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STRATEGIC RAIL FREIGHT INTERCHANGE

DCO Submission

Environmental Statement

Chapter 3: Transport
Appendix 3.1: Transport Assessment Part 04 of 11 – Appendix 14 – Report to App J

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APPENDIX 14

BTM FORECASTING REPORT

Oxfordshire Strategic Rail Freight Interchange

784-B071478

Forecasting Report: OxSRFI Modelling with the Bicester Transport Model

Revision 4

Oxfordshire Railfreight Ltd / Oxfordshire County Council

23 February 2026

Document prepared on behalf of Tetra Tech Limited. Registered in England number: 01959704

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Acronyms/Abbreviations

Acronyms/Abbreviations	Definition
BTM	Bicester Transport Model
CLP	Cherwell Local Plan
RC	Reference Case
DS	Do Something
VDM	Variable Demand Model
wTP	With Travel Plan
AADT	Annual average daily traffic
AAWT	Annual average weekly traffic
PCUs	Passenger Car Units

1.0 Introduction

1.1 Bicester Transport Model

1.1.1 The Bicester Transport Model is a Variable Demand Model (VDM) of Bicester and the surrounding area. It incorporates a SATURN model with a variable demand element that changes the demand based upon gravity models.

1.1.2 The model is owned by Oxfordshire County Council (OCC), and maintained by Tetra Tech, and has been developed so that future year forecasting of traffic conditions in Bicester can be undertaken. This has included testing of proposed highway and development schemes in order to assess their comparative viability and to aid economic assessment.

1.1.3 There are six time periods within the BTM (0630-0730, 0730-0830, an average hour of 1000-1600, 1600-1700, 1700-1800, and an off-peak period.) The 0630-0730 and 1600-1700 models represent warm-up periods prior to the main peak and provide any additional traffic to the start of AM and PM Peak hours as a result of residual queueing.

1.1.4 Previous Modelling has been conducted by Tetra Tech for OxSRFI, beginning in 2021 through to April 2023. This modelling work, resuming in early 2025, builds upon the previous modelling work, with updates made where required.

1.1.5 The history of the model is discussed in more detail in **Section 2.0**.

1.2 OxSRFI site

1.2.1 The OxSRFI Main Site is located to the south of Ardley in Cherwell District, Oxfordshire. The Site is next to the Chiltern mainline between London and Birmingham and close to the M40 J10 and A43. The extent of the site can be seen in **Figure 1**.

1.2.2 The OxSRFI Main Site lies within the extent of the BTM as shown in **Figure 2**.

Figure 1: Location of OxSRFI (Note: Plan has been sourced from ADC Technical Note 2 referenced ADC1794-RP-H)

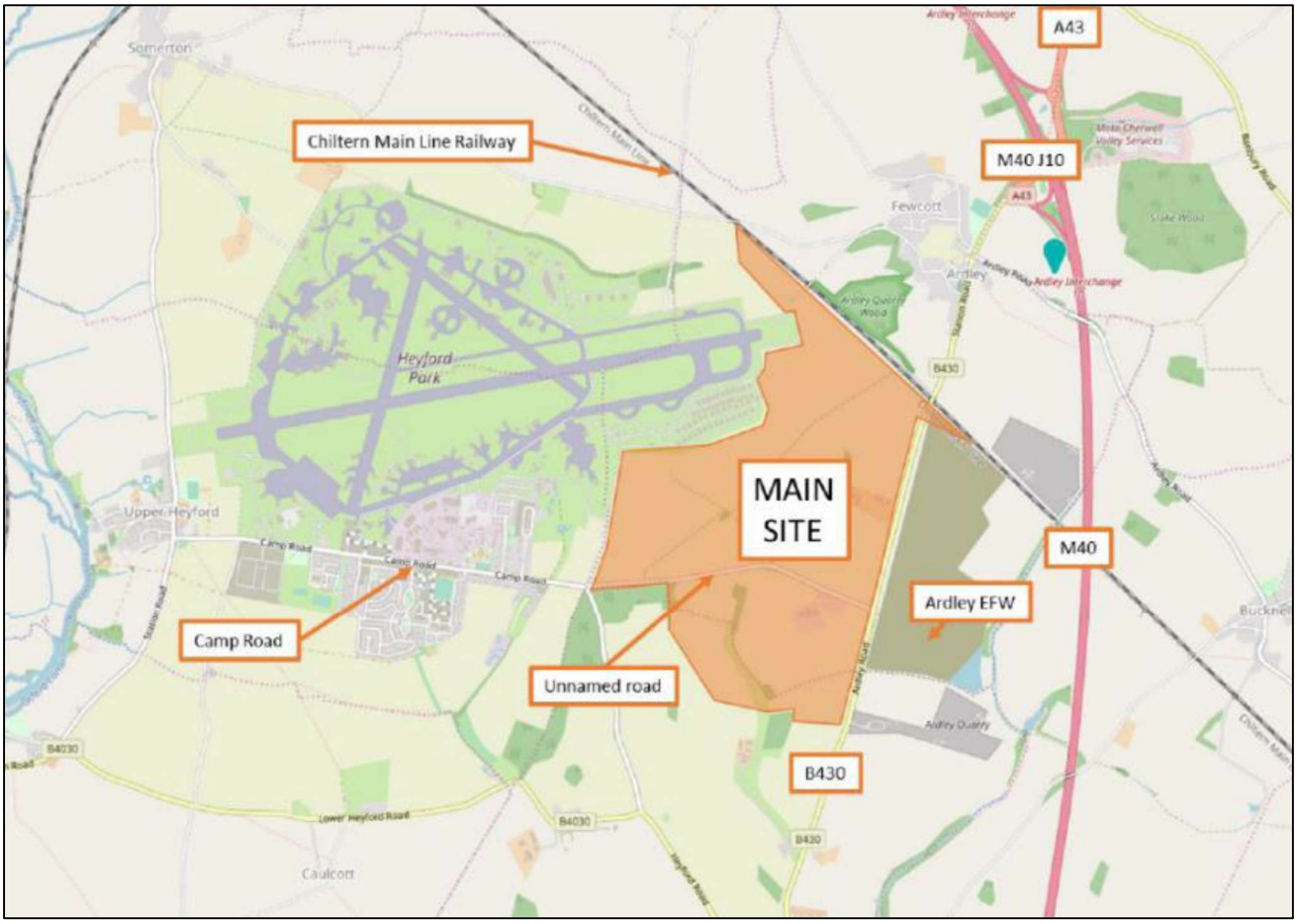
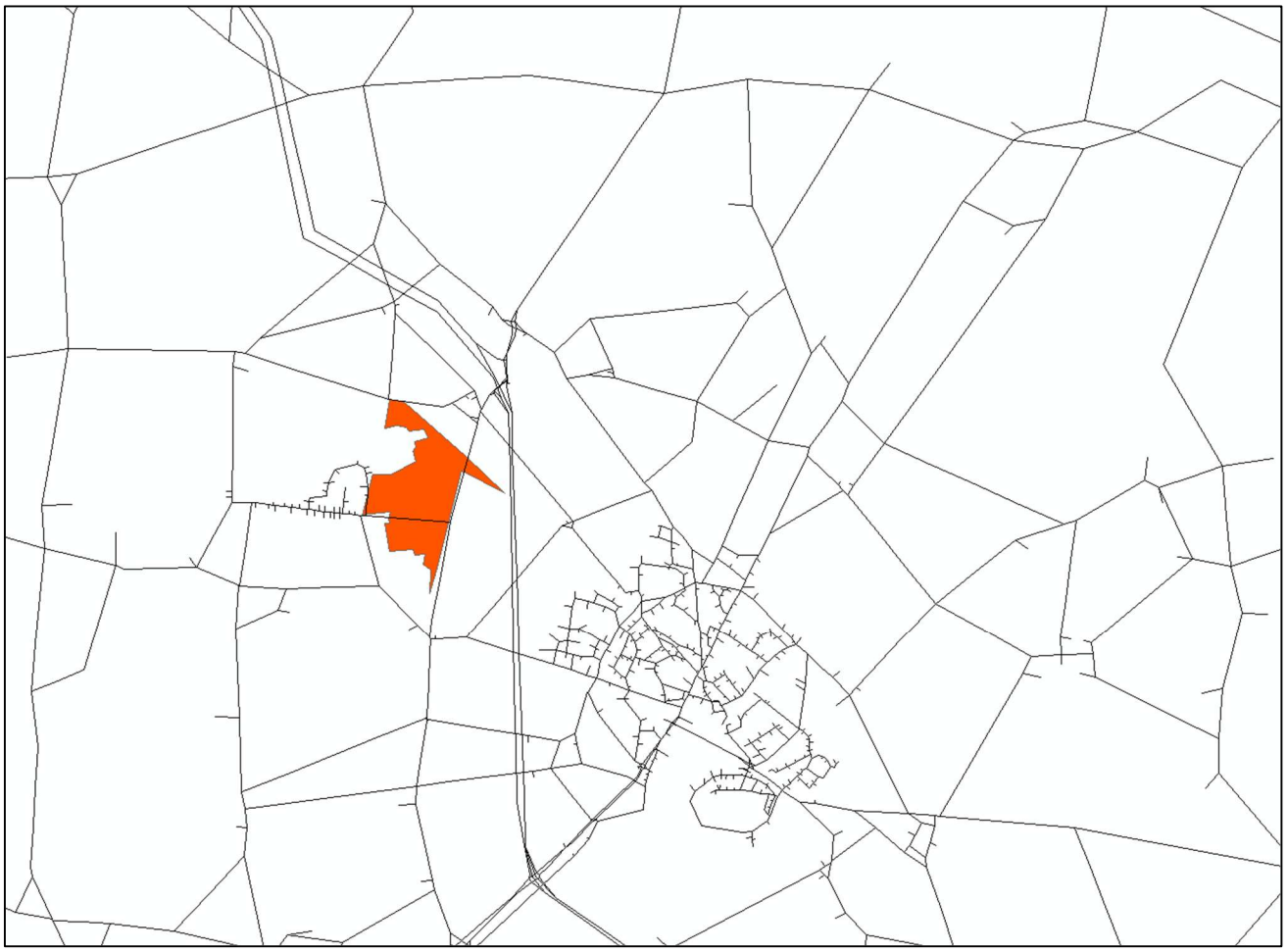


Figure 2: Location of OxSRFI within BTM



2.0 BTM model background

2.1.1 The Bicester Transport Model in its current iteration has a base year of 2016. The model was initially validated to the Department for Transport TAG guidance and details of this are given in the Local Model Validation Report (RT099211-001 LMVR_Issue2 March 2017).

2.1.2 The model has since been updated in 2018 with the Heyford Park Update. While the Bicester Transport Model originally covered the area around Heyford Park, this was to a lower level of detail than Bicester. Heyford Park is immediately to the West of the OxSRFI site.

2.1.3 The model was extended in 2018 to cover this area in more detail and the model rezoned, with the updated model then calibrated and validated. Details of this are

provided in the Addendum to the Local Model Validation Report (RT099211-5-001 July 2018). The model was found to validate well for the 2016 base year.

2.1.4 The 2018 Heyford Park Update model is the latest validated model. Various updates and forecast years have been created and revised in the years since. As explained below, the current version of the model is the OCC approved model for use in development control work, and it has been recently used by OCC to inform the evidence base for the 2042 Cherwell Local Plan.

2.2 Previous OxSRFI BTM modelling

2.2.1 Modelling work on the OxSRFI initially took place in 2021-2023, before resuming in 2025, building upon this previous work.

2.2.2 The BTM model has a base year of 2016 and due to the covid pandemic was not revalidated. Instead a local validation was conducted around the site and on key routes where the LMVR showed potential issues. For this a mix of new data and data from the original LMVR and LMVR Addendum were used. Journey time validation was conducted on the A41, link flow validation on the A43, flow and journey time validation were conducted on both the B4100 and M40 and turning flow validation for the M40 J10. This concluded that in general the model validates well and the model was fit for purpose. This process and the results are described in Tetra Tech Technical Note 1 (August 2021).

2.2.3 An initial check on the Variable Demand Model traffic distribution for the site was undertaken by adding the site onto the existing model with multiple connectors to bypass any expected bottlenecks that would be addressed by the mitigation. This is described in Technical Note 2 (February 2022).

2.2.4 An update of the uncertainty log was conducted to match three forecast years of 2021, 2026 and 2031 (Technical Note 3, April 2022) and then revised in November 2022 to include more developments (Technical Note 3 Addendum, November 2022). A further forecast year of 2028 then replaced 2026 (Technical Note 5, February 2023.) Using the uncertainty log, forecast year models were created.

2.2.5 An additional technical note was prepared on the distribution of light vehicles for the OxSRFI site (Technical Note 4, Feb 2023). This was subsequently revised in this current modelling work and republished in September 2025.

2.2.6 A new forecast year of 2042 was created for OCC in late 2024-early 2025 as part of the modelling for the 2042 Cherwell Local Plan. This work revised the uncertainty log (which has since been further updated for the OxSRFI modelling, as set out above) and updated the model to Tempro 8 / NRTP22. The OxSRFI modelling took this model as its initial starting point.

2.2.7 As part of this work the value of time and vehicle operating costs were also updated to the latest TAG version (May 2024).

3.0 OxSRFI modelling

3.1 Scenarios

3.1.1 For this modelling work multiple scenarios have been identified, with different forecast years. These are grouped into three main categories:

- Reference Case (Without the OxSRFI development)
- Do Something (With the OxSRFI development)
- Other (Any extra scenarios)

3.1.2 The BTM model has a base year of 2016 and forecast year models have been run for 2023, 2024, 2031, 2034 and 2042.

3.1.3 The scenarios have been summarised in **Table 3-1**.

Table 3-1: Scenarios by Year

Year	Reference Case	Do Something	Other
2023			B2023
2024			B2024
2031 (Opening Year)	RC1 SRN	DS1 SRN	
	RC1A SRN	DS1A SRN	
	RC2A	DS2A	DS2A with Travel Plan

Year	Reference Case	Do Something	Other
2034 (Completion)	RC3A	DS3A	DS3A with Travel Plan
		DS5A	DM3A
2042 (Sensitivity)	RC4A	DS4A	DS4A with Travel Plan

3.1.4 In addition to the standard Reference Case and Do Something scenarios there are some other additional scenarios that fall outside these categories. The years 2023 and 2024 have been run to produce outputs for Environmental Studies and are referred to as B2023 and B2024.

3.1.5 There are “with Travel Plan” scenarios for some of the Do Something Scenarios which reduce the light vehicles to and from the OxSRFI site in accordance with the Travel Plan modal share targets. Two further scenarios have been run for the 2034 Completion Year. These are a Do Minimum Scenario which puts all the Development Traffic onto the RC3A network without any mitigation and Do Something 5A. Do Something 5A includes the Tritax site near Baynards Green.

3.1.6 The two SRN scenarios are DfT Circular 01/2022 compliant scenarios. These have a 2031 assessment year but follows the requirements of the Circular with regards to the cumulative development and infrastructure schemes assumptions.

3.1.7 On 3rd July 2025, part way through the modelling, an employment site by Albion Land received a resolution to granted planning permission. This site is located on land each side of the Baynards Green Roundabout, which is one of the mitigation locations for the OxSRFI. The Albion Land scheme also includes a mitigation scheme at the Baynard’s Green Roundabout (see Section 4.1). Following the resolution to grant planning permission, OCC and National Highways requested that the modelling be revised to include the Albion Land development and its mitigation scheme at the Baynard’s Green Roundabout, and these scenarios form the main focus of this report.

3.1.8 However, no decision notice was issued for the Albion Land scheme, and the applications for that scheme were taken back to planning committee by Cherwell District Council on 15 January 2026. The planning applications were refused planning permission at this planning committee, against an officer recommendation for approval. The decision notice has been issued.

3.1.9 The Applicant has been advised by Cherwell District Council that Albion Land intend to appeal the refusal decisions. Therefore, inclusion in the core do-something modelling of the Albion Land scheme provides a robust position for assessment of the potential cumulative effects, should the Albion Land scheme be permitted at appeal, as it includes for traffic generated by that scheme.

3.1.10 However, it is appropriate regarding the layout and operation of the A43 Baynard's Green junction to also consider the relevant scenario without the Albion Land and their proposed improvement scheme at Baynard's Green. That being the RC1 SRN and DS1 SRN scenarios. To differentiate from the scenarios without Albion Land an "A" has been added to the end. Thus, RC1 SRN is "without Albion Land" and RC1A SRN is "with Albion Land." This does not affect 2023 or 2024 as the site is yet to be built.

3.2 Uncertainty Log

3.2.1 OCC and Cherwell District Council provided an uncertainty log containing employment, housing, retail and infrastructure for all the forecast years.

3.2.2 In 2022 the first in a series of revisions to the BTM uncertainty log were made, producing with it a set of future year reference case models as used by the previous modelling work for the OxSRFI.

3.2.3 In late 2024/early 2025 another update of the Uncertainty Log, with a forecast year of 2042, was undertaken for the latest version of the Cherwell Local Plan. This version of the Uncertainty Log was then revised and expanded to cover the years of 2023, 2024, 2031 and 2034. These years, and an additional scenario in 2031 called the DfT Circular, were required for the OxSRFI modelling.

