	0	49.3	41.3	10.2
2100 - 2200	47	11	13	9	14	0	0	34	11	1	1	0	0	0	1	4	2	5	7	13	10	3	1	0	1	49.5	40.7	9.8
2200 - 2300	48	16	13	12	7	0	0	43	5	0	0	0	0	0	3	4	0	3	8	10	9	9	2	0	0	51.8	41.4	10.5
2300 - 0000	27	5	11	4	7	0	0	24	3	0	0	0	0	0	0	1	1	1	4	5	2	5	5	2	1	56.9	47.7	11.5
0700 - 1900	1973	454	546	502	471	20	70	1432	368	72	10	1	0	10	37	103	118	180	277	464	509	176	61	18	20	50	41	10
0600 - 2200	2224	520	611	555	538	20	71	1618	421	82	11	1	0	12	40	117	130	193	314	524	576	203	71	23	21	50	42	10
0600 - 0000	2299	541	635	571	552	20	71	1685	429	82	11	1	0	12	43	122	131	197	326	539	587	217	78	25	22	50	42	10
0000 - 0000	2367	561	651	589	566	20	71	1727	453	83	12	1	0	12	43	125	133	201	337	554	598	231	84	25	24	50	42	10

Sunday 19 April 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes COBA+ Scheme							Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h			
0000 - 0100	20	5	7	6	2	0	0	17	3	0	0	0	0	0	0	0	0	3	3	8	4	1	1	0	0	49.4	42.6	6.4
0100 - 0200	3	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	-	44.5	13.2
0200 - 0300	3	2	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	-	46.4	10.6
0300 - 0400	5	2	2	0	1	0	0	4	1	0	0	0	0	0	0	1	0	2	0	2	0	0	0	0	0	-	36.3	8.1
0400 - 0500	4	0	0	3	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	-	49.3	3.6
0500 - 0600	14	1	3	4	6	0	0	8	5	1	0	0	0	0	0	1	0	1	0	5	2	2	0	2	1	61.7	46.9	11.3
0600 - 0700	31	4	4	8	15	0	0	22	7	2	0	0	0	0	0	1	0	2	1	7	13	5	2	0	0	51.3	45.8	7.4
0700 - 0800	69	21	22	13	13	0	0	56	10	2	1	0	0	0	0	0	1	7	16	21	11	10	2	1	0	50.8	43.1	6.9
0800 - 0900	97	30	26	20	21	2	1	81	10	3	0	0	0	1	1	4	3	3	11	17	31	17	6	1	2	52.6	44.8	9.9
0900 - 1000	121	26	29	26	40	2	4	83	24	7	1	0	0	0	4	5	4	10	22	32	27	11	4	1	1	49.7	41.5	9.2
1000 - 1100	141	29	44	35	33	5	7	108	18	3	0	0	0	2	4	7	10	5	15	31	34	22	8	3	0	52.2	42.4	10.8
1100 - 1200	161	30	37	47	47	2	7	115	35	1	1	0	0	2	7	5	9	16	21	27	35	27	10	1	1	51.3	42.1	10.7
1200 - 1300	195	45	39	63	48	1	16	142	33	3	0	0	0	0	1	8	8	12	15	44	60	26	10	6	5	52.9	44.9	9.5
1300 - 1400	180	35	55	46	44	1	18	122	36	2	1	0	0	0	2	7	10	17	31	46	42	16	5	2	2	49.7	42.1	9.5
1400 - 1500	156	39	43	43	31	0	15	106	29	5	1	0	0	0	4	8	8	5	17	40	40	15	10	4	5	53.4	43.7	10.9
1500 - 1600	152	42	36	39	35	2	7	118	24	1	0	0	0	2	7	16	10	13	12	30	33	19	6	2	2	51.2	40.4	11.9
1600 - 1700	181	55	57	39	30	0	12	130	33	6	0	0	0	0	0	7	11	7	26	45	48	19	9	4	5	51.2	43.9	9.4
1700 - 1800	106	24	36	24	22	1	7	83	13	1	1	0	0	0	1	8	5	3	9	19	33	22	6	0	0	52	43.5	9.5
1800 - 1900	91	20	24	19	28	0	3	64	22	2	0	0	0	0	0	3	5	5	8	30	25	10	4	1	0	50.2	43.5	8
1900 - 2000	89	30	24	14	21	0	3	71	13	2	0	0	0	0	1	2	4	9	12	20	19	9	10	2	1	54.9	43.7	9.9
2000 - 2100	57	21	20	13	3	0	2	41	13	0	1	0	0	0	0	1	3	1	7	15	12	11	3	2	2	53.3	46.2	9.2
2100 - 2200	32	9	8	6	9	0	0	25	5	2	0	0	0	0	0	6	3	2	0	9	9	1	2	0	0	48.4	38.9	10.6
2200 - 2300	21	4	8	2	7	0	0	18	2	0	1	0	0	0	0	4	2	0	2	2	7	2	1	1	0	51	41.4	12.6
2300 - 0000	15	5	3	3	4	0	1	11	3	0	0	0	0	0	0	1	0	1	1	4	6	0	1	1	0	55.7	44.7	9.8
0700 - 1900	1650	396	448	414	392	16	97	1208	287	36	6	0	0	7	31	78	84	103	203	382	419	214	80	26	23	51	43	10
0600 - 2200	1859	460	504	455	440	16	102	1367	325	42	7	0	0	7	32	88	94	117	223	433	472	240	97	30	26	51	43	10
0600 - 0000	1895	469	515	460	451	16	103	1396	330	42	8	0	0	7	32	93	96	118	226	439	485	242	99	32	26	51	43	10
0000 - 0000	1944	479	527	473	465	16	103	1434	340	43	8	0	0	7	32	95	97	124	230	454	495	248	101	34	27	51	43	10

Monday 20 April 2026

Time	15 Minute Bin Drops					Number Vehicle Classes COBA+ Scheme							Vehicle Speed												P-Tile	Average	Standard
	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	85%	Speed	Deviation
0000 - 0100	6	1	2	3	0	0	0	5	0	1	0	0	0	0	0	1	0	0	2	1	1	1	0	0	0	-	40.1	10.8
0100 - 0200	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	-	52.7	4
0200 - 0300	2	1	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	-	36.2	22.8
0300 - 0400	3	1	1	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	-	55.1	2.1
0400 - 0500	8	2	0	4	2	0	0	7	1	0	0	0	0	0	0	0	0	1	1	2	1	2	1	0	0	-	46.2	8
0500 - 0600	48	6	9	15	18	0	1	33	9	5	0	0	0	0	1	0	0	0	2	12	12	16	3	2	0	54.4	47.7	6.9
0600 - 0700	280	37	44	69	130	0	3	212	56	6	1	2	0	0	1	0	6	20	43	84	80	36	9	0	1	50.2	44	6.7
0700 - 0800	733	206	182	188	157	1	4	559	137	28	3	1	0	0	4	9	31	117	202	230	114	21	3	2	0	45.9	39.7	6.4
0800 - 0900	436	129	119	97	91	0	1	329	80	21	5	0	0	0	9	15	29	57	84	126	95	18	2	1	0	47.4	39.7	7.8
0900 - 1000	229	71	58	52	48	0	1	151	54	22	1	0	0	0	5	13	12	19	43	72	46	15	3	0	1	48	40.4	8.4
1000 - 1100	166	47	48	36	35	1	0	102	36	25	1	1	0	0	3	7	11	31	27	47	30	7	3	0	0	46.9	39.2	8.1
1100 - 1200	150	31	26	39	54	1	1	96	29	18	3	2	0	1	2	6	6	25	31	41	24	11	2	1	0	47.7	39.9	8.2
1200 - 1300	217	59	54	53	51	1	2	159	43	9	3	0	0	1	2	14	13	23	39	69	41	12	2	0	1	47	39.6	8.3
1300 - 1400	173	59	45	29	40	0	1	124	30	16	2	0	0	1	4	13	20	19	26	34	40	14	2	0	0	48.9	38.9	9.7
1400 - 1500	165	39	41	45	40	2	4	105	43	9	1	1	0	2	1	9	15	15	20	56	30	13	3	1	0	48	39.9	9
1500 - 1600	170	40	46	38	46	0	2	121	36	9	2	0	0	0	3	8	5	17	27	52	39	17	2	0	0	49.5	41.5	8.2
1600 - 1700	230	57	72	44	57	1	3	164	49	10	3	0	0	0	5	12	13	18	36	60	53	25	6	1	1	49.9	41.4	9.3
1700 - 1800	203	58	54	55	36	1	7	149	38	7	1	0	0	2	6	9	15	11	30	42	60	23	3	1	1	49.9	41.2	9.7
1800 - 1900	139	41	28	31	39	0	13	97	20	8	1	0	0	0	0	11	10	7	25	21	33	12	6	5	9	54.8	44	12
1900 - 2000	96	29	29	13	25	1	1	67	13	14	0	0	0	1	1	3	8	10	8	26	29	5	4	0	1	49.2	41.6	9.2
2000 - 2100	69	21	25	11	12	0	0	60	8	1	0	0	0	0	1	8	4	0	14	15	12	9	4	2	0	53.2	41.7	10.7
2100 - 2200	36	10	9	8	9	0	0	32	4	0	0	0	0	0	2	1	3	2	5	5	5	9	1	2	1	53	43.4	12.1
2200 - 2300	42	14	10	10	8	0	1	30	9	1	1	0	0	0	0	4	1	4	6	13	7	3	4	0	0	52.1	41.5	9.3
2300 - 0000	16	4	4	6	2	0	0	12	3	0	1	0	0	0	0	1	0	2	2	4	5	2	0	0	0	49.7	42.2	7.4
0700 - 1900	3011	837	773	707	694	8	39	2156	595	182	26	5	0	7	44	126	180	359	590	850	605	188	37	12	13	48	40	8
0600 - 2200	3492	934	880	808	870	9	43	2527	676	203	27	7	0	8	49	138	201	391	660	980	731	247	55	16	16	49	41	8
0600 - 0000	3550	952	894	824	880	9	44	2569	688	204	29	7	0	8	49	143	202	397	668	997	743	252	59	16	16	49	41	9
0000 - 0000	3619	964	906	846	903	9	45	2619	700	210	29	7	0	8	50	145	202	398	673	1012	758	274	65	18	16	49	41	9

Virtual Day (7)