3.2.4 The final Uncertainty Log, covering all five forecast years and the additional 2031 DfT Circular scenario is presented in **Appendix A**.

3.3 Modelling

3.3.1 A full VDM run has been conducted for each of the scenarios, with the exception of the “with travel plan” scenarios. The “with travel plan” scenarios are a post VDM adjustment of their corresponding without travel plan scenario. The travel plan adjustment is detailed in **Section 8.0**.

3.3.2 The Variable Demand Model is described in **Section 6.0**.

3.3.3 Each of the scenarios has been assigned for the AM peak, IP and the PM peak, with outputs produced focusing on the AM and PM peaks. The AM peak is from 07:30 to 08:30 and the PM peak is from 17:00 to 18:00.

3.3.4 Standard outputs of turning movements, V/C plots, Actual flow plots, difference plots and delay plots have been produced for the scenarios.

3.3.5 In addition, AADT/AAWT flows have been output, the calculation of which is detailed in **Section 13.0**.

4.0 Network changes

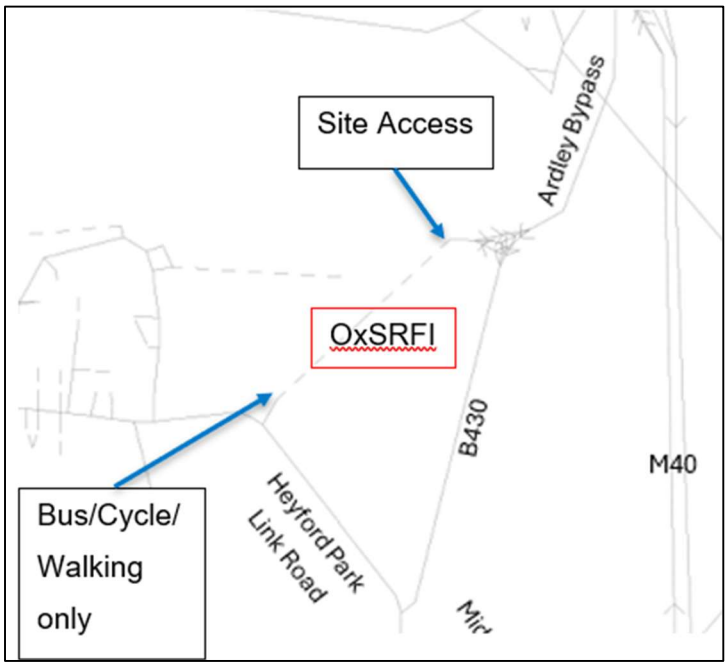
4.1.1 The Highway Network has been updated in accordance with the Uncertainty Log for each year, using the Cherwell Local Plan without Mitigation scenario as an initial starting point. This was developed in late 2024/early 2025. The changes are contained within the infrastructure page of the Uncertainty Log in **Appendix A**.

4.1.2 In addition to the infrastructure changes detailed in the uncertainty log a further infrastructure change has been applied to M40J9 from 2034 onwards, associated with the draft allocated development off the A41 that is included in those years. This approach was agreed with OCC and National Highways. This mitigation adds an extra lane to turn left from the M40 SB diverging slip road and an extra lane round the roundabout to the A34 and onto the roundabout from the A41. This is detailed in the plans contained in **Appendix B part 1: Third party infrastructure schemes**.

4.1.3 The Site is modelled as a single zone in the model, with access onto the network via a roundabout onto the B430. The previous modelling had an additional

connector to the road towards Heyford Park and this has been left in but barred to all Cars, LGVs and HGVs. The Site Access can be seen in **Figure 3**.

Figure 3: OxSRFI site access



4.1 Albion Land Mitigation

4.1.1 The inclusion of the Albion Land Development changes the network at and around the Baynards Green Roundabout.

4.1.2 The Albion Land network changes are as follows:

- Western Site Access (roundabout on B4100)
- Eastern Site Access (signalised junction on B4100)
- Signalisation and redesign of Baynards Green roundabout

4.1.3 The redesign of Baynards Green roundabout includes widening the approach arms to the roundabout, widening of the circulatory, signalisation of all four approach arms and the addition of pedestrian signals on three exit arms. The plan can be seen in **Appendix B part 1: Third party infrastructure schemes**.

4.1.4 These changes have been applied to both the RCA and DSA models.

4.2 OxSRFI Mitigation

4.2.1 The OxSRFI has proposed mitigation which depends upon the forecast year. The highway mitigation for the opening year (2031) is the first phase of the mitigation, with second phase of the highway mitigation in place prior to completion in 2034.

4.2.2 The full mitigation is as follows:

- M40 Junction 10 improvements.
- Further A43 / B4100 Baynards Green junction improvements.
- Ardley Bypass.
- Middleton Stoney Relief Road (MSRR).
- Heyford Park Link Road (HPLR).
- M40 Junction 9 improvements.
- A43 widened to 3 lanes between Baynards Green and M40 J10

4.2.3 The locations of these mitigation measures, with some other key locations can be seen in **Figure 4**, **Figure 5** and **Figure 6**. Technical drawings of these measures are given in **Appendix B part 2: OxSRFI Highway Works**.

Figure 4: Ardley Bypass, MSRR and HPLR Mitigation Measures

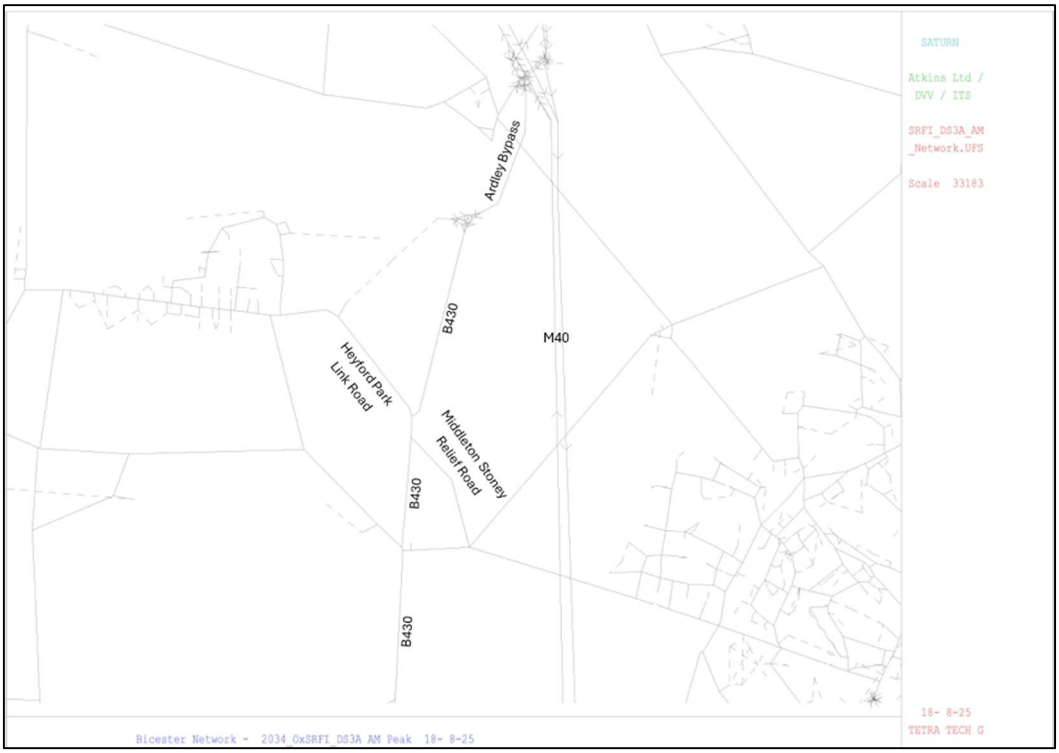


Figure 5: M40 J10, A43, and Baynard's Green Mitigation Measures

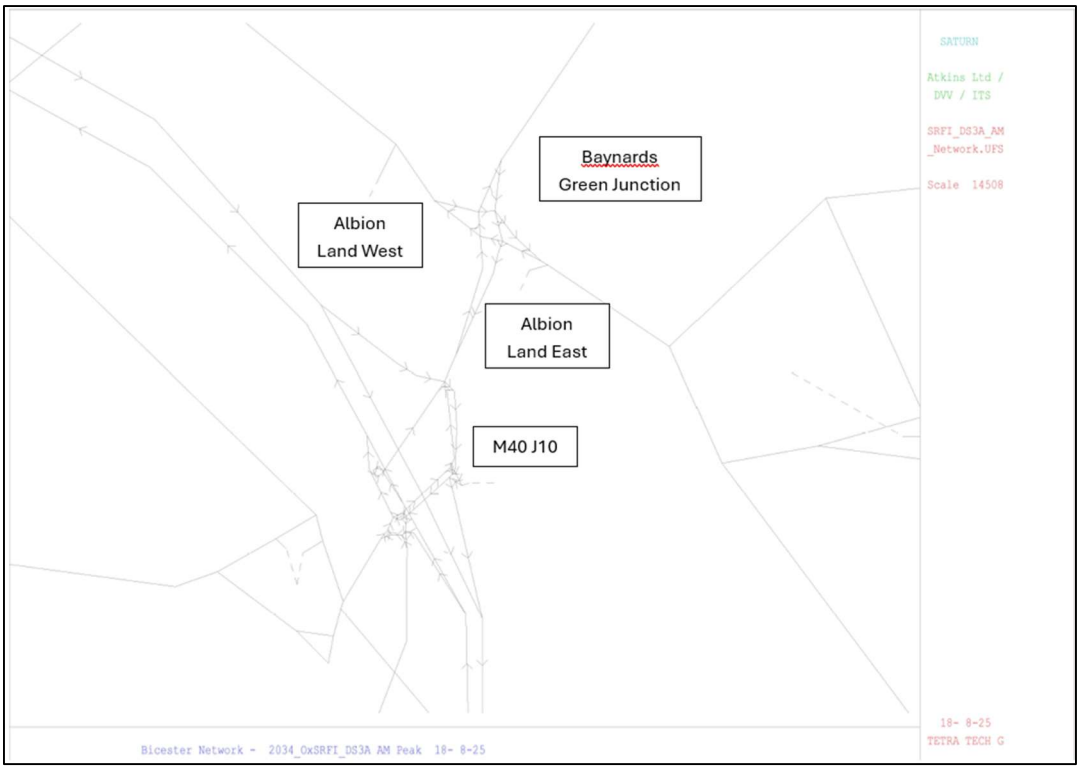
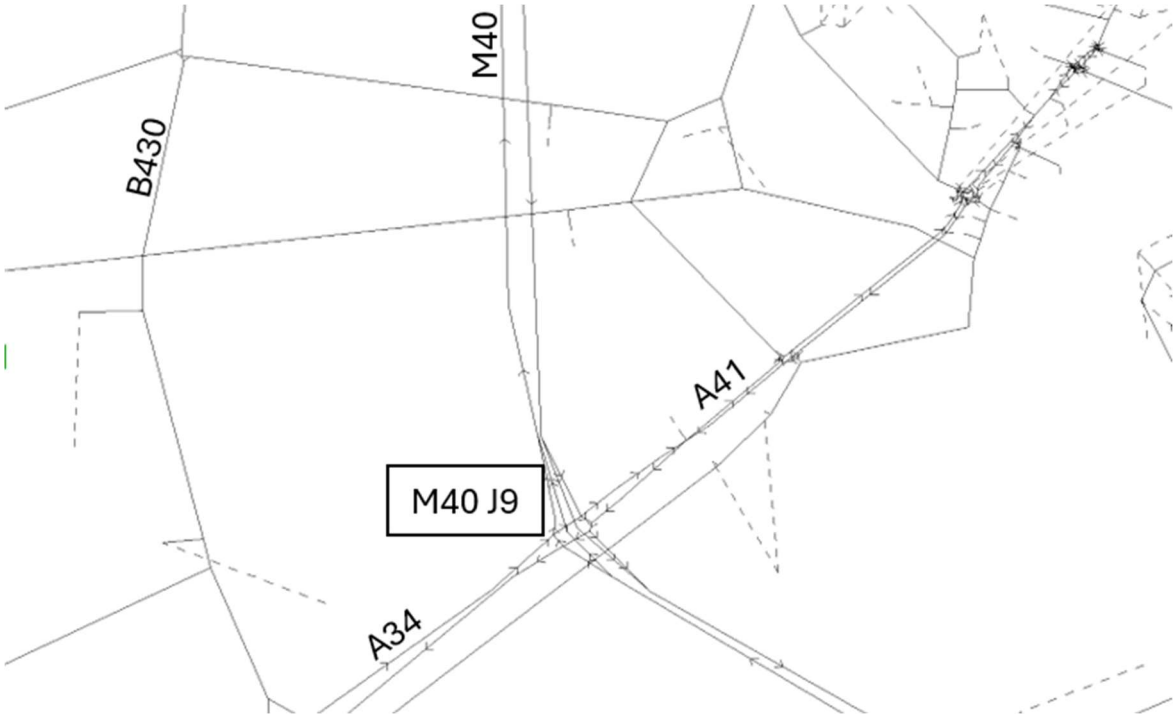


Figure 6: M40 J9 Mitigation Measures



4.2.4 The mitigation will be delivered in two phases. Phase 1 will be for the Opening Year (DS2A), and the full mitigation (Phase 2) will be completed prior to 2034. DS3A and DS4A therefore have the full mitigation. DS1A also contains the full OxSRFI mitigation because it is the DfT Circular scenario, containing the full scheme despite the year being 2031. The Phase 1 improvements and the full mitigation are detailed in **Table 4-1**.

Table 4-1: OxSRFI Mitigation Summary by scenario

Mitigation	Phase 1 (DS2)	Full (DS1/DS3/DS4)
M40 J10 improvements	Ardley Roundabout enlarged to accommodate Ardley Bypass. M40NB on and off slips realigned. Minor amendment to Cherwell roundabout.	Extra M40NB off slip/bridge to A43 on East of M40. Amendments to Padbury junction to accommodate new M40 to A43 NB link. Ardley Roundabout and M40NB on/off slips changes as Phase 1. Further amendments to Cherwell Roundabout.
A43 widening	No	3 lanes between Baynard's Green and M40 J10

Baynard's Green	3 lanes through roundabout from A43S to A43N. Reduces to 2 after roundabout.	As Phase 1
Ardley Bypass	From M40J10 to Principal OxSRFI Site Access Roundabout. Old B430 to Ardley only.	As Phase 1
Middleton Stoney Relief Road	No	Northeast relief road from B430 to B4030
Heyford Park Link Road	No (although Phase 1 would see part of the HPLR constructed, this would be the western part on a similar alignment to the existing Upper Heyford Road and hence no change in modelling terms)	From Heyford Park to B430. Replaces existing road (Upper Heyford Road) to B430.
M40 J9 improvements	No	Extra lane added to signal controlled left turn from A34 to M40NB slip

4.2.5 Several of these junctions are signalised and the timings have been extracted from LinSig files provided by ADC.

4.2.6 The DS1 SRN scenario "without Albion Land" includes the 'OxSRFI only' improvement works at the Baynards Green Roundabout as part of the OxSRFI mitigation. This redesign is different to that proposed by Albion Land.

4.2.7 The DSA scenarios "with Albion Land" include further enhancement, the 'OxSRFI Alternative' scheme, by OxSRFI of the Albion Land signalisation scheme for the Baynards Green Roundabout.

4.3 Other scenario changes

4.3.1 Two scenarios have extra changes. The DM3A network is the same as RC3A but with an additional stub on the B430 by the site to allow the development traffic to load onto the network.

4.3.2 DS5A has the site access junction associated with the Tritax site in addition to the Albion Land and full OxSRFI mitigation. This is a roundabout on the B4100 to the East of the Albion Land Eastern Access.

5.0 Site Trip Generation and Distribution

5.1.1 The BTM has six user classes for the highway assignment, four for cars and two for LGVs and HGVs. These are:

- UC1: Commuter (Car)
- UC2: Employer Business (Car)
- UC3: Other (Car)
- UC4: External (Car)
- UC5: LGV
- UC6: HGV

5.1.2 For the Do Something Scenarios an extra user class has been added to the model for the OxSRFI HGVs.

- UC7: HGV (OxSRFI only).

5.2 OxSRFI Light Vehicle distribution

5.2.1 The trip distribution for employment sites within the VDM is dependent upon the number of jobs. For DS1, DS1A, DS3A and DS4A this has been assumed to be 9,000 full time employees, based on information from ADC. For DS2A the employee numbers are 2,496.

5.2.2 The light vehicle trip generation for the OxSRFI site has been adjusted after the VDM has been run. This is to ensure that the trips match the trip generation given by ADC for the OxSRFI. This process is detailed in Section 4 of Technical Note 4 (September 2025) for DS3A.

5.2.3 For DS2A the adjustment is to the expected trips in the opening year rather than the full site trips.

5.3 OxSRFI HGV distribution

5.3.1 To ensure road and turning movement restrictions are applied correctly, the OxSRFI HGVs have been added as a separate user class (UC7).

5.3.2 The OxSRFI HGVs use the same distribution as the previous OxSRFI modelling in 2022 and 2023. The distribution was developed by combining the distributions for the Warehousing and Rail Freight parts of the site. ADC provided these distributions in terms of Local Authority or MSOA. This was converted into the BTM model zones and multiplied by the site HGV trips for each time period.