Time	15 Minute Bin Drops					Number Vehicle Classes COBA+ Scheme							Vehicle Speed												P-Tile	Average	Standard
	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	85%	Speed	Deviation
0000 - 0100	12	4	3	4	1	0	0	9	2	0	0	0	0	0	0	0	0	1	2	4	3	1	0	0	0	50.8	43	9.6
0100 - 0200	5	1	1	1	1	0	0	3	2	0	0	0	0	0	0	1	1	0	1	1	1	1	1	0	0	-	40.8	11.9
0200 - 0300	4	2	1	1	1	0	0	2	1	0	1	0	0	0	0	0	0	0	1	1	1	0	1	0	0	-	43.5	9.4
0300 - 0400	6	2	1	1	2	0	0	4	1	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	-	44.5	9.7
0400 - 0500	7	1	1	3	2	0	1	5	1	0	0	0	0	0	0	0	0	0	1	1	1	2	1	0	0	-	46.8	7.9
0500 - 0600	44	7	7	13	18	0	1	33	8	2	0	0	0	0	1	0	0	1	4	9	13	11	3	1	0	54.2	47	7.6
0600 - 0700	215	23	30	62	100	0	2	164	41	7	1	1	0	0	1	3	6	17	38	64	55	22	7	2	1	49.9	43.1	7.5
0700 - 0800	515	144	136	129	107	1	2	394	96	17	3	1	0	1	3	11	25	74	133	177	74	14	3	1	0	45.5	39.6	6.5
0800 - 0900	325	102	88	73	62	1	1	244	60	16	2	1	0	1	4	13	24	40	70	91	62	17	2	1	1	47.3	39.7	8
0900 - 1000	184	52	43	44	45	1	1	122	41	17	2	0	0	1	4	9	13	19	34	49	37	12	3	1	0	48.3	39.9	8.9
1000 - 1100	168	45	43	41	39	1	3	108	38	15	2	0	0	2	3	11	14	18	30	38	36	12	3	1	0	48.7	39.5	9.4
1100 - 1200	180	35	43	50	53	2	3	123	37	13	2	1	0	2	5	12	12	23	36	41	34	11	2	1	0	47.9	38.7	9.5
1200 - 1300	189	45	49	47	47	1	5	135	33	12	2	1	0	1	3	11	16	23	34	44	37	12	4	2	2	48.2	39.8	10.2
1300 - 1400	176	47	49	40	40	1	6	121	35	10	2	1	0	1	4	11	16	18	30	41	38	12	3	1	1	48.5	39.7	9.7
1400 - 1500	169	45	42	41	42	0	6	115	34	12	1	1	0	1	5	10	11	13	23	45	42	14	4	2	1	49	40.9	9.7
1500 - 1600	183	41	50	46	47	1	5	129	38	8	2	0	0	1	5	12	9	19	26	47	42	17	4	1	1	49.5	40.5	9.5
1600 - 1700	201	52	55	47	46	0	4	146	39	8	3	0	0	0	4	12	16	17	30	49	50	16	4	2	1	49.3	40.7	9.4
1700 - 1800	173	45	51	43	34	1	3	132	31	5	1	0	0	1	4	15	12	11	19	38	50	19	4	0	0	49.8	40.9	9.8
1800 - 1900	125	37	32	28	28	0	4	92	23	6	1	0	0	0	2	7	6	9	17	28	32	16	5	2	2	51.1	42.8	9.8
1900 - 2000	89	27	26	17	19	0	1	66	14	7	1	0	0	0	2	4	6	6	10	19	22	13	4	2	1	52.3	43	10.2
2000 - 2100	64	20	21	13	10	0	0	51	10	2	0	0	0	0	1	6	4	3	11	15	12	7	2	1	1	50.9	41.2	10.2
2100 - 2200	37	11	11	7	9	0	0	30	6	1	0	0	0	0	1	4	2	2	3	8	9	5	2	1	1	52.5	42.8	11.5
2200 - 2300	38	12	11	8	7	0	0	30	6	1	1	0	0	0	1	3	1	2	7	8	8	4	2	1	1	51.5	42.1	10.6
2300 - 0000	24	7	7	4	5	0	0	19	4	0	0	0	0	0	1	2	0	2	4	5	5	3	2	1	0	53.9	43.4	10.6
0700 - 1900	2590	690	681	628	591	11	43	1861	506	139	23	6	0	11	45	132	174	284	483	690	533	173	42	14	9	48	40	9
0600 - 2200	2995	771	769	728	728	12	47	2173	577	156	25	6	0	12	49	149	191	312	545	795	632	220	58	19	13	49	40	9
0600 - 0000	3057	790	787	741	740	12	47	2222	587	157	26	6	0	12	51	154	193	316	556	809	645	227	62	20	14	49	41	9
0000 - 0000	3136	806	802	763	765	12	49	2279	602	161	27	6	0	12	51	156	195	320	565	826	666	243	68	22	14	49	41	9

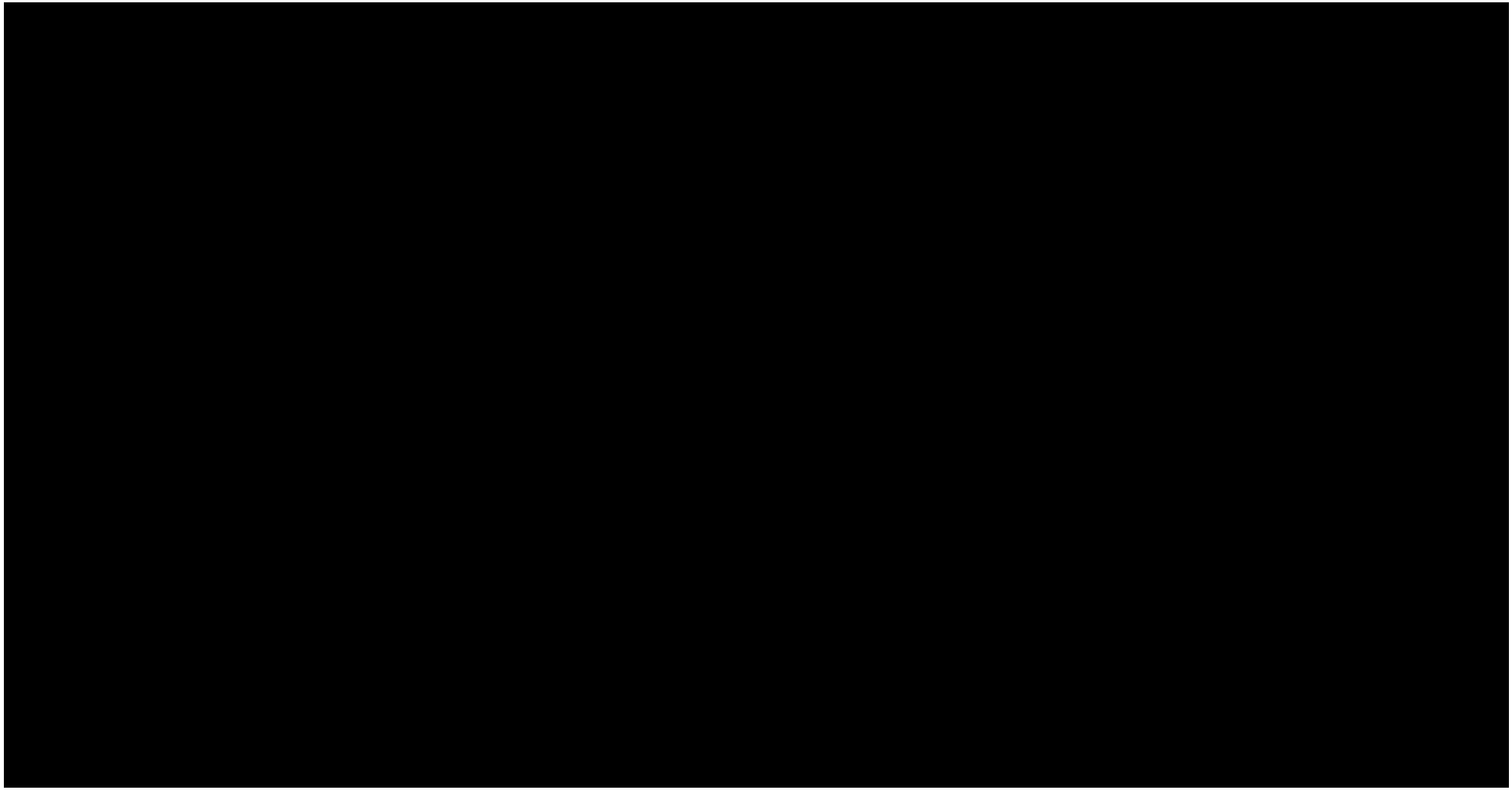
Virtual Week (1)

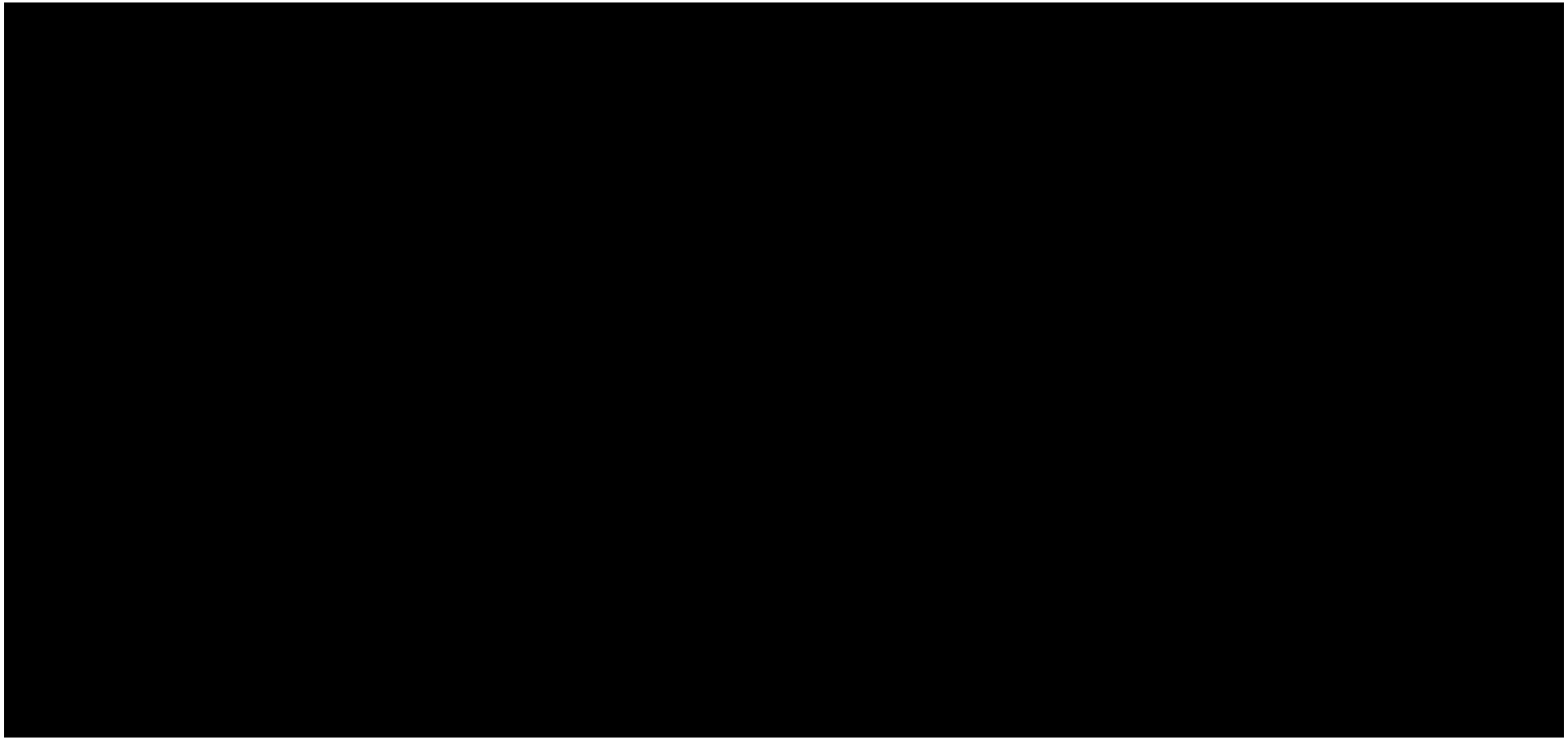
Time	15 Minute Bin Drops					Number Vehicle Classes COBA+ Scheme							Vehicle Speed												P-Tile	Average	Standard
	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	85%	Speed	Deviation
Mon	3619	964	906	846	903	9	45	2619	700	210	29	7	0	8	50	145	202	398	673	1012	758	274	65	18	16	49	41	9
Tue	3541	918	884	917	822	4	30	2600	682	182	31	12	0	10	57	160	228	339	716	1067	679	218	48	16	3	48	40	8
Wed	3569	887	908	888	886	5	24	2627	666	208	32	7	0	16	61	218	247	457	717	846	689	238	50	20	10	48	40	9
Thu	3513	921	889	858	845	15	29	2541	682	207	31	8	1	18	55	155	223	368	653	947	739	260	69	16	9	48	40	9
Fri	3398	914	848	771	865	12	39	2408	692	193	44	10	1	12	60	191	232	350	626	900	701	233	57	23	12	48	40	9
Sat	2367	561	651	589	566	20	71	1727	453	83	12	1	0	12	43	125	133	201	337	554	598	231	84	25	24	50	42	10
Sun	1944	479	527	473	465	16	103	1434	340	43	8	0	0	7	32	95	97	124	230	454	495	248	101	34	27	51	43	10
	21951	5644	5613	5342	5352	81	341	15956	4215	1126	187	45	2	83	358	1089	1362	2237	3952	5780	4659	1702	474	152	101	49	41	9