5.3.3 All OxSRFI HGVs have been added to UC7 so there are no HGVs of UC6 to and from the site.

6.0 Variable Demand Model

6.1 Matrix generation

6.1.1 The BTM has a base year of 2016. Separate forecast matrices have been produced for each of the scenarios.

6.1.2 The VDM produces synthetic trip matrices based on WebTAG data, the 2011 Census Data, National Travel Survey and Journey to Work Information, in conjunction with the spatial data of the number of houses, the number of employees, the number of pupils and the retail floorspace within each zone being modelled.

6.1.3 The demand model has been calibrated against roadside interview data and using the 2011 Census data / journey to work data. Synthetic Production and Attraction (PA) matrices for a 24-hour period are produced by the demand model, disaggregated by trip purpose, car availability and mode.

6.1.4 The spatial data about the number of houses, the number of employees, the number of pupils and the retail floorspace within each zone has been updated using the Uncertainty Log, TEMPro 8 / NRTP22 and the base 2016 numbers.

6.1.5 Zones outside the area of detailed modelling have been updated using TEMPro 8 / NRTP22 factors between 2016 and each forecast year. Factors for the Household Growth and the Job Growth have been extracted from TEMPro 8.

6.1.6 The output Production and Attraction prior matrices derived from the demand model are converted to AM, IP, PM and the Off Peak (OP) period origin-destination matrices according to derived proportions. Peak period to peak hour factors for each purpose is used to calculate the peak hour matrices for ten purpose types (see below). It should be noted that the OP period is used within the VDM model only and not assessed as part of the highway assignment validation.

6.1.7 There are ten trip purpose types modelled, as follows, comprising both home-based (HB) and non-home-based (NHB) trips:

- HB Commute.
- HB Employer's Business.
- HB Education.
- HB Shopping.
- HB Rest (this comprises all other HB purposes).
- NHB Commute.
- NHB Employer's Business.
- NHB Education.
- NHB Shopping.
- NHB Rest (this comprises all other NHB purposes).

6.1.8 The ten purpose OD highway matrices are aggregated for assignment, giving the following car matrices: Car Commute; Car Employers Business and Car Other for each peak period where Car Other sums the Education, Shopping and Rest purpose types.

6.1.9 The initial VDM matrices are then adjusted to ensure that the car distribution matches the expected car site trip numbers for OxSRFI.

6.2 Assignment

6.2.1 The car adjusted matrices are then assigned using the highway networks for the corresponding scenario and run until convergence.

6.2.2 Convergence is a measure of the extent to which the demand and supply models have reached a balanced equilibrium point. If the model convergence is good, then more confidence can be placed in the economic assessment outputs.

6.2.3 The following criteria are used to determine good convergence:

- %Gap is how close the current flow and cost pattern is to the assignment equilibrium. TAG Unit M3.1 Table 4 notes that the %GAP statistic criterion should be less than 0.1%.
- %FLOW - is the proportion of links in the overall network with flows differing by less than 1% from the previous iteration. TAG Unit M3.1 (Table 4) notes that the %FLOW criteria should exceed 98%.
- %TURN - is the proportion of turns with delay differing by less than 1% from the previous iteration. TAG Unit M3.1 (Table 4) notes that the %TURN criteria should exceed 98%.

6.2.4 If four consecutive iterations manage to achieve the above criteria, then the assignment is considered well converged. The assignment convergence statistics for RC3A and DS3A are presented in **Table 6-1**.

Table 6-1: Convergence Statistics (Best 4 consecutive iterations)

		Iters	% Gap				% Links with Flow Diff < 1%				% Turns with Delay Diff < 1%			
RC3A	AM	74	0.005	0.005	0.005	0.005	97.9	98.6	99.1	99.1	99.9	99.9	99.9	100
	IP	6	0.001	0.001	0.001	0.001	99.3	99.6	100	100	100	100	100	100
	PM	10	0.014	0.014	0.014	0.014	98.8	99.3	99.5	99.4	100	100	99.9	99.9
DS3A	AM	12	0.011	0.011	0.011	0.011	98.5	98.7	99	98.5	99.8	99.9	100	100
	IP	6	0.0007	0.0007	0.0007	0.0007	99.3	99.9	100	99.9	100	100	100	100
	PM	9	0.008	0.008	0.008	0.008	98	98.5	98.7	99.2	99.8	100	99.9	99.9

6.2.5 The column “Iters” refers to the number of iterations required to reach the best 4 consecutive iterations.

6.2.6 The assignment tables for the remaining fifteen scenarios are presented in **Appendix C**. It is noted that five periods, including RC3A AM in **Table 6-1**, did not converge perfectly. In the Appendix these are denoted by * in the far right column. For these the best set of 4 consecutive runs were chosen (based upon the %Flow) and these are presented in the table.

6.2.7 TAG Unit M2 Section 6.3 recommends a %GAP value of less than 0.1% with more problematic systems nearer to 0.2% for VDM convergence. For all of the scenarios which failed to converge based upon the %Flow values the %GAP is well within this limit and not too far from the %Flow criteria. It is therefore concluded that these scenarios are acceptable.

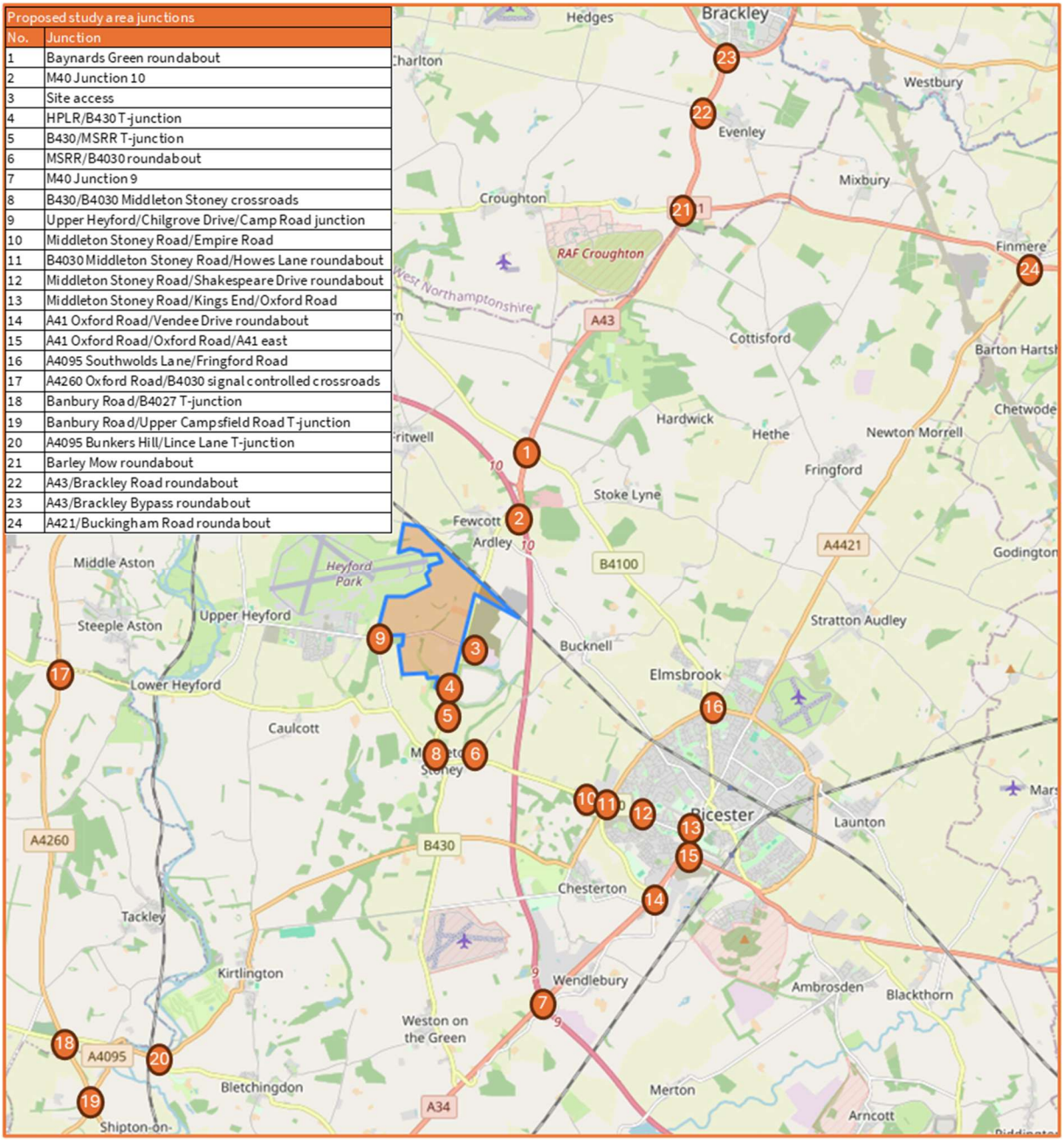
7.0 RC3A and DS3A outputs

7.1 The following section provides outputs from the 2034 scenarios, RC3A and DS3A.

7.2 These outputs are development traffic plots, actual flow plots, V/C plots, difference plots and turning movements for key junctions.

7.3 Multiple plots have been provided for each of these sets of plots to show the study area at a sufficient level of detail. The study area stretches from Brackley in the northeast to just north of Kidlington in the southwest. It is defined by the key junctions as shown in **Figure 7** provided by ADC.

Figure 7: Study Area Junctions



7.4 This is the geographical extent of the study area for DS3A and RC3A. All plots for all scenarios show the same areas.

7.2 Development traffic plots

7.2.1 The development plots provide insight into the traffic flow and traffic flow distribution to and from the site. These are presented in **Appendix D**.

7.2.2 Plots have been provided (in vehicles) for:

- Total Vehicles
- Total in PCUs
- Light vehicles
- HGVs (in vehicles)

7.3 Actual flow plots

7.3.1 Plots presented in **Appendix E** display the total actual flow across all user classes as well as the HGV flow separately. The total vehicles are given in vehicles and PCUs, while the HGVs are in vehicles. Actual flow takes into account vehicular traffic unable to reach its intended destination due to queues.

7.3.2 Comparing the RC3A and DS3A scenarios for both the AM and PM, it is observed that there is significant traffic flow increases along the B4030 between Bicester and Middleton stoney, and along the B430 between Middleton Stoney and M40 J10.

7.3.3 In both cases the development provides some additional traffic flow, though the former can be mostly attributed to the additions of the Middleton Stoney relief road and Heyford Park link road, allowing both development traffic (and general traffic towards Heyford) to avoid the Middleton Stoney crossroads. Whilst the later increase is provided by the improvements around M40 J10 and Ardley roundabout, giving traffic leaving/entering the site easier access to the M40.

7.4 Turning movements

7.4.1 A cordon was set up around the site and M40 J10 to provide data for the VISSIM model. The cordon for RC3A is shown in **Figure 8** and for DS3A in **Figure 9**. The network differs between RC3A and DS3A so there are two extra zones for the "OxSRFI Access" and the "OxSRFI South" (B430 towards Middleton Stoney) in the DS3A scenario. All other zones remain in the same locations. Note that the "B430 South" in the DS3A no longer has access south towards Middleton Stoney because the OxSRFI Highway Works stop up the B430 north of the Principal Site access for vehicle traffic, with all through traffic on the B430 now using the Ardley Bypass.

Figure 8: Cordon extent for RC3A

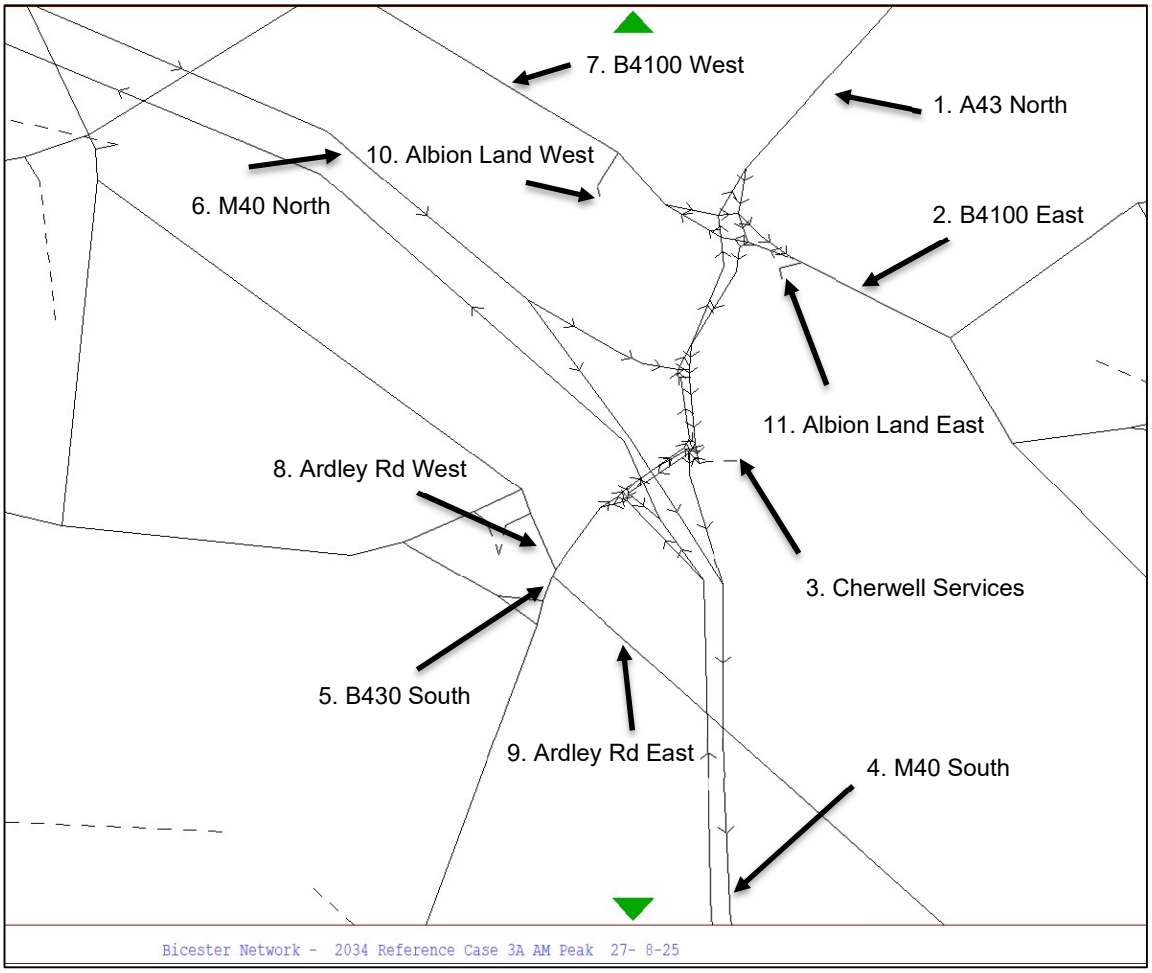
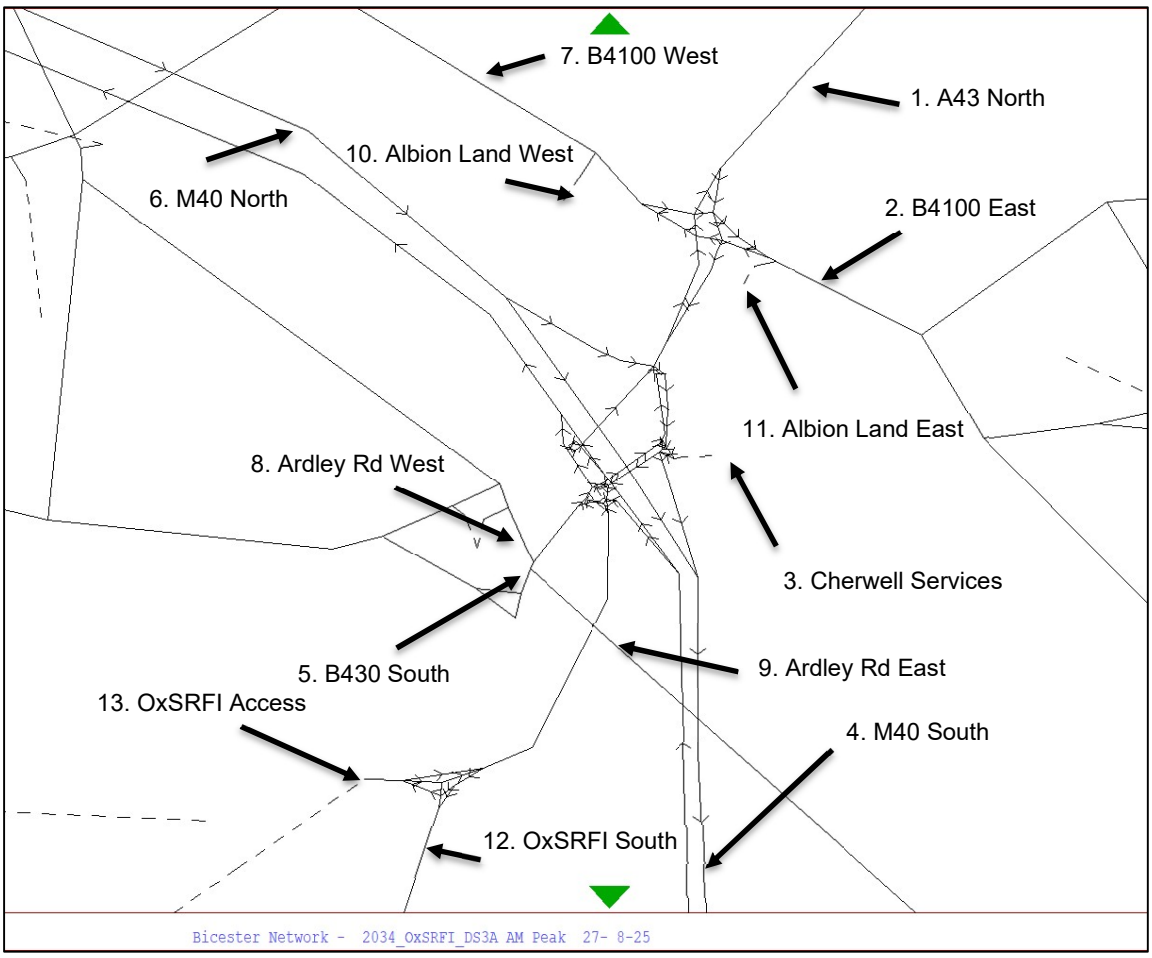


Figure 9: Cordon extent for DS3A



7.4.2 The resulting actual flow matrices are given in **Appendix F** for both the AM and PM and refer to the entrances/exits of the cordon. These also contain a column which gives the % of HGVs for each movement.