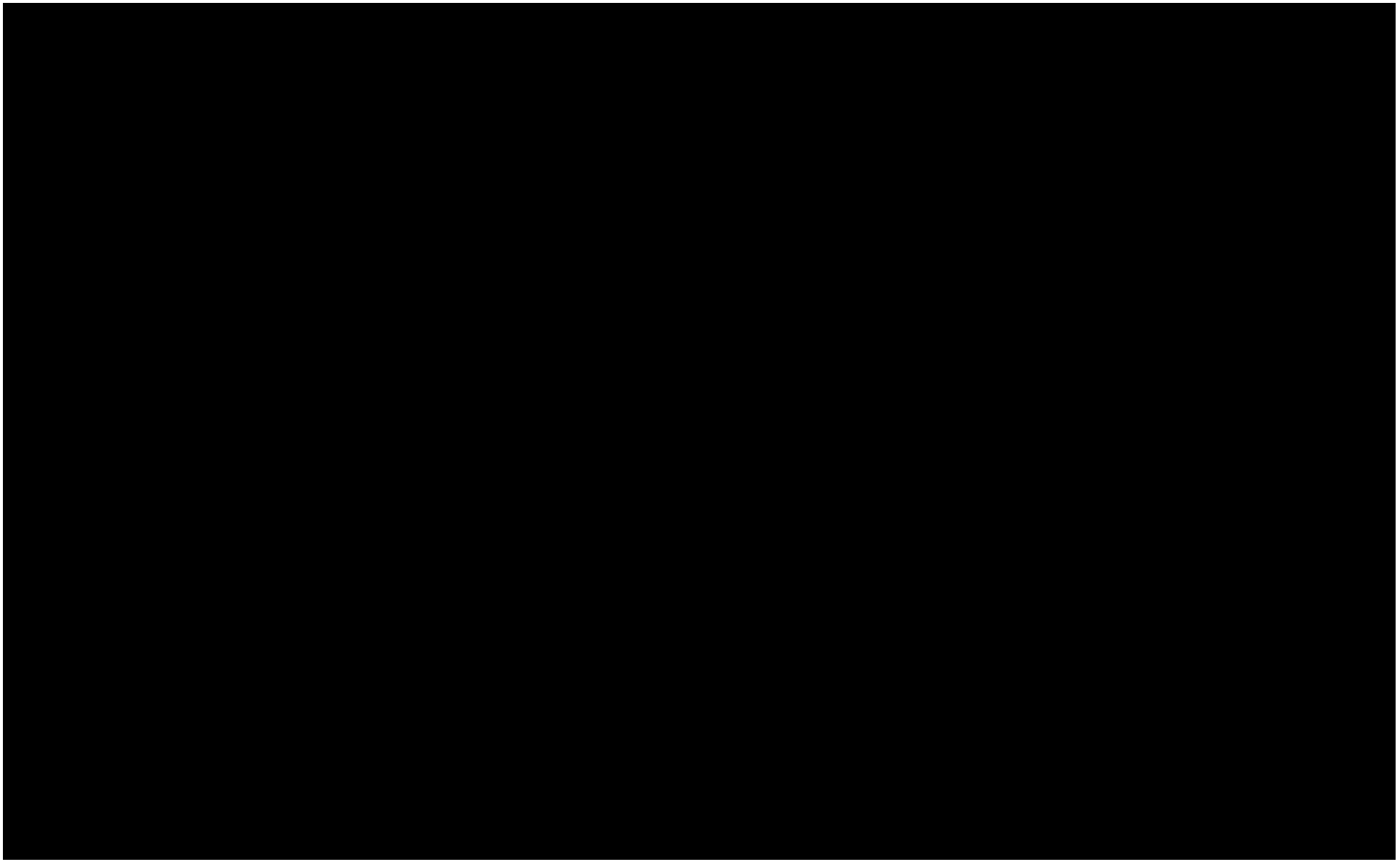
Total

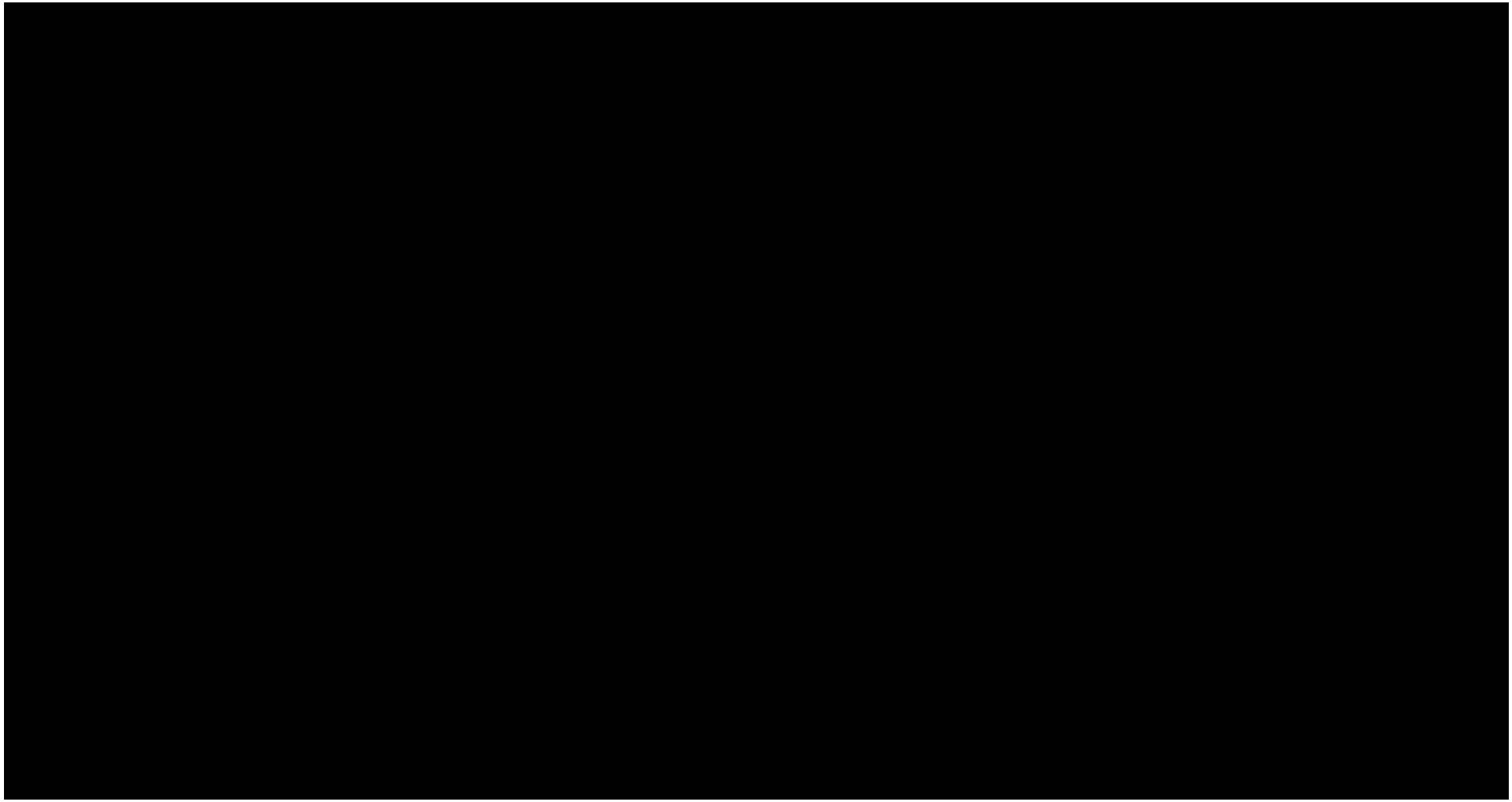
Time	15 Minute Bin Drops					Number Vehicle Classes COBA+ Scheme							Vehicle Speed												P-Tile	Average	Standard
	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	CAR	LGV	OGV1	OGV2	BUS	MPH 0 <10km/h	MPH 10 <15km/h	MPH 15 <20km/h	MPH 20 <25km/h	MPH 25 <30km/h	MPH 30 <35km/h	MPH 35 <40km/h	MPH 40 <45km/h	MPH 45 <50km/h	MPH 50 <55km/h	MPH 55 <60km/h	MPH 60 <65km/h	MPH 65 <140km/h	85%	Speed	Deviation
	21951	5644	5613	5342	5352	81	341	15956	4215	1126	187	45	2	83	358	1089	1362	2237	3952	5780	4659	1702	474	152	101	48.9	40.6	9.0

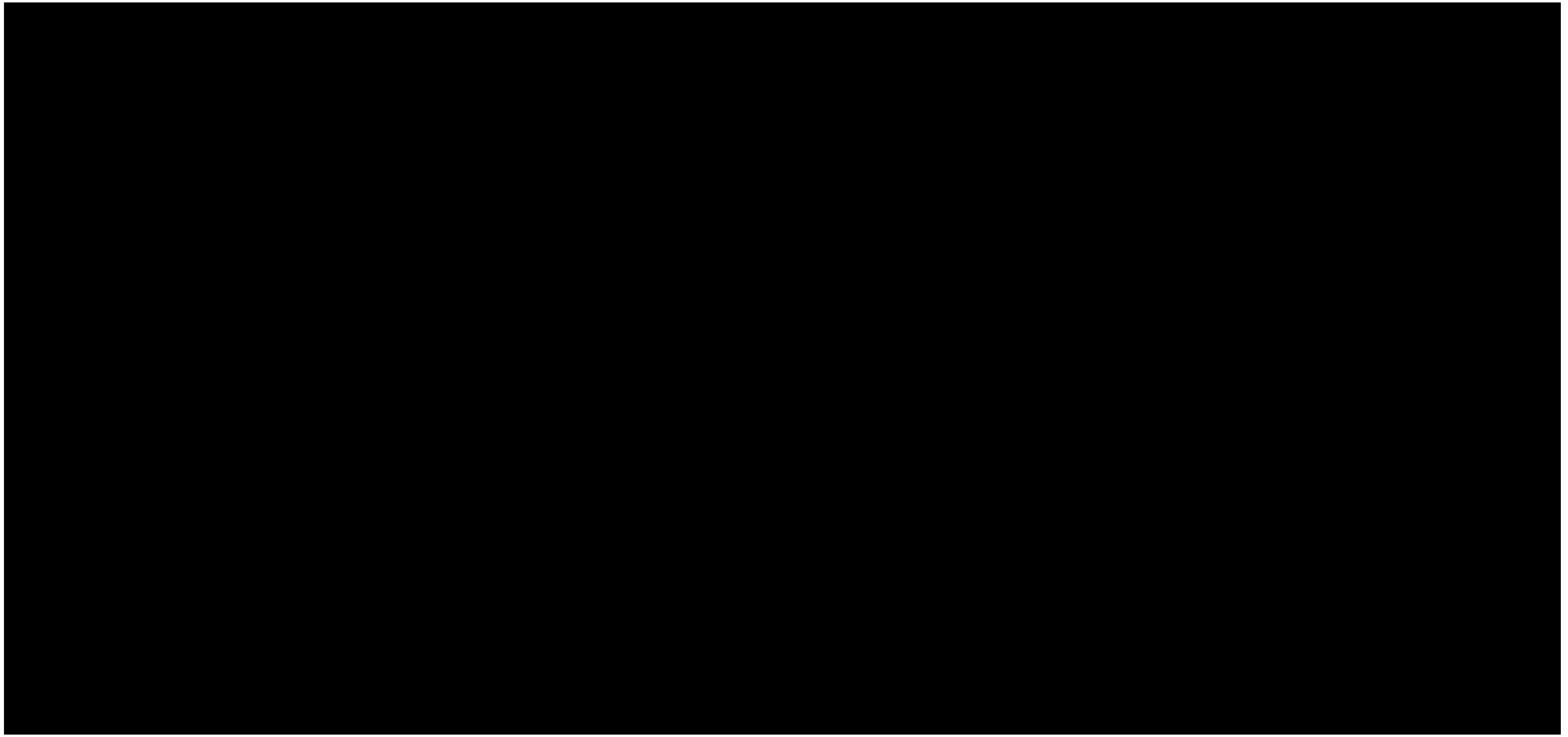
APPENDIX C: WETHERSFIELD TRAFFIC SURVEY











APPENDIX D: PARKING ACCUMULATION

APPENDIX E: EMPLOYEE TRIP CALCULATIONS

APPENDIX F: TRAFFIC FLOW DIAGRAMS

2026 – 2027

AM – 1.0111

PM – 1.0115

2026 – 2031

AM – 1.0531

PM – 1.0548

Proposed Site

[redacted]

2026 Base Traffic

Proposed Site

[redacted]

2026 Base Traffic

x AM Peak

x PM Peak

Proposed Site

[redacted]

2027 Background Traffic

x AM Peak

x PM Peak

Proposed Site

[redacted]

2031 Background Traffic

x AM Peak

x PM Peak

Proposed Site

[redacted]

Proposed Development

[redacted]

x	AM Peak
x	PM Peak

Proposed Site

[redacted]

2027 Background + Proposed Development

x AM Peak

x PM Peak

Proposed Site

[redacted]

2031 Background + Proposed Development

X	AM Peak
X	PM Peak

APPENDIX G: CAPACITY ASSESSMENTS

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site Access Existing Geometry.j9