7.4.3 Attention is drawn to OD pairing of A43N to M40 South in the AM and the reverse in the PM which both show large increases in flow between RC3A and DS3A independent of the additional traffic flow generated by the OxSRFI site. This is likely due to the improvements at the M40J10 as part of the OxSRFI mitigations.

7.4.4 The observed differences between RC3A and DS3A are logical considering the location of the development and the associated mitigation.

7.4.5 In addition to the M40 J10 cordon a study area has been defined with 24 key junctions (see **Figure 7**). Turning movements have also been extracted at these junctions.

7.4.6 Junctions 1, 2 and 3 can be inferred from the M40 J10 cordon and therefore have not been provided separately. In addition, the study area junctions differ between the Reference Case and Do Something scenarios as some junctions only exist as part of the OxSRFI mitigation. The study area junctions for RC3A are 7-24 and DS3A are 4-24. The turning movements for these junctions are provided in **Appendix G**.

7.5 V/C plots

7.5.1 Volume over capacity plots that give the ratio of link volume (PCU/hr) to link capacity for any link that is above 85% are provided in **Appendix H** for both the AM and PM.

7.5.2 Observations in the AM show significant improvements from the RC3A to the DS3A, in particular at the Middleton Stoney Crossroads and at M40 J10. It can be seen that prior to the mitigation all Crossroad approaches were above 85%, which has since been reduced to a single approach from the east. Similarly, both the M40 diverging slip to Ardley Roundabout and the M40 J10 merging slip southbound exceeded a V/C of 100%: the mitigation here has resulted in both slips dropping below 85%.

7.5.3 An identical picture is presented in the PM, with the same reductions occurring between the RC3A and DS3A.

7.6 Flow difference plots

7.6.1 Flow difference plots for the difference between the DS3A and RC3A networks have been produced for the AM and PM. These are in PCUs and are provided in **Appendix I**.

8.0 Travel Plan adjustment

8.1.1 To reduce the trips to and from the OxSRFI a travel plan has been developed. Three additional scenarios have been run to test the impact of the travel plan upon the traffic within the network. This section details the calculations of how the travel plan has been applied to the existing trip generation for the site.

8.1.2 The travel plan proposes different impacts in the opening year to the two latest years. The process to adjust the matrices remains the same.

8.1.3 There are four car matrices that can be reduced. These have been reduced proportionally. The modal shift trip generation for DS3A/DS4A and DS2A are given in **Table 8-1** and **Table 8-2** respectively for car share, public transport use and walking and cycling. The car trips are reduced by the total of the trips in each of these tables.

Table 8-1: Travel Plan Trip Generation for DS3A and DS4A

Period	Car Share			Public Transport			Walk and Cycle		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM	147	16	163	79	8	87	10	1	11
PM	49	170	219	26	90	116	3	11	14

Table 8-2: Travel Plan trip generation for DS2A

Period	Car Share			Public Transport			Walk and Cycle		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM	15	2	17	15	1	16	0	0	0
PM	5	17	22	5	18	23	0	0	0

8.1.4 It is assumed that anyone who travels by car is equally likely to car share and therefore the reduction will be applied evenly over all the zones.

8.1.5 The total number of trips that will be removed due to car sharing is calculated. The three car matrices are added together. Origin and destination factors are calculated to reduce the current car trips by those who are now car sharing.

8.1.6 The car adjusted matrices are then used as a starting point to remove the new public transport and walking and cycling trips.

8.2 Walking, Cycling and Public transport adjustment

8.2.1 The travel plan also proposes improvements to the walking and cycling provision as well as additional public transport. This will reduce car trips as people instead use alternative modes of transport. It will only affect certain zones which are close enough to benefit from them and the reductions will therefore only be applied to certain zones.

8.2.2 Only zones which are in Upper Heyford or Bicester are considered close enough to walk or cycle to the site and only those in Upper Heyford, Bicester or Banbury will be served by public transport (although travel by train from other origins is possible using the bus service that will link with the railway stations in Bicester, but this has not been modelled).

8.2.3 The trip reductions for walking and cycling are calculated separately to the public transport reduction. They are then combined to give total trip reductions for each location, and factors calculated to reduce the trips evenly over all zones in each location.

8.2.4 Each of the three locations has been given a proportion of how likely they are to have a reduction in walking and cycling or public transport.

8.2.5 The matrices with the travel plan reductions are then assigned and the results analysed. The results from the DS3A “With Travel Plan” scenarios are presented here, with the plots included in the same Appendices as DS3A, the equivalent “without travel plan” scenario which has the same forecast year.

8.2.6 The DS3A “With Travel Plan” scenario is generally shortened to DS3AwTP.

8.3 Development Traffic plots

8.3.1 The Development traffic plots for DS3AwTP are in **Appendix D**. These have been provided for Total PCU, Total vehicles, Light vehicles and HGVs (vehicles).

8.4 Actual flow plots

8.4.1 The Actual flow plots, in Total Vehicles, Total PCU and HGVs (Vehicles), for DS3AwTP are in **Appendix E**.

8.5 Turning movements

8.5.1 The M40J10 cordon used is the same as DS3A. The matrices for the cordon are provided in **Appendix F.**

8.5.2 The study area is the same as DS3A and the study area turning movements are provided in **Appendix G**.

8.6 V/C plots

8.6.1 The V/C plots are in **Appendix H**.

8.7 Flow difference plots

8.7.1 The flow difference plots between DS3AwTP and RC3A (in PCU) are in **Appendix I**.

9.0 Opening year scenarios

9.1.1 The opening year is 2031. There are seven scenarios in the opening year:

- RC1A SRN
- DS1A SRN
- RC2A
- DS2A
- DS2AwTP
- RC1 SRN
- DS1 SRN

9.1.2 The four SRN or Strategic Road Network scenarios are DfT Circular 01/2022 compliant scenarios, with and without the Albion Land scheme.

9.2 Development Traffic plots

9.2.1 The Development traffic plots for DS1A-SRN, DS2A, DS2AwTP and DS1 SRN are in **Appendix J**. These have been provided for Total vehicles, Light vehicles and HGVs.

9.3 Actual flow plots

9.3.1 The Actual flow plots, in both Total Vehicles and HGVs, for RC1A SRN, DS1A SRN, RC2A, DS2A, DS2AwTP, RC1 SRN and DS1 SRN are in **Appendix K**.

9.4 Turning movements

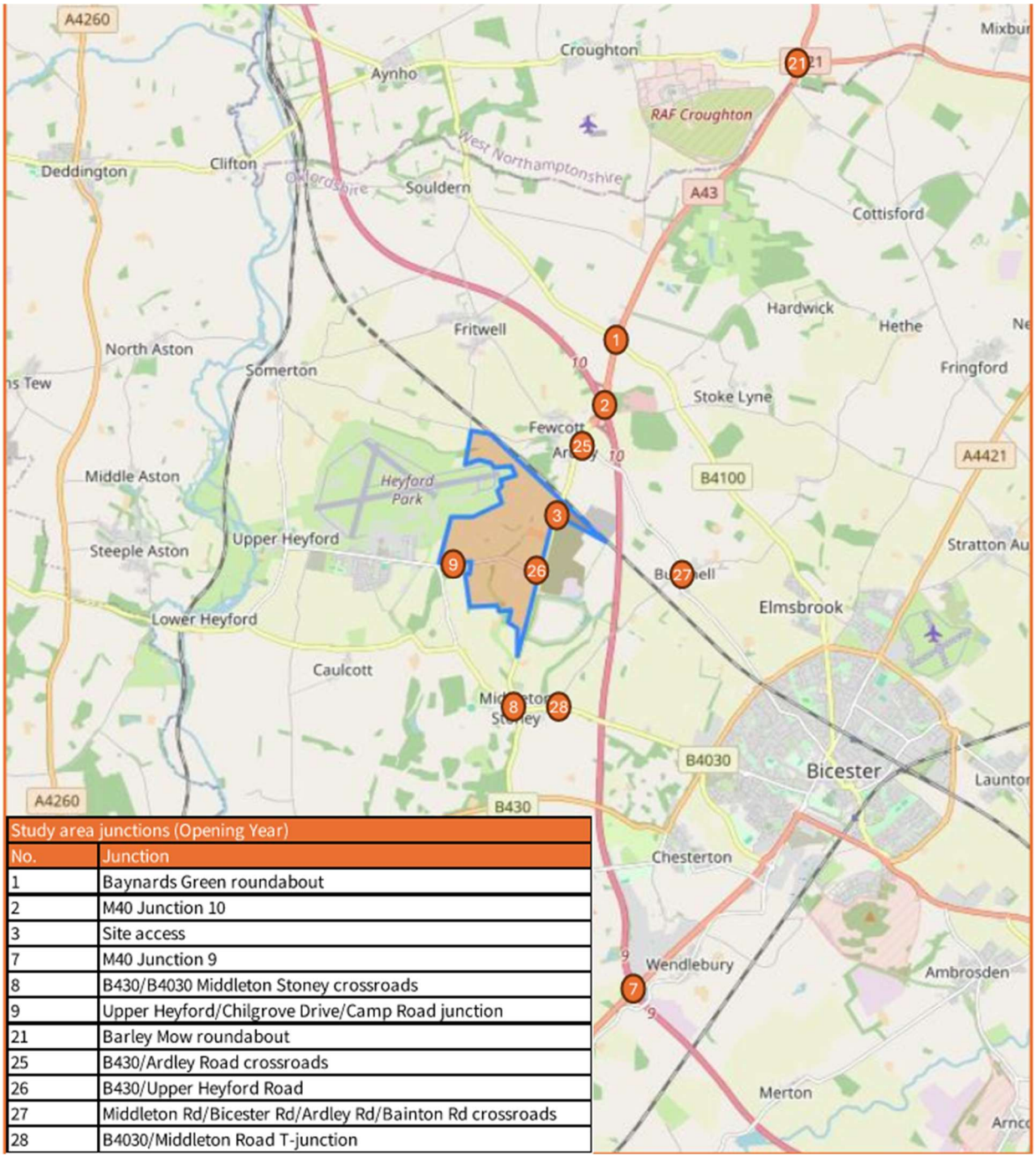
9.4.1 The M40J10 cordon used is the same as for RC3A and DS3A. The matrices for the cordon are provided in **Appendix L.**

9.4.2 For the opening year the study area compromised of a smaller subset of junctions.

9.4.3 For RC1A SRN, DS1A SRN, RC1 SRN and DS1 SRN only junctions 7, 21, 22 and 23 (the SRN junctions) were required in addition to the first three junctions which are provided by the M40J10 cordon.

9.4.4 The study area for RC2A, DS2A and DS2AwTP consists of eleven junctions in total. Four of these are new junctions (25-28), with junctions 1-3 inferred from the M40J10 cordon. The study area is shown in **Figure 10**.

Figure 10: RC2A and DS2A study area junctions



Study area junctions (Opening Year)	
No.	Junction
1	Baynards Green roundabout
2	M40 Junction 10
3	Site access
7	M40 Junction 9
8	B430/B4030 Middleton Stoney crossroads
9	Upper Heyford/Chilgrove Drive/Camp Road junction
21	Barley Mow roundabout
25	B430/Ardley Road crossroads
26	B430/Upper Heyford Road
27	Middleton Rd/Bicester Rd/Ardley Rd/Bainton Rd crossroads
28	B4030/Middleton Road T-junction

9.4.5 The study area turning movements for RC1A SRN, DS1A SRN, RC2A, DS2A, DS2AwTP, RC1 SRN and DS1 SRN are provided in **Appendix M**.

9.5 V/C plots

9.5.1 The V/C plots for RC1A SRN, DS1A SRN, RC2A, DS2A, DS2AwTP, RC1 SRN and DS1 SRN are provided in **Appendix N**.

9.6 Flow Difference plots

9.6.1 The flow difference plots for, DS1A SRN – RC1A SRN, DS2A – RC2A, DS2AwTP – RC2A and DS1 SRN – RC1 SRN are provided in **Appendix O**.

10.0 Further completion year scenarios

10.1.1 In addition to RC3A and DS3A which have been reported upon in **Section 7.0** and the DS3wTP which is reported upon in **Section 8.0** there are two further completion year (2034) scenarios. These are:

- DM3A
- DS5A

10.1.2 Each use RC3A as their reference case scenario to be compared against.

10.1.3 The DM3A is the Do Minimum scenario and consists of the full development loading onto the RC3A network. Therefore, DM3A has no mitigation.

10.1.4 The DS5A is a sensitivity test which includes the Tritax site at Baynards Green in addition to the Albion Land development.

10.2 Development Traffic plots

10.2.1 The Development traffic plots for DM3A and DS5A are provided in **Appendix P** for Total Vehicles, Total Vehicles (PCUs), Light Vehicles and HGVs (Vehicles).

10.3 Actual flow plots

10.3.1 The Actual flow plots (in Total Vehicles, and Total PCUs and HGVs (Vehicles)) for DM3A and DS5A are provided in **Appendix Q**.

10.4 Turning movements

10.4.1 The M40J10 cordon turning movements are provided in **Appendix R**.

10.4.2 Turning movements have been provided for the full study area (junctions 4 to 24) for DS3AwTP and DS5A in **Appendix S**. No study area was defined for DM3A as it is a Do Minimum scenario.

10.5 V/C plots

10.5.1 The V/C plots for DM3A and DS5A are provided in **Appendix T**.

10.6 Flow difference plots

10.6.1 All the three scenarios are compared against RC3A. The flow difference plots for DM3A – RC3A and DS5A – RC3A are provided in **Appendix U**.

11.0 2042 sensitivity scenarios

11.1.1 There are also three sensitivity test scenarios for the year 2042. These are:

- RC4A
- DS4A
- DS4AwTP

11.2 Development Traffic plots

11.2.1 The Development traffic plots for DS4A and DS4AwTP are in **Appendix V**. These are provided for Total Vehicles, Total PCUs and Light Vehicles and HGVs (Vehicles).

11.3 Actual flow plots

11.3.1 The Actual flow plots (in Total Vehicles, Total PCUs and HGVs (Vehicles)) for RC4A, DS4A and DS4AwTP are provided in **Appendix W**.

11.4 Turning movements

11.4.1 The M40 J10 cordon turning movements are provided in **Appendix X**.

11.4.2 The study area for RC4A is the same as for RC3A and the study areas for DS4A and DS4AwTP are the same as DS3A. The turning movements are presented in **Appendix Y**.

11.5 V/C plots

11.5.1 The V/C flow plots for RC4A, DS4A and DS4AwTP are provided in **Appendix Z**.

11.6 Flow difference plots

11.6.1 The flow difference flow plots for DS4A – RC4A and DS4AwTP – RC4A are provided in **Appendix AA**.

12.0 Early scenario plots

12.1.1 In addition to the future forecast year scenarios forecast scenarios were also run for 2023 and 2024 to provide data for the Environmental Studies. Plots for these are provided only for the Actual flow and V/C.

12.2 Actual flow plots

12.2.1 The Actual flow plots (in Total Vehicles, Total PCUs and HGVs (Vehicles)) for B2023 and B2024 are provided in **Appendix BB**.

12.3 V/C plots

12.3.1 The V/C flow plots for B2023 and B2024 are provided in **Appendix CC**.

13.0 AADT/AAWT

13.1.1 As part of the OxSRFI Modelling AADT and AAWT flows have been calculated to enable Environmental Studies to be conducted. Three sets of flows have been provided:

- 8hr AAWT
- 18hr AAWT
- 24hr AADT

13.1.2 These have been provided for the following scenarios:

- B2023
- B2024
- RC1A SRN
- DS1A SRN
- RC2A

- DS2A
- DS2AwTP
- RC3A
- DS3A
- DS3AwTP
- DS4A
- DS4AwTP

13.1.3 The calculation of the 1-way AADT/AAWT flows is detailed in the following subsection.

13.2 AADT/AAWT calculation

13.2.1 The AADT/AAWT flows have been calculated for all links in the network by taking the modelled flows for each time period and combining them together using factors.