[redacted]

»2027 + Development, AM
»2027 + Development, PM
»2031 + Development, AM
»2031 + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2027 + Development									
Stream B-AC	D1	0.0	6.92	0.05	A	D2	0.0	6.09	0.02	A
Stream C-AB		0.0	7.86	0.03	A		0.0	5.91	0.01	A
	2031 + Development									
Stream B-AC	D3	0.0	7.07	0.05	A	D4	0.0	6.32	0.02	A
Stream C-AB		0.0	8.00	0.03	A		0.0	6.08	0.01	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	06/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	[redacted]
Description	

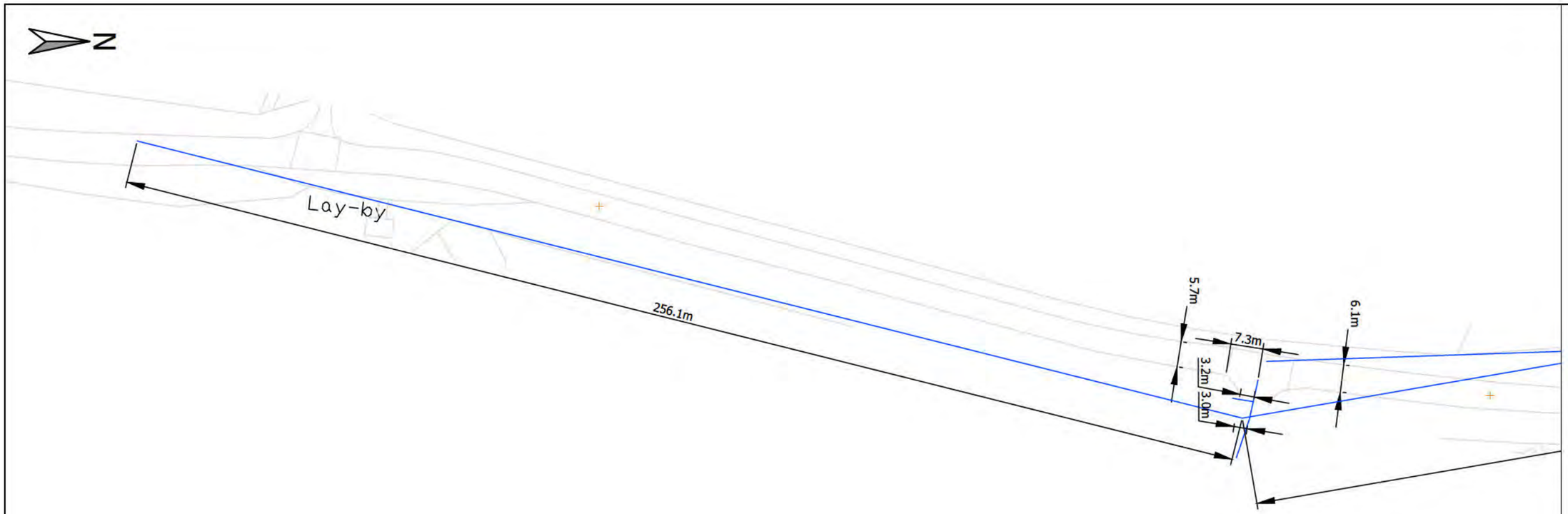
Units

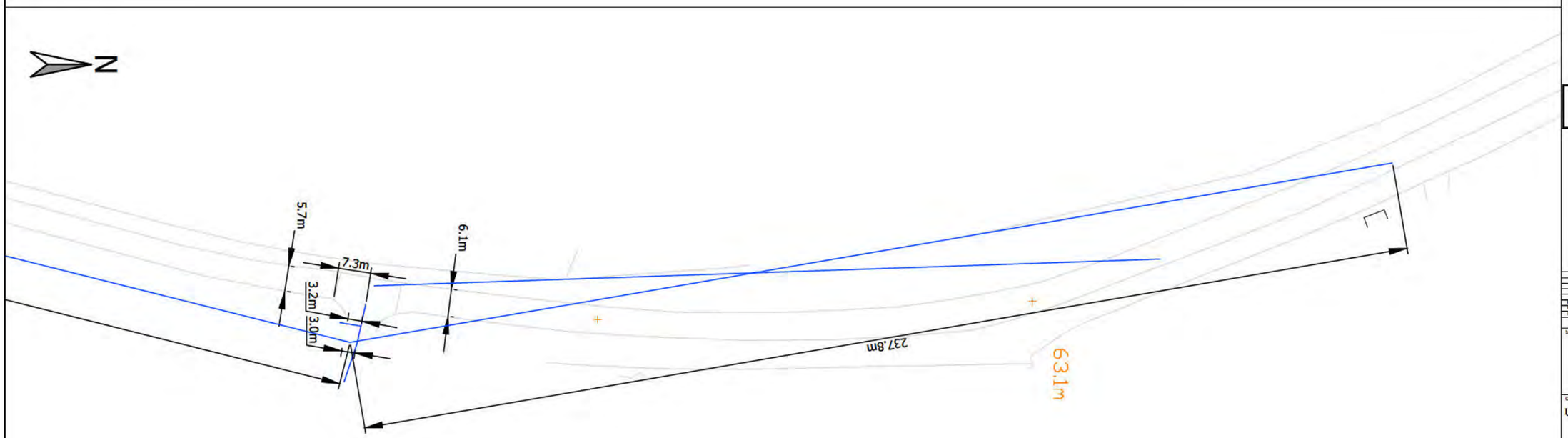
Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

[redacted]





PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chkd	Appd
P02	FINAL ISSUE	08.05.2026	[redacted]		
P01	PRELIMINARY FIRST ISSUE	06.05.2026			

Document Control

Issuing Office

Client
UK HOME OFFICE

Project Name
NETTLEFIRE
BICESTER SITE

Sheet Title
JUNCTIONS 9 GEOMETRY

Model Reference
N/A

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Status
[redacted]	[redacted]	May '26	[redacted]	May '26	[redacted]	May '26	1:250	S0

Function	Spatial	Form	Role	Number	Revision
00	ZZ	DR	H	006	P02

© Copyright TTE TEN

TTE_MT_v4

2027 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B4011 - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B4011		Major
B	Site Access		Minor
C	B4011		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B4011	5.90			176.6	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.90	250	238