13.2.2 For the scenarios without the OxSRFI, the flows are separately output for each of the six user classes and then combined into light vehicles and heavy vehicles. The Do Something differences are detailed in **Section 13.3**. The heavy vehicles are converted from PCU into vehicles using the model factors detailed in **Table 13-1**.

Table 13-1: PCU to Vehicle Factors

Time Period	Factor
AM	1.797
IP	1.794
PM	1.779

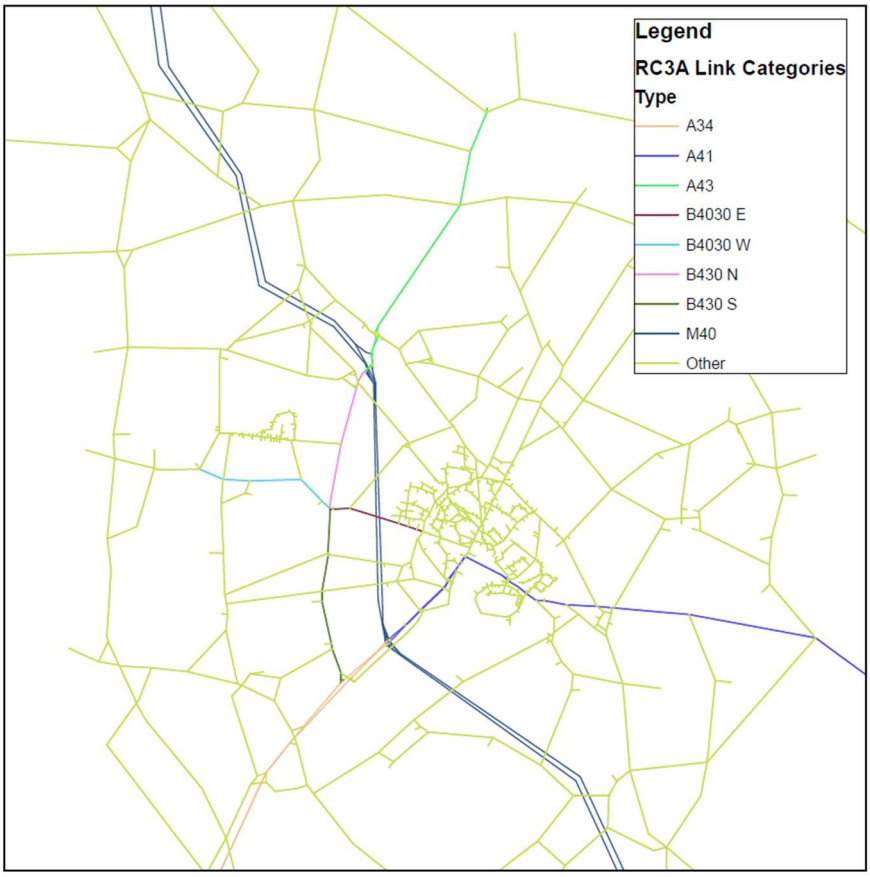
13.2.3 The light vehicle and heavy vehicle numbers for each of the three time periods are then added together and multiplied by a factor to give the 8hr (23:00 – 07:00), 18hr (06:00 – 24:00) and 24hr flows. Separate factors have been calculated for the light vehicles and the heavy vehicles and there is an additional location element.

13.2.4 The factors used were calculated using the available ATC data from multiple survey sites across the area, alongside applicable WebTRIS data. Due to their locations within the network and to account for traffic variations within the region, different factors were derived for some of the key roads.

13.2.5 For each location, vehicle type and time period combination the factor is calculated by taking the average of the factors for all applicable ATC/WebTRIS sites.

13.2.6 There are eight location-based factors for key roads close to the site. All other roads are classed as “other”. Each link in the network has been given one of the nine categories. The categories for RC3A are shown in **Figure 11**. There are some minor differences between scenarios as the networks change but the overall location of each category remain the same.

Figure 11: AADT link categories



13.2.7 The factors that correspond to each of these link types are given in **Table 13-2**.

Table 13-2: Conversion Factors

Road	LV			HV		
	8hr	18hr	24hr	8hr	18hr	24hr
M40	0.487	4.421	4.792	1.043	3.559	4.234
A43	0.383	4.004	4.248	0.923	4.070	4.650
A34	0.352	3.618	3.867	0.699	2.848	3.298
A41	0.388	4.076	4.378	0.772	3.957	4.506
B430 (N)	0.354	3.871	4.181	0.563	9.990	10.795
B430 (S)	0.360	3.937	4.253	0.245	4.345	4.695
B4030 (E)	0.304	2.758	2.948	0.100	1.629	1.682
B4030 (W)	0.311	2.821	3.014	0.123	2.005	2.070
Other	0.267	4.329	4.589	0.465	4.535	4.776

13.2.8 The corresponding factored combined light vehicles and heavy vehicles are added together to give the Total flow for each link. The 8hr AAWT flow is calculated using the 8hr factors.

13.2.9 The factored Total Vehicles and Heavy Vehicle numbers are used to calculate the Heavy Vehicle Proportions for each link. The flow weighted speed is calculated for each link and these four values are combined into a table with location information for further analysis.

13.3 OxSRFI AADT traffic calculation

13.3.1 Scenarios with the OxSRFI are calculated slightly differently as the OxSRFI traffic has different AADT/AAWT factors. The OxSRFI is separated from the rest of the traffic on the links. The Non-OxSRFI traffic AADT is calculated as detailed in **Section 13.2**.

13.3.2 The OxSRFI traffic has different factors based upon whether it is coming towards the site or leaving the site. These factors can be seen in **Table 13-3**.

Table 13-3: OxSRFI development traffic factors

	LV		HV	
	Arrive	Depart	Arrive	Depart
8 hr AAWT	1.8376	1.2626	1.9879	1.9578
18 hr AAWT	5.2598	6.0529	6.0836	6.6751
24 hr AADT	6.6020	6.8731	7.4695	8.1462

13.3.3 Once the OxSRFI development traffic has been factored it is added to the non-OxSRFI traffic and the Total Vehicles, Heavy Vehicles, Heavy Percentage and Speed are calculated using the combined light and heavy vehicle totals. OxSRFI HGV traffic uses a vehicle to PCU factor of 2.

Appendix A: Uncertainty Log

Appendix B: Mitigation Plans

Part 1: **Third party infrastructure schemes**
Part 2: **OxSRFI Highway Works**

Appendix C: SATURN Assignment tables

Appendix D: Development Traffic Plots (DS3A and DS3AwTP)

Appendix E: Actual Flow Plots (RC3A, DS3A and DS3AwTP)

Appendix F: M40J10 Cordon Turning Movements (RC3A, DS3A and DS3AwTP)

Appendix G: Study area turning movements (RC3A, DS3A and DS3AwTP)

Appendix H: V/C Plots (RC3A, DS3A and DS3AwTP)

Appendix I: Flow difference plots (DS3A-RC3A and DS3AwTP-RC3A)

Appendix J: Development traffic plots (DS1A SRN, DS2A and DS2AwTP with DS1 SRN)

Appendix K: Actual flow plots (RC1A SRN, DS1A SRN, RC2A, DS2A and DS2AwTP with RC1 SRN and DS1 SRN)

Appendix L: M40J10 cordon (RC1A SRN, DS1A SRN, RC2A, DS2A and DS2AwTP with RC1 SRN and DS1 SRN)

Appendix M: Study area turning movements (RC1A SRN, DS1A SRN, RC2A, DS2A and DS2AwTP with RC1 SRN and DS1 SRN)

Appendix N: V/C Plots (RC1A SRN, DS1A SRN, RC2A, DS2A and DS2AwTP with RC1 SRN and DS1 SRN)

Appendix O: Flow difference plots (DS1A SRN-RC1A SRN, DS2A-RC2A and DS2AwTP-RC2A with DS1 SRN – RC1 SRN)

Appendix P: Development traffic plots (DM3A and DS5A)

Appendix Q: Actual flow plots (DM3A and DS5A)

Appendix R: M40J10 cordon (DM3A and DS5A)

Appendix S: Study area turning movements (DS5A)

Appendix T: V/C Plots (DM3A and DS5A)

Appendix U: Flow difference plots (DM3A-RC3A, DS5A-RC3A)

Appendix V: Development traffic plots (DS4A and DS4AwTP)

Appendix W: Actual flow plots (RC4A, DS4A and DS4AwTP)

Appendix X: M40J10 cordon (RC4A, DS4A and DS4AwTP)

Appendix Y: Study area turning movements (RC4A, DS4A and DS4AwTP)

Appendix Z: V/C Plots (RC4A, DS4A and DS4AwTP)

Appendix AA: Flow difference plots (DS4A-RC4A, DS4AwTP-RC4A)

Appendix BB: Actual flow plots (B2023 and B2024)

Appendix CC: V/C plots (B2023 and B2024)

Appendix A: Uncertainty Log

ID	Name	Dev Type	2023	2024	DfT Circular (2031)	2031	2034	2042	Certainty
Inf101	London Road level crossing	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf102	NW Bicester: Internal road network	Infrastructure	Partial	Partial	Yes	Yes	Yes	Yes	Near Certain
Inf103	NW Bicester: Strategic Link Road	Infrastructure	No	No	Yes	Yes	Yes	Yes	More Than Likely
Inf104	SE Bicester Wretchwick Green	Infrastructure	Partial	Partial	Yes	Yes	Yes	Yes	Near Certain
Inf105	SE Bicester Additional Area	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	More Than Likely
Inf109	Western peripheral corridor	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf110	Western peripheral corridor	Infrastructure	No	No	Yes	Yes	Yes	Yes	More Than Likely
Inf111	Eastern peripheral corridor	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Completed
Inf112	Eastern peripheral corridor	Infrastructure	No	No	No	No	No	No	Hypothetical
Inf113	Eastern peripheral corridor	Infrastructure	No	No	No	No	No	No	Hypothetical
Inf114	Eastern peripheral corridor:	Infrastructure	No	No	Yes	Yes	Yes	Yes	More Than Likely
Inf115	Pioneer Road roundabout improvements	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Completed
Inf155b	Ploughley Road	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf116	Southern peripheral corridor:	Infrastructure	No	No	No	No	No	No	Hypothetical
Inf117	London Road level crossing solution	Infrastructure	No	No	No	Yes	Yes	Yes	More Than Likely
Inf118	Oxford Rd / Pingle Drive juncrion	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Completed
Inf119	A41/ Neunkirchen Way Roundabout (Rodney House)	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Completed
Inf120	A41 Oxford Rd / Boundary Way roundabout	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Completed
Inf122	Bus Route S5/X5	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Near Certain
Inf123	Bus Route 25A (Now renamed 250)	Infrastructure	1ph	1ph	Yes	Yes	1ph	1ph	Near Certain
Inf124	Bus Route 500	Infrastructure	No	No	Yes	Yes	Yes	Yes	More Than Likely
Inf125	Bus Route E2	Infrastructure	No	No	Yes	Yes	Yes	Yes	More Than Likely
Inf126	Bus Route E3	Infrastructure	No	No	Yes	Yes	Yes	Yes	More Than Likely
Inf127	Bus Route 21	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Near Certain
Inf128	Bus Route SEB	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	More Than Likely
Inf129	Bus Route GH	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	More Than Likely
Inf130	Bus Route 26	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	More Than Likely
Inf131	Reading – Bedford with a headway of 60 minutes all day;	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	More Than Likely
Inf132	Reading – Milton Keynes with a headway of 60 minutes all day;	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	More Than Likely
Inf133	Bletchley – Milton Keynes with a headway of 60 minutes all day;	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	More Than Likely
Inf134	Milton Keynes – Marylebone with a headway of 60 minutes all day.	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	More Than Likely
Inf135	Evergreen3 from Chiltern Railway	Infrastructure	N/A	N/A	N/A	N/A	N/A	N/A	Completed
Inf136	Kingsmere Retail Mitigation Scheme	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Near Certain
Inf137	Bicester 10 transport mitigation	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf138	Bicester 11 Transport Mitigation	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Completed
Inf139	Skimmingdish Lane housing site mitigation	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Completed
Inf140	A4095 / A4260 Shipton Junction	Infrastructure	No	No	No	Yes	Yes	Yes	Near Certain
Inf141	Bicester 4	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf142	Heyford Park Existing Permission Infrastructure	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Completed
Inf143	HPA Mitigation: Public transport	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf145	HPA Mitigation: M40 J10	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf146	HPA Mitigation: B430 / Unammed Road Junction	Infrastructure	No	No	No	Yes	Yes	Yes	Near Certain
Inf147	HPA Mitigation:Hopcrofts Holt Junction	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf148	HPA Mitigation: Middleton Stoney Junction	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf149	HPA Mitigation: Ardley Village B430 Signalisation	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf150	HPA Mitigation: Chilgrove Drive / Camp Road Junction Upgrade	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf151	Great Wolf Lodge, Chesterton	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf152	Bicester Heritage (Hotel)	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf153	Bicester Heritage (Experience Quarter)	Infrastructure	No	No	Yes	Yes	Yes	Yes	More Than Likely
Inf154	Bicester Heritage (Innovation Quarter)	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf155	Bicester Catalyst	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Completed
Inf156	Siemens (Tritax Symmetry) - M40J9	Infrastructure	No	No	No	Yes	Yes	Yes	Near Certain
Inf157	Land at Lechmere Farm, Camp Road, Upper Heyford (Pye Homes)	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf158	Land south of Heyford Grange, Letchmere Farm, Upper Heyford (Pye Homes)	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf159	Bicester Sports Association (Chesterton)	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf161	Bicester Central Corridor	Infrastructure	No	No	No	Yes	Yes	Yes	Near Certain
Inf162	40mh on Biceter Ring Road	Infrastructure	Yes	Yes	Yes	Yes	Yes	Yes	Completed
Inf158	Land south of Heyford Grange, Letchmere Farm, Upper Heyford (Pye Homes)	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain
Inf159	Bicester Sports Association (Chesterton)	Infrastructure	No	No	Yes	Yes	Yes	Yes	Near Certain

Bicester Transport Model Uncertainty Log - All Scenarios
Infrastructure Schemes

ID	Name		Dev Type	2023	2024	DfT Circular (2031)	2031	2034	2042	Certainty
Res101	Bicester Community Hospital Kings End		C3Dwellings	14	14	14	14	14	14	Completed (March 2017)
Res103	BICESTER 13: Gavray Drive		C3Dwellings	0	0	250	250	250	250	More Than Likely
Res104a	BICESTER 2: Graven Hill		C3Dwellings	0	0	0	0	283	1036	More Than Likely
Res104b	BICESTER 2: Graven Hill		C3Dwellings	446	446	1064	1064	1064	1064	Near Certain
Res105	KINGSMERE (South West Bicester) - Phase 1		C3Dwellings	1744	1744	1744	1744	1744	1744	Near Certain
Res106	Land at Skimmingdish Lane		C3Dwellings	46	46	46	46	46	46	Completed (Sept 2019)
Res107	Land South of Church Lane (Old Place Yard and St Edburgs)		C3Dwellings	0	0	14	14	14	14	Near Certain
Res108	Land South of Talisman Road		C3Dwellings	125	125	125	125	125	125	Completed (March 2018)
Res109	BICESTER 1: North West Bicester Eco-Town Exemplar Site		C3Dwellings	373	373	412	412	412	412	Near Certain
Res110a	BICESTER 1: North West Bicester Phase 2 (Remainder)		C3Dwellings	0	0	530	530	530	530	Near Certain
Res110b	BICESTER 1: North West Bicester Phase 2 (Remainder)		C3Dwellings	0	0	0	0	845	3100	More Than Likely
Res111	South East Bicester (Wretchwick Green) (Bicester 12)		C3Dwellings	0	0	1500	1050	1173	1500	More Than Likely
Res112a	BICESTER 3: South West Bicester Phase 2		C3Dwellings	401	401	649	649	649	649	Completed
Res112b	BICESTER 3: South West Bicester Phase 2		C3Dwellings	0	0	0	0	26	96	More Than Likely
Res115	Windfall Allowance (<10 dwellings)		C3Dwellings			208	208	208	208	-
Res116	Land at Bessemer Close / Launton Road		C3Dwellings	0	0	0	0	0	0	Completed (Dec 2019)
Res118i	VILLAGES 5: Former RAF Upper Heyford		C3Dwellings	813	843	1784	1784	1784	1784	Near Certain
Res118ii	VILLAGES 5: Former RAF Upper Heyford		C3Dwellings	5	135	998	340	519	998	Near Certain
Res121	Inside Out Interiors, 85-87 Churchill Road, Bicester		C3Dwellings	0	0	10	10	10	10	More Than Likely
Res122	Kings End Antiques, Kings End, Bicester		C3Dwellings	0	10	0	0	0	0	More Than Likely
Res123	Bicester Gateway Business Park, Wendlebury Road, Bicester (Phase 1B)		C3Dwellings	0	0	273	273	273	273	More Than Likely
Res124	The Paddocks, Chesterton		C3Dwellings	45	45	45	45	45	45	More Than Likely
Res126	Land North Of Oak View, Weston On The Green		C3Dwellings	0	20	0	0	0	0	More Than Likely
Res129	UNALLOCATED SITE (10 or more dwellings)		C3 Dwellings	0	0	0	0	0	0	
Res130	UNALLOCATED SITE (10 or more dwellings)		C3 Dwellings	0	0	0	10	10	10	
Res131	UNALLOCATED SITE (10 or more dwellings)		C3 Dwellings	0	0	0	65	65	65	
Res132	UNALLOCATED SITE (10 or more dwellings)		C3 Dwellings	0	0	0	66	66	66	
Res133	UNALLOCATED SITE (10 or more dwellings)		C3 Dwellings	0	0	0	84	84	84	
Res134	UNALLOCATED SITE (10 or more dwellings)		C3 Dwellings	0	0	0	55	55	55	
Res135	UNALLOCATED SITE (10 or more dwellings)		C3 Dwellings	0	0	0	147	147	147	
Res136	UNALLOCATED SITE (10 or more dwellings)		C3 Dwellings	0	0	0	120	120	120	
Res137	Bicester H1: North West Bicester (Cherwell Local Plan)		C3 Dwellings	0	0	0	0	943	3458	

Bicester Transport Model Uncertainty Log - All Scenarios
Residential Developments

ID	Name		Dev Type	2023	2024	DfT Circular (2031)	2031	2034	2042	Certainty
Emp101a	NW Bicester (Bicester 1)		Number of Jobs	1000	1000	1,000	1,000	1000	1,000	Completed
Emp101b	NW Bicester (Axis Jn 9 Phase 3)		Number of Jobs	0	0	200	200	200	200	More than likely
Emp102	Graven Hill (Bicester 2)		B8	0	0	104008	104,008	104008	104,008	Near Certain
Emp103	Bicester Business Park (Bicester 4)		B1(a)	0	0	60,000	60,000	60000	60,000	Near Certain
Emp104a	Bicester Gateway (Bicester 10 - Phase 1)		B1(a)	0	0	14,972	14,972	14972	14,972	Near Certain
Emp104b	Bicester Gateway (Bicester 10 - Phase 1)		Hotel	50	50	50	50	50	50	Completed
Emp105a	NE Bicester Business Park (Bicester 11)		B2	14,492	14,492	14,492	14,492	14492	14,492	Completed
Emp105b	NE Bicester Business Park (Bicester 11)		B8	33,816	33,816	33,816	33,816	33816	33,816	
Emp106a	Wretchwick Green (Bicester 12)		B1(c)	0	0	7,000	7,000	7000	7,000	Near Certain
Emp106b	Wretchwick Green (Bicester 12)		B8	0	0	62,708	62,708	62708	62,708	
Emp107	SE Bicester (Symetry Park) (Bicester 12)		Number of Jobs	0	0	1481	1481	1481	1,481	Near Certain
Emp114	Bicester Village Phase 4		Retail	5,181	5,181	5,181	5,181	5181	5,181	Completed
Emp115	Bicester Gateway (Kingsmere Retail)		Retail	9,913	9,913	9,913	9,913	9913	9,913	Near Certain
Emp116	McDonalds Drive-thru		Retail	548	548	548	548	548	548	Completed
Emp118	Heyford Park		Number of Jobs	40	40	1,181	1,181	1181	1,181	Near Certain
Emp119	Great Wolf Lodge, Chesterton		Number of Jobs	0	0	460	460	460	460	Near Certain
Emp120	Ardley Energy Recovery Facility [3]		Number of Jobs	0	0	0	0	0	0	Completed
Emp121	Bicester Heritage (Hotel)		Number of Jobs	0	0	180	180	180	180	Near Certain
Emp122a	Bicester Heritage (Experience Quarter)		Number of Jobs	0	0	200	200	200	200	More than likely
Emp122b	Bicester Heritage (Experience Quarter)		Number of Visitors	0	0	625	625	625	625	More than likely
Emp123a	Bicester Heritage (Extension to technical site)		B1(c)	2,177	2,177	2,177	2,177	2177	2,177	Completed
Emp123b	Bicester Heritage (Extension to technical site)		B2	2,177	2,177	2,177	2,177	2177	2,177	
Emp123c	Bicester Heritage (Extension to technical site)		B8	2,177	2,177	2,177	2,177	2177	2,177	
Emp124a	Bicester Heritage (Innovation Quarter)		B1(c)	0	0	7,331	7,331	7331	7,331	Near Certain
Emp124b	Bicester Heritage (Innovation Quarter)		B2	0	0	7,331	7,331	7331	7,331	
Emp124c	Bicester Heritage (Innovation Quarter)		B8	0	0	7,331	7,331	7331	7,331	
Emp125a	Bicester Catalyst		Number of Jobs	0	0	1,049	1,049	1049	1,049	Under Construction
Emp125b	Bicester Catalyst		Number of Jobs	110	110	110	110	110	110	
Emp126	Siemens (Tritax Symmetry) - M40J9		Number of jobs	0	0	1,315	1,315	1315	1,315	Reasonably Forseeable
Emp127	BICESTER E1		Number of jobs	0	0	0	0	1588	1,588	Reasonably foreseeable
Emp128	BICESTER E2		Number of jobs	0	0	0	0	0	854	Reasonably foreseeable
Emp129	BICESTER E3		Number of jobs	0	0	0	0	658	5,793	Reasonably foreseeable
Emp130	BICESTER E4		Number of jobs	0	0	0	0	1279	4,688	Reasonably foreseeable
Emp131	BICESTER E5		Number of jobs	0	0	0	0	169	618	Reasonably foreseeable
Emp132	Suhner House, Telford Road		Number of jobs	0	0	0	0	-16	-60	Reasonably foreseeable
Emp133	1 Talisman Road Bicester OX26 6HR		Number of jobs	0	0	0	0	15	56	Reasonably foreseeable
Emp134	Bicester Town Centre, Manorsfield Rd		Number of jobs	0	0	0	0	22	81	Reasonably foreseeable
Emp135	29 Murdock Road and 34B Murdock Road		Number of jobs	0	0	0	0	-12	-43	Reasonably foreseeable

Completion quantum and land use split (B1 / B2 / B8) remains as per previous uncertainty log
Completion quantum and / or land use slpit (B1 / B2 / B8) has been updated since previous uncertainty log.
Development was not in previous uncertainty log

Notes: (1) Completion rates are in square metres (sqm) of floor area, unless specified otherwise.

Bicester Transport Model Uncertainty Log - All Scenarios
Employment Development

ID	Name		Dev Type							Certainty
				2023	2024	DfT Circular (2031)	2031	2034	2042	
Sch101	Bicester – SW (Kingsmere)		600 place secondary school	600	600	600	600	600	600	Completed
Sch102	Bicester – SW (Kingsmere)		Primary	0	0	210	210	210	210	Completed
Sch103	Bicester – S (Graven Hill)		Primary: 2FE plus nursery	0	60	420	420	420	420	Completed
Sch104	Bicester – NW (Ecotown)		3 - 4 primaries	420	420	1365	1365	1365	1365	More Than Likely
Sch105	Bicester – NW (Ecotown)		Secondary	0	0	1200	1200	1200	1200	More Than Likely
Sch106	Bicester – SE		Primary: 2fe	0	0	420	420	420	420	More Than Likely
Sch107	Longfield		Primary	58	58	101	101	101	101	Completed
Sch108	Launton		Primary	35	35	0	35	35	35	Hypothetical
Sch109	St Edburgs		Primary	169	169	528	528	528	528	Completed
Sch110	Upper Heyford committed		Primary	0	0	0	280	280	280	Near Certain
Sch111	Upper Heyford committed		Secondary	0	0	180	180	180	180	Near Certain
Sch112	Upper Heyford allocation		Primary	0	0	0	315	315	315	Reasonably Foreseeable
Sch113	Upper Heyford allocation		Secondary	0	0	315	315	315	315	Reasonably Foreseeable
Sch114	Bicester		Primary	150	180	210	210	210	210	More Than Likely

Bicester Transport Model Uncertainty Log - All Sceanrios
Education Development

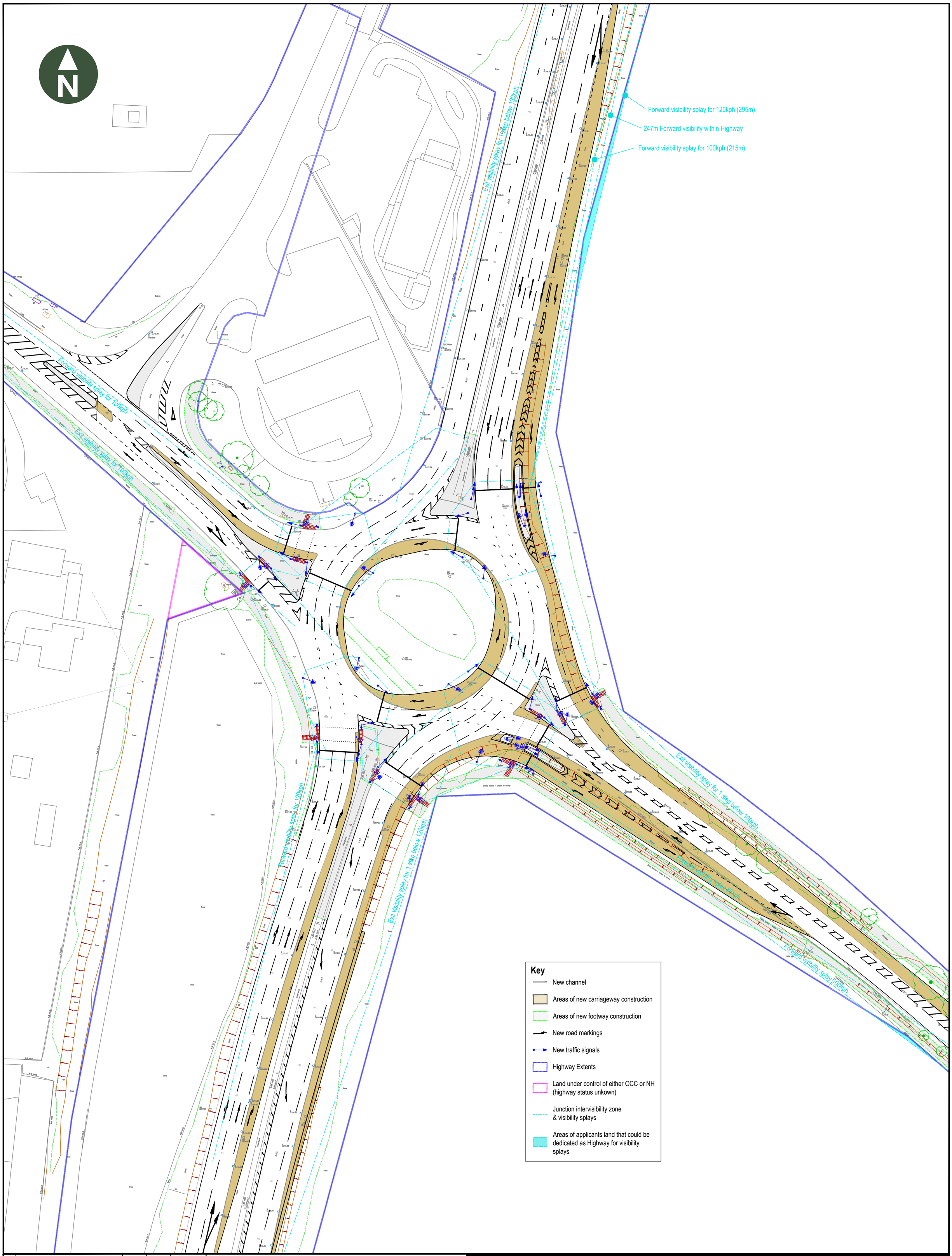
ID	Name	Dev Type	2023	2024	DfT Circular	2031	2034	2042	Certainty
Ret1	Bicester Village Phase 4	A1	5181	5181	5181	5181	5181	5181	Completed
Ret2	Bicester Gateway (Kingsmere Retail) (Bicester 3)	A1 / A3 / D2	9913	9913	9913	9913	9913	9913	Completed
Ret3	McDonalds Drive-thru	A1 / A5	548	548	548	548	548	548	Completed

Notes: (1) Completion rates are in square metres (sqm) of floor area.

Bicester Transport Model Uncertainty Log - All Sceanrios
Retail Development

Appendix B: Mitigation Plans

Part 1: **Third party infrastructure schemes**



REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only. White lining is indicative only.
2. Do not scale.
3. Topographical survey provided by National Highways

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Symmetry Park

A43 / B4100 Baynards Green Roundabout
Junction Improvement
General Arrangement

DRAWN:	CHECKED:	DATE:	SCALES:
RB	JB	15.05.23	1:500 @A1

Tritax Symmetry

SLR

DRAWING NUMBER:	REVISION:
216285/A/14	A

B4100

Albion Land
B4100 West Access

Medkre

Baynard House

0 25 50 Meters

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REV	DESCRIPTION	DRAWN	INITIALS	DATE

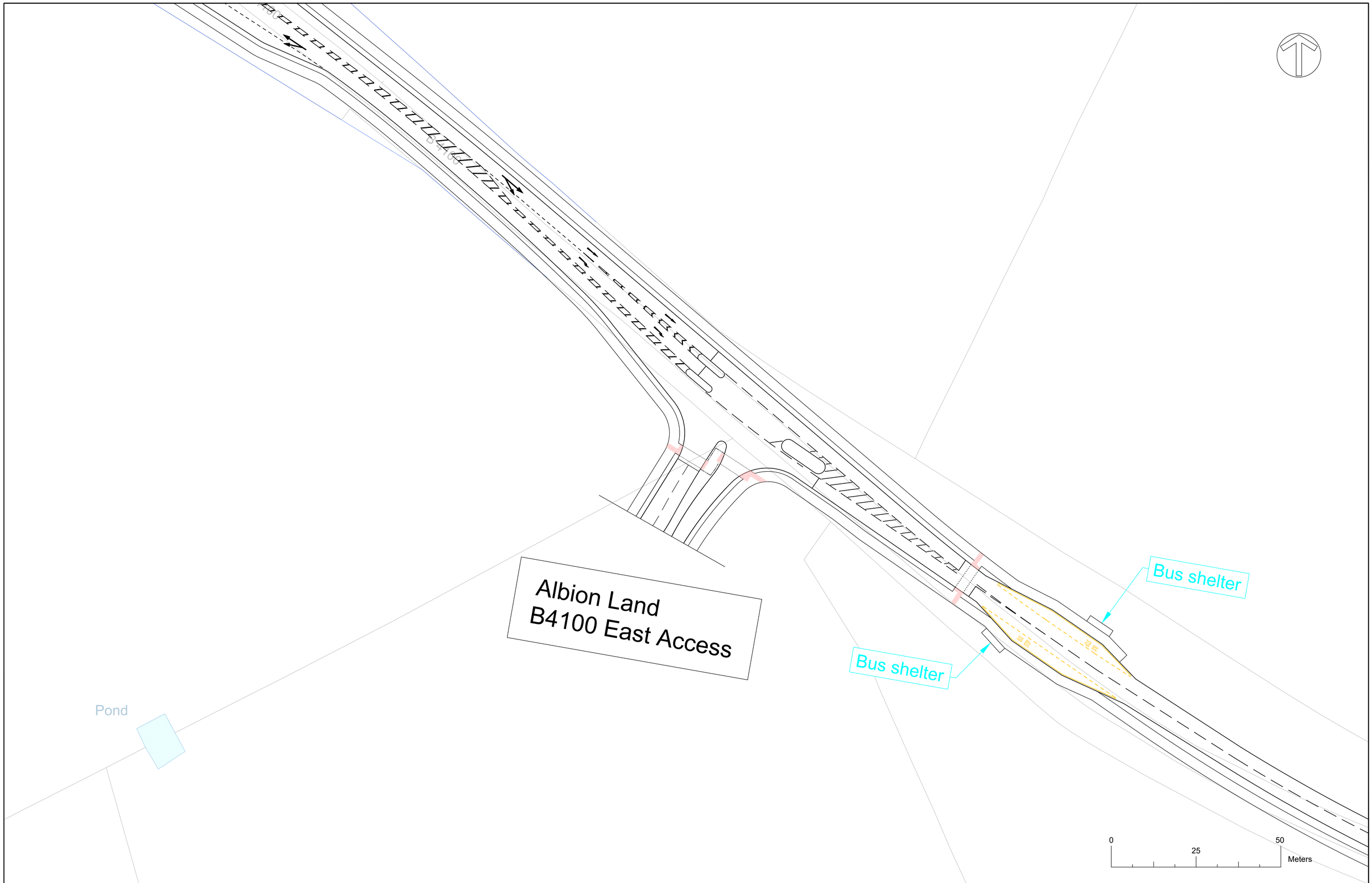
DTA
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Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE	CLIENT
M40 JUNCTION 10	ALBION LAND

DRAWING TITLE: WESTERN ACCESS GENERAL ARRANGEMENT

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:500@A1		18/03/24	17213-13-GA	K