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	752	0.138	0.348	0.219	0.497
B-C	843	0.130	0.328	-	-
C-B	676	0.263	0.263	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027 + Development	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B4011		✓	727	100.000
B - Site Access		✓	23	100.000
C - B4011		✓	212	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B4011	B - Site Access	C - B4011
From	A - B4011	0	43	684
	B - Site Access	5	0	18
	C - B4011	199	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B4011	B - Site Access	C - B4011
From	A - B4011	0	0	0
	B - Site Access	0	0	0
	C - B4011	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	6.92	0.0	A
C-AB	0.03	7.86	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	634	0.027	17	0.0	5.836	A
C-AB	10	535	0.018	10	0.0	6.854	A
C-A	150			150			
A-B	32			32			
A-C	515			515			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	597	0.035	21	0.0	6.244	A
C-AB	12	508	0.023	12	0.0	7.248	A
C-A	179			179			
A-B	39			39			
A-C	615			615			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	545	0.046	25	0.0	6.920	A
C-AB	15	472	0.031	14	0.0	7.863	A
C-A	219			219			
A-B	47			47			
A-C	753			753			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	545	0.046	25	0.0	6.920	A
C-AB	15	472	0.031	15	0.0	7.863	A
C-A	219			219			
A-B	47			47			
A-C	753			753			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	597	0.035	21	0.0	6.248	A
C-AB	12	508	0.023	12	0.0	7.249	A
C-A	179			179			
A-B	39			39			
A-C	615			615			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	634	0.027	17	0.0	5.839	A
C-AB	10	535	0.018	10	0.0	6.857	A
C-A	150			150			
A-B	32			32			
A-C	515			515			

2027 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B4011 - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way		0.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2027 + Development	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B4011		✓	226	100.000
B - Site Access		✓	10	100.000
C - B4011		✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B4011	B - Site Access	C - B4011
From	A - B4011	0	4	222
	B - Site Access	7	0	3
	C - B4011	460	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B4011	B - Site Access	C - B4011
From	A - B4011	0	0	0
	B - Site Access	0	0	0

	C - B4011	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	6.09	0.0	A
C-AB	0.01	5.91	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	659	0.011	7	0.0	5.527	A
C-AB	5	634	0.008	5	0.0	5.722	A
C-A	346			346			
A-B	3			3			
A-C	167			167			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	635	0.014	9	0.0	5.750	A
C-AB	6	627	0.010	6	0.0	5.800	A
C-A	413			413			
A-B	4			4			
A-C	200			200			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	602	0.018	11	0.0	6.092	A
C-AB	8	617	0.013	8	0.0	5.907	A
C-A	506			506			
A-B	4			4			
A-C	244			244			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	602	0.018	11	0.0	6.092	A
C-AB	8	617	0.013	8	0.0	5.907	A
C-A	506			506			
A-B	4			4			
A-C	244			244			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	635	0.014	9	0.0	5.752	A
C-AB	6	627	0.010	6	0.0	5.800	A
C-A	413			413			

A-B	4			4			
A-C	200			200			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	659	0.011	8	0.0	5.528	A
C-AB	5	634	0.008	5	0.0	5.722	A
C-A	346			346			
A-B	3			3			
A-C	167			167			

2031 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B4011 - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 + Development	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B4011		✓	755	100.000
B - Site Access		✓	23	100.000
C - B4011		✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B4011	B - Site Access	C - B4011
From	A - B4011	0	43	712
	B - Site Access	5	0	18
	C - B4011	207	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B4011	B - Site Access	C - B4011
From	A - B4011	0	0	0
	B - Site Access	0	0	0

	C - B4011	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	7.07	0.0	A
C-AB	0.03	8.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	627	0.028	17	0.0	5.908	A
C-AB	10	530	0.019	10	0.0	6.926	A
C-A	156			156			
A-B	32			32			
A-C	536			536			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	588	0.035	21	0.0	6.344	A
C-AB	12	502	0.023	12	0.0	7.342	A
C-A	186			186			
A-B	39			39			
A-C	640			640			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	534	0.047	25	0.0	7.073	A
C-AB	15	465	0.031	15	0.0	7.998	A
C-A	228			228			
A-B	47			47			
A-C	784			784			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	534	0.047	25	0.0	7.073	A
C-AB	15	465	0.031	15	0.0	7.998	A
C-A	228			228			
A-B	47			47			
A-C	784			784			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	588	0.035	21	0.0	6.348	A
C-AB	12	502	0.023	12	0.0	7.343	A
C-A	186			186			

A-B	39			39			
A-C	640			640			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	627	0.028	17	0.0	5.909	A
C-AB	10	530	0.019	10	0.0	6.926	A
C-A	156			156			
A-B	32			32			
A-C	536			536			

2031 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - B4011 - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way		0.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 + Development	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B4011		✓	235	100.000
B - Site Access		✓	10	100.000
C - B4011		✓	487	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B4011	**B - Site Access**	**C - B4011**
From	**A - B4011**	0	4	231
	B - Site Access	7	0	3
	C - B4011	480	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B4011	**B - Site Access**	**C - B4011**
From	**A - B4011**	0	3	8
	B - Site Access	3	0	3
	C - B4011	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	6.32	0.0	A
C-AB	0.01	6.08	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	654	0.012	7	0.0	5.709	A
C-AB	5	633	0.008	5	0.0	5.878	A
C-A	361			361			
A-B	3			3			
A-C	174			174			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	629	0.014	9	0.0	5.951	A
C-AB	6	626	0.010	6	0.0	5.960	A
C-A	431			431			
A-B	4			4			
A-C	208			208			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	594	0.019	11	0.0	6.324	A
C-AB	8	616	0.013	8	0.0	6.073	A
C-A	528			528			
A-B	4			4			
A-C	254			254			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	594	0.019	11	0.0	6.324	A
C-AB	8	616	0.013	8	0.0	6.076	A
C-A	528			528			
A-B	4			4			
A-C	254			254			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	629	0.014	9	0.0	5.951	A
C-AB	6	626	0.010	6	0.0	5.961	A
C-A	431			431			
A-B	4			4			
A-C	208			208			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	654	0.012	8	0.0	5.710	A
C-AB	5	633	0.008	5	0.0	5.881	A
C-A	361			361			
A-B	3			3			
A-C	174			174			