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REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

david tucker associates
transport planning consultants

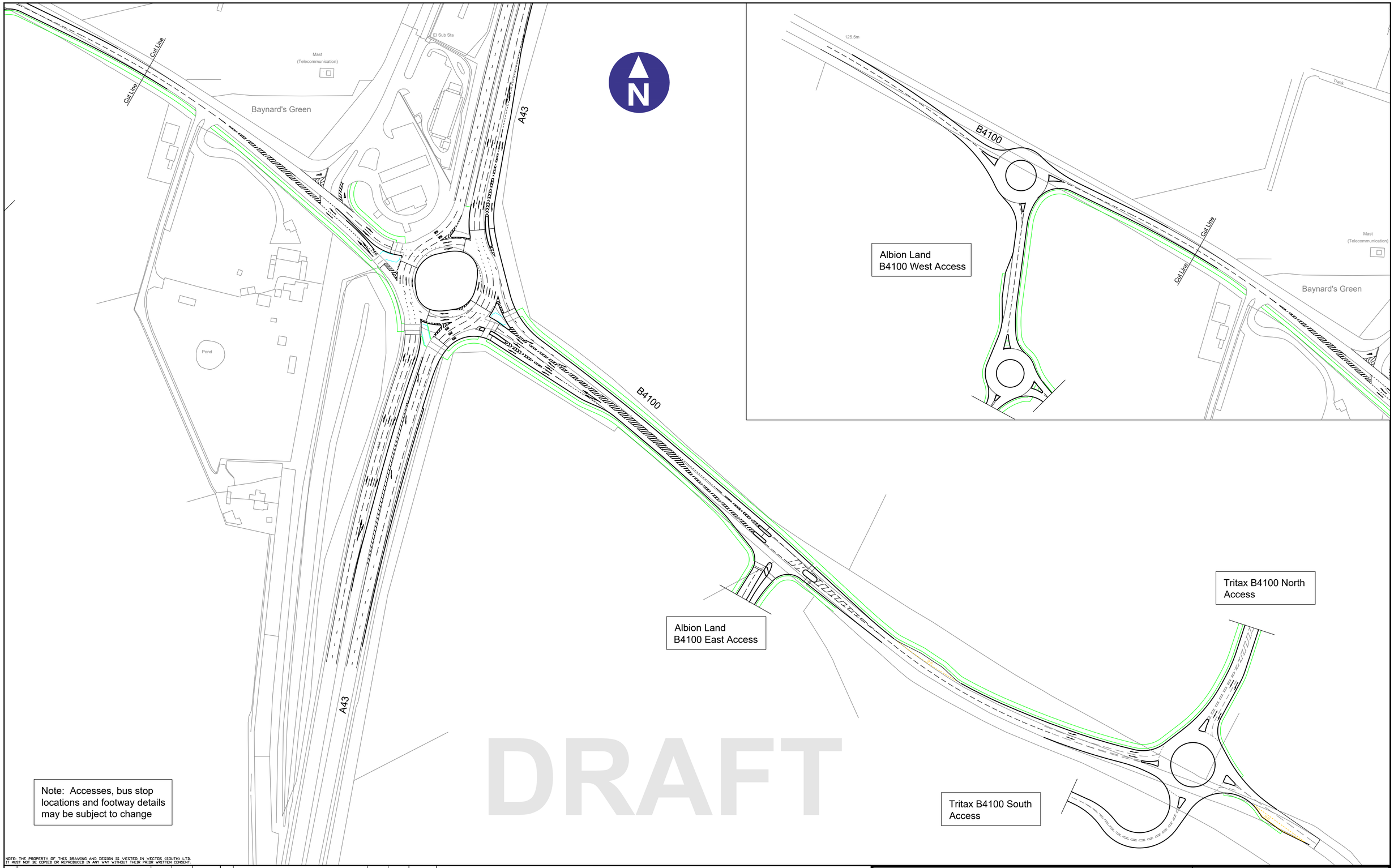
Forester House, Doctors Lane
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Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE	CLIENT
M40 JUNCTION 10	ALBION LAND

DRAWING TITLE

EASTERN ACCESS GENERAL ARRANGEMENT
ALL ONLY

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:500@A1		13/03/24	17213-34-GA	A



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REV.	DETAILS	DRAWN	CHECKED	DATE	REV.	DETAILS	DRAWN	CHECKED	DATE
A	West Albion access included.	RB	JB	25.04.23					

Notes:

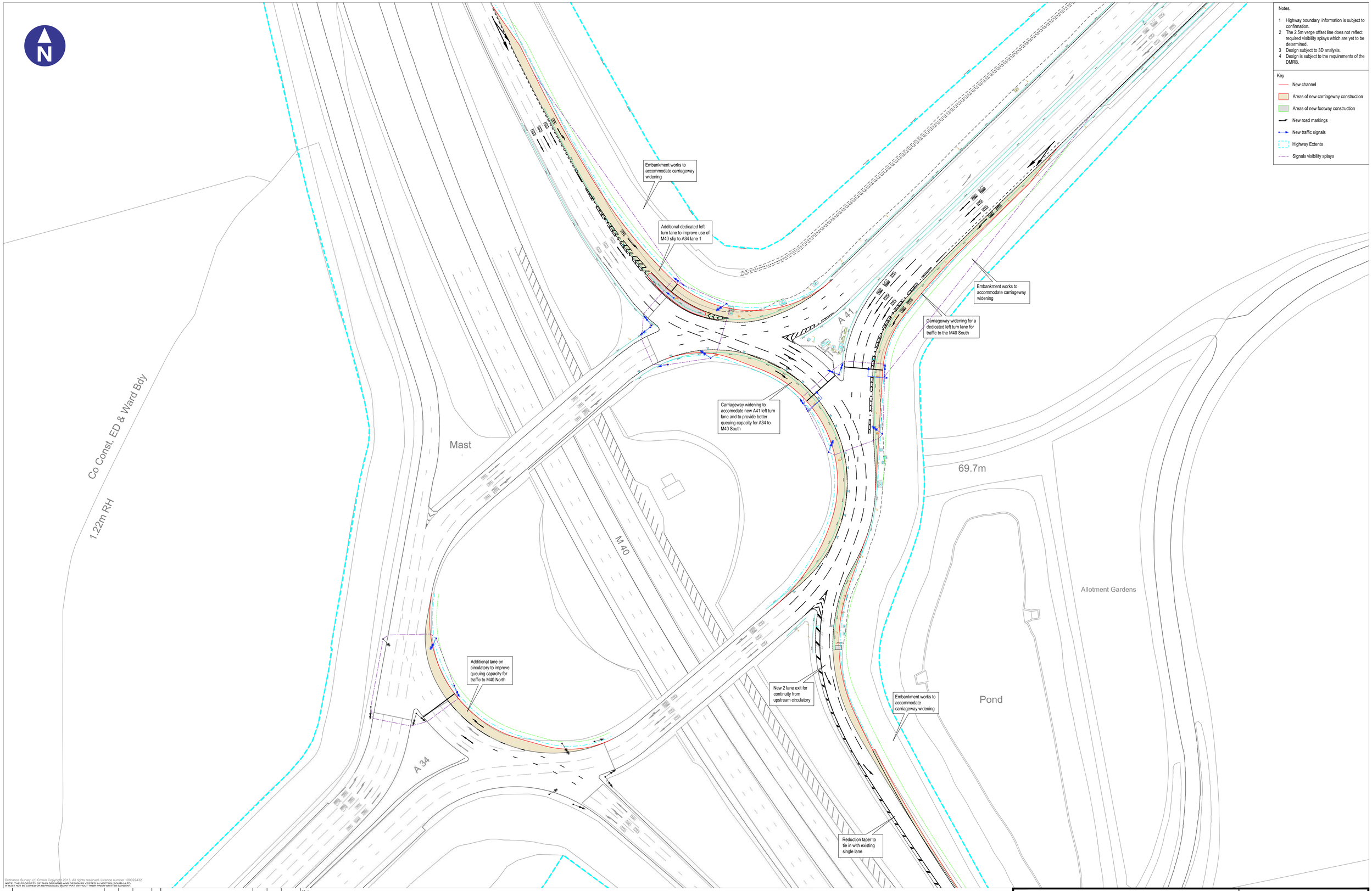
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2. White lining is indicative only.

PROJECT: Symmetry Park Ardley

CLIENT: Tritax Group

DRAWING TITLE: Baynards Green & B4100 Accesses General Arrangement

DRAWN	CHECKED	DATE	SCALES	DRAWING NUMBER	REVISION
HC	RB	21.04.23	1:1250 at A1	216285/SK/06	A



Notes.

1. Highway boundary information is subject to confirmation.
2. The 2.5m verge offset line does not reflect required visibility splays which are yet to be determined.
3. Design subject to 3D analysis.
4. Design is subject to the requirements of the DMRB.

Key

- New channel
- Areas of new carriageway construction
- Areas of new footway construction
- New road markings
- New traffic signals
- Highway Extents
- Signals visibility splays

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-	-	-	-	-

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

PROJECT: Symmetry Park

CLIENT: Tritax

DRAWING TITLE: M40 Junction 9 - A34 / A41 Bicester Junction Improvement Scheme General Arrangement

vectos. | PART OF SLR
The Cursitor, 38 Chancery Lane, London, WC2A 1EN
020 7580 7373
vectos@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
RB	JB	24.02.23	1:500 at A0	205223/PD/19	-

Rev	Date	By	Description
P2	23/09/22	LVA	Proposed Bridleway added
P3	17/11/22	LVA	Proposed Bridleway extended and connected to existing
P4	20/10/22	KM	Updated following Client email 16/10/23
P5	30/10/23	KM	Updated following Client email 26/10/23
P6	18/03/24	KM	Access Updated

AREA SUMMARY

Redline Area:
83.279Ha/205.786Ac
Total Developable Area:
66.04Ha/163.18Ac
Proposed Use:
B8 with ancillary E(g)(i) and Energy Centre

Maximum Floorspace
300,000sq.m (3,229,173sq.ft) GEA
(Excluding Energy Centre/s)

Proposed Maximum finished Unit Height
Zone A - Max. Building Height refer to legend below
Zone B - Max. Building Height up to 134.415m AOD

Zone A
Plot Parameters

Developable Area:
57.62Ha/142.38Ac
Proposed Use:
B8 with ancillary E(g)(i)

Maximum Floorspace
255,000sq.m GEA
(excluding Energy Centre)

Proposed Maximum finished Unit Height
See legend

Zone B
Plot Parameters

Developable Area:
8.42Ha/20.80Ac
Proposed Use:
B8 with ancillary E(g)(i)

Maximum Floorspace
45,000sq.m GEA

Proposed Maximum finished Unit Height
Max. Building Height up to 134.415m AOD

A43
20m min
Min. 20m
B4100
strategic landscaping bund and planting
New Access Roundabout
Single carriageway north and south to Symmetry Park
(Limit of detail design)
111.3m
80.2m
46.8m
45.1m
46.7m
75.1m
201.9m
139.3m
Zone A
Strategic landscaping bund and planting:
Min Top of Bund Height of 119.200m AOD
Zone B
Strategic landscaping bund and planting: Min Top of Bund Height of 116.500m AOD
M40 (J10)
M40
A43
Bayard's Green
The Green
0 50 100 200 250
Metres at scale 1:2500

- Planning Boundary
- Developable Area
- Zone A1 - Building Height: Max Building Height up to 140.350m AOD
- Zone A2 - Building Height: Max Building Height up to 137.350m AOD
- Indicative location for potential lorry park
- Strategic landscaping bund and planting
- Zone A Top Soil Bund Height 119.200 min AOD
  Zone B Top Soil Bund Height 116.500 min AOD
- Bund
- Bund profile to tie into existing and proposed levels.

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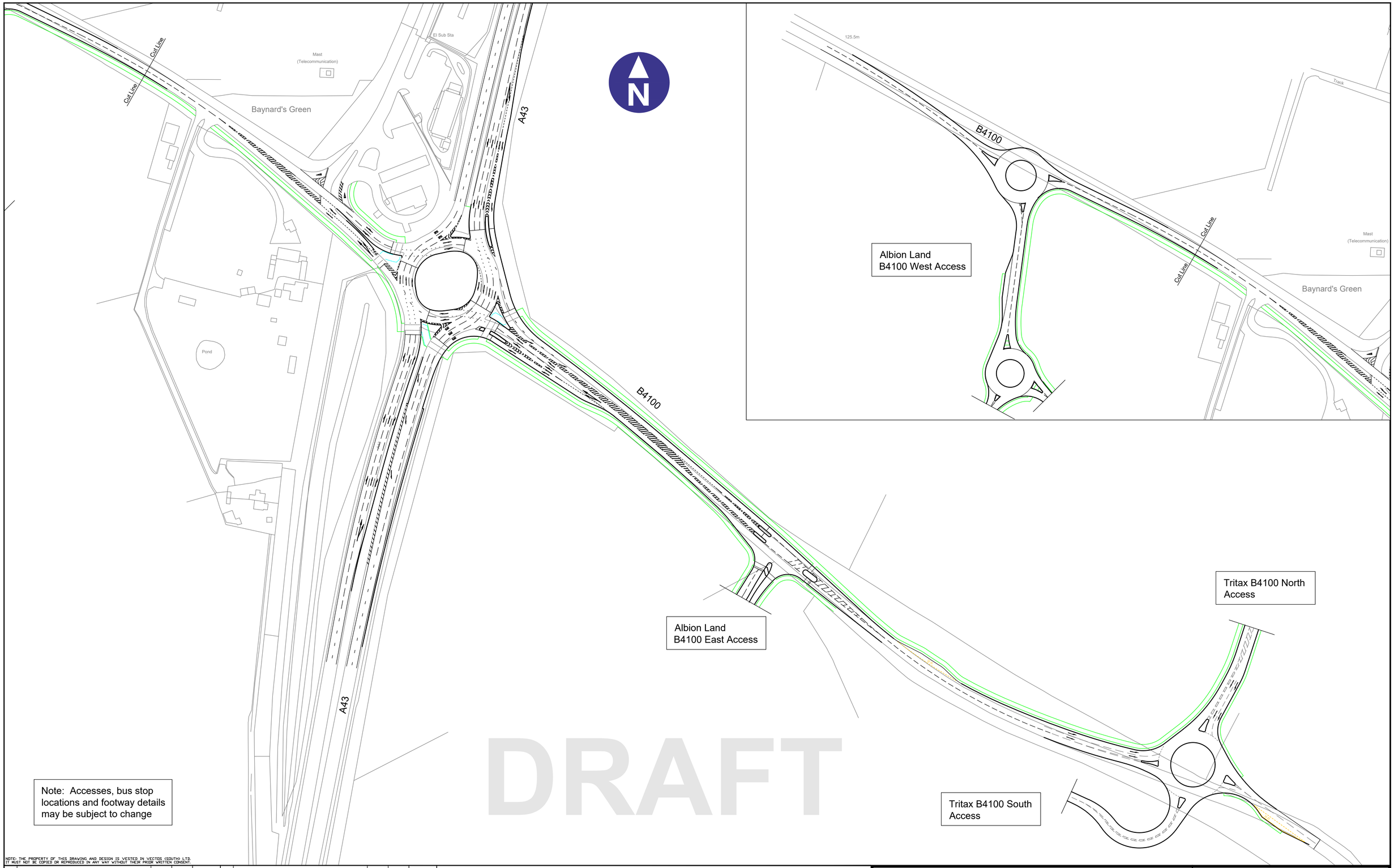
Symmetry Park, Ardley
M40 Junction 10

Drawing Name:
PARAMETERS PLAN

Drawing Stage:	PLANNING
Suitability:	S4 - Stage Approval
SGP File Ref:	14-019-SGP-XX-XX-DR-A-131003 P6.dwg

SGP Project No:	Date:	Drawn:	Team:	Scale:	Rev:
14-019	11/2021	MMS	MMS	1:2500 @ A1	P6

Drawing Number:
14-019 - SGP - XX - XX - DR - A - 131003
Project Code | Originator | Volume | Level | Type | Role | Number



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REV.	DETAILS	DRAWN	CHECKED	DATE	REV.	DETAILS	DRAWN	CHECKED	DATE
A	West Albion access included.	RB	JB	25.04.23					

Notes:

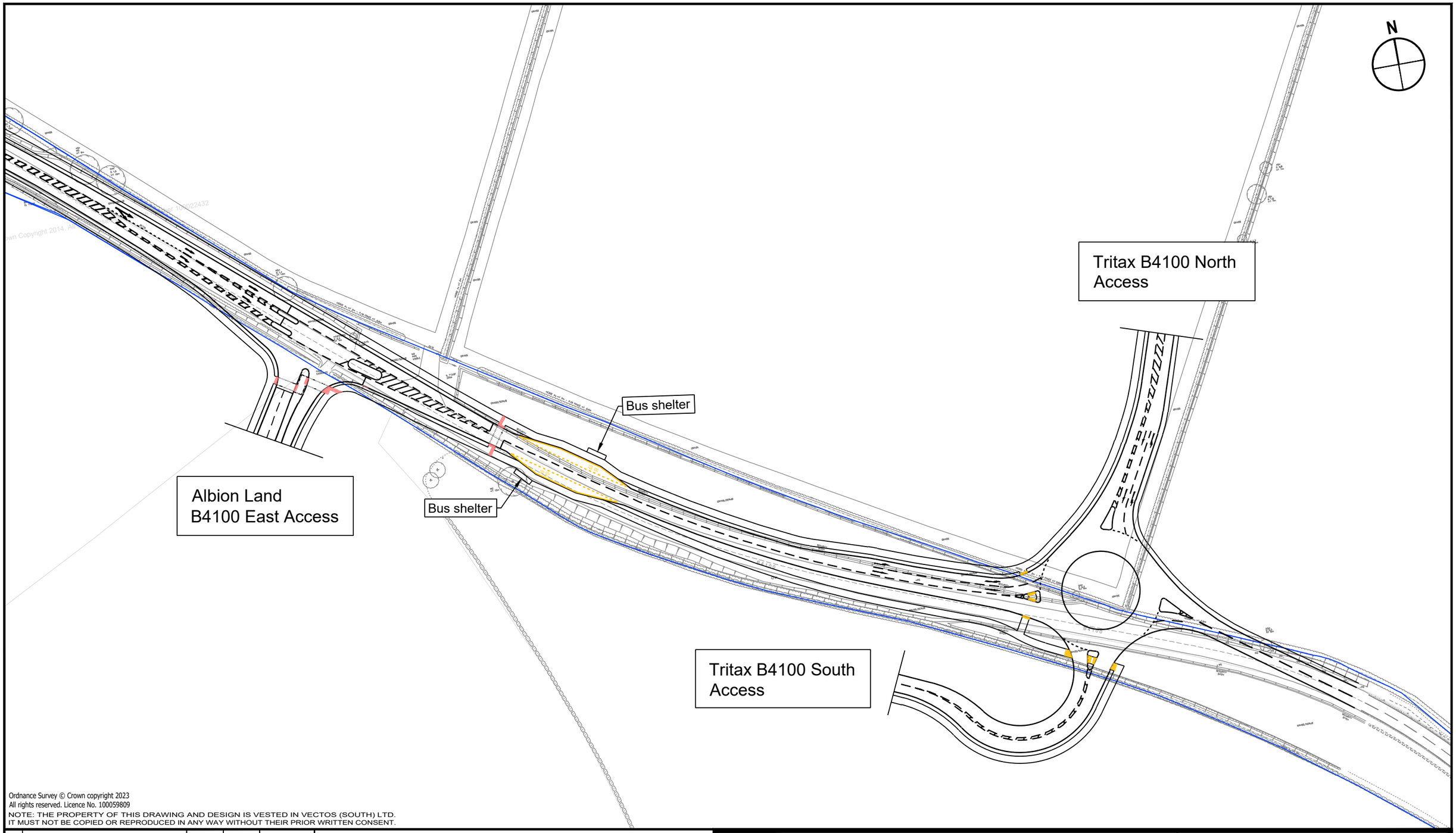
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

PROJECT:
Symmetry Park Ardley

CLIENT:
Tritax Group

DRAWING TITLE:
Baynards Green & B4100 Accesses
General Arrangement

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
HC	RB	21.04.23	1:1250 at A1	216285/SK/06	A



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	DTA comments	JM	RB	25.01.2024
B	northern layby and added the shelter	SCJ	RB	13/03/24

INFORMATION ONLY

Notes:

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2. White lining is indicative only.

Key

Extent of Public Highway

Symmetry Park

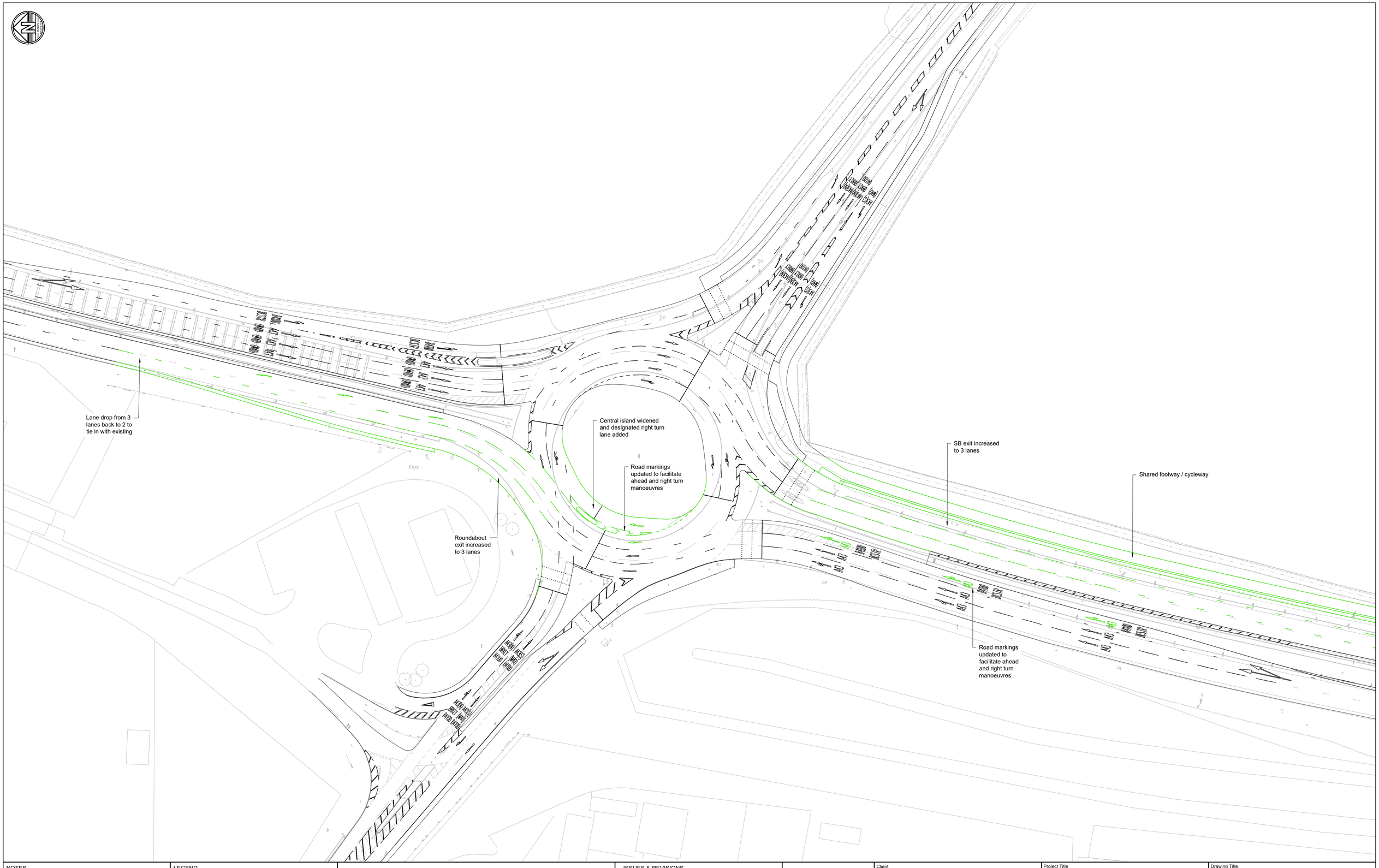
Tritax Symmetry

Proposed Re-alignment of B4100

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
JM	RB	20.12.2023	1:1500 at A3	216285/PD10	B

Appendix B: Mitigation Plans

Part 2: **OxSRFI Highway Works**



NOTES

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
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LEGEND

- Additional works
- Albion / Tritax proposal

ISSUES & REVISIONS

Rev	Date	Details of issue / revision	Drw	Rev
P01	06.11.24	Preliminary Issue	SB	SRH

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Client
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Project Title
OxSRFI OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE

Drawing Title
BAYNARDS GREEN GENERAL ARRANGEMENT OPTION 28A ALTERNATIVE SCHEME

Drawn:	S. Birchall		Reviewed:	S. Hilditch	
BWB Ref:	NTH2479	Date:	06.11.24	Scale@A1:	1:500

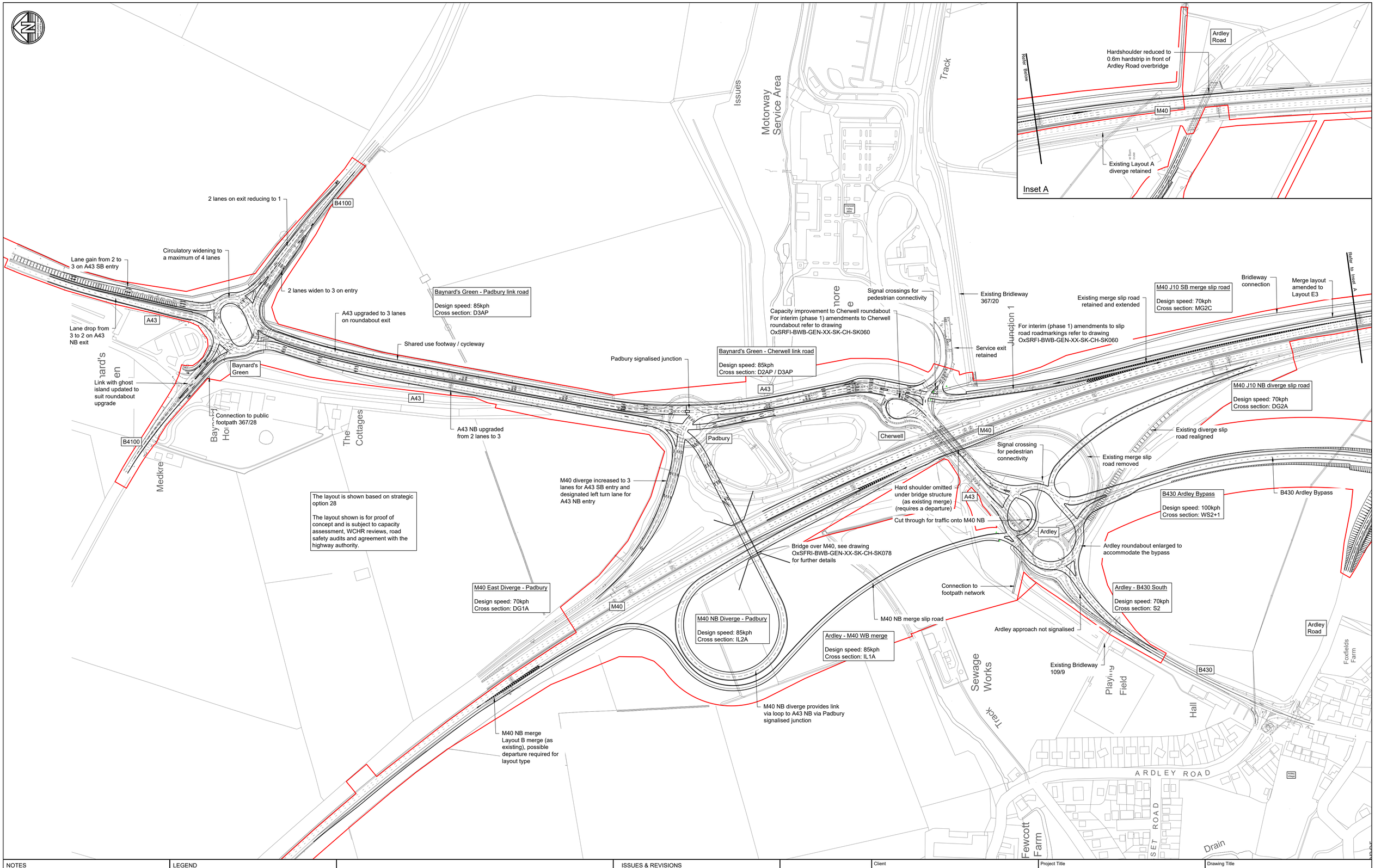
Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number
OxSRFI-BWB-GEN-XX-SK-CH-SK097

Status: **S1**

Rev: **P01**

Y:\NTH\NTH2479_Oxfordshire RFI\02. Project Delivery\01. WIP\Sketches\OxSRFI-BWB-GEN-XX-SK-CH-SK097_Baynards Green General Arrangement Option 28A Alternative Scheme.dwg



NOTES

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LEGEND

Entry Slip Signals

ISSUES & REVISIONS

Rev	Date	Details of issue / revision	Drw	Rev
P01	06.11.24	Preliminary Issue	SB	SRH
P02	07.11.24	Road markings updates & Cherwell junction layout	SB	SRH
P03	23.01.25	Baynard's Green roundabout updated. A43 s/b approach to Padbury junction reduced to 3 lanes and Padbury junction layout updated. Left turn lane at Chewell Services junction extended. M40 s/b diverge slip hardshoulder taper added. M40 s/b merge slip updated to Type C. Adjustments to footway/cycleways at Ardley junction. Emergency stop signals added to start of M40 merge slips.	SAC	SRH

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Project Title
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Drawing Title
M40 JUNCTION 10 GENERAL ARRANGEMENT OPTION 28

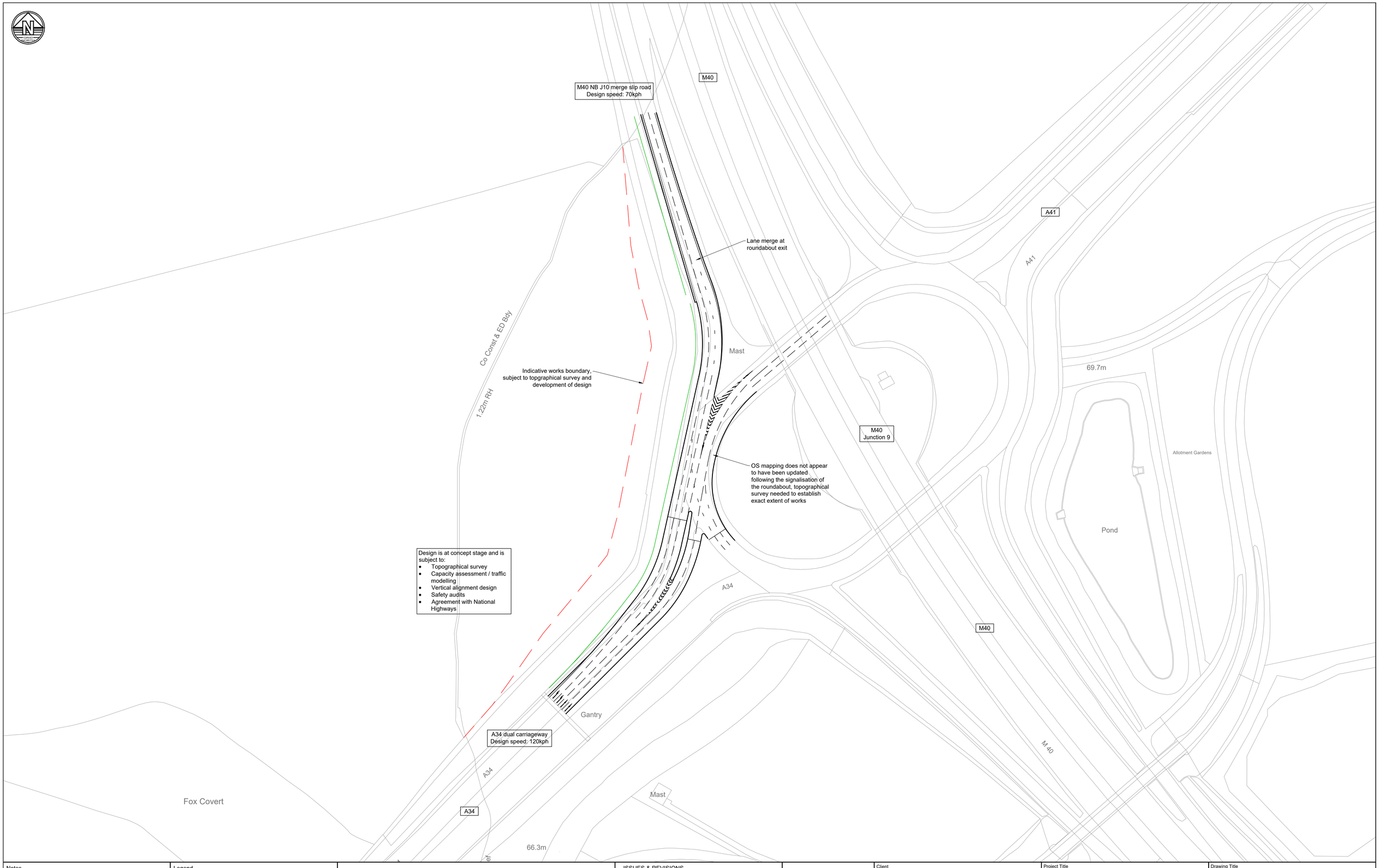
Drawn:	S. Birchall	Reviewed:	S. Hilditch		
BWB Ref:	NTH2479	Date:	06.11.24	Scale@A1:	1:2500

Drawing Status: **PRELIMINARY**

Project - Originator - Zone - Level - Type - Role - Number: **OxSRFI-BWB-GEN-XX-SK-CH-SK094**

Status: **S1** Rev: **P03**

C:\Users\simon\OneDrive - 278 Consulting ltd\Projects\451 - OxSRFI\Drawings\Sketches\OxSRFI-BWB-GEN-XX-SK-CH-SK094_M40 J10 General Arrangement Option 28-P03.dwg



Notes

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Legend

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ISSUES & REVISIONS

Rev	Date	Details of issue / revision	Drw	Rev
P01	25.10.22	Preliminary Issue	SRH	SRH
P02	05.01.22	Layout amended to 3 lanes from A34 to M40 NB	SRH	SRH

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Drawing Title
M40 JUNCTION 9 GENERAL ARRANGEMENT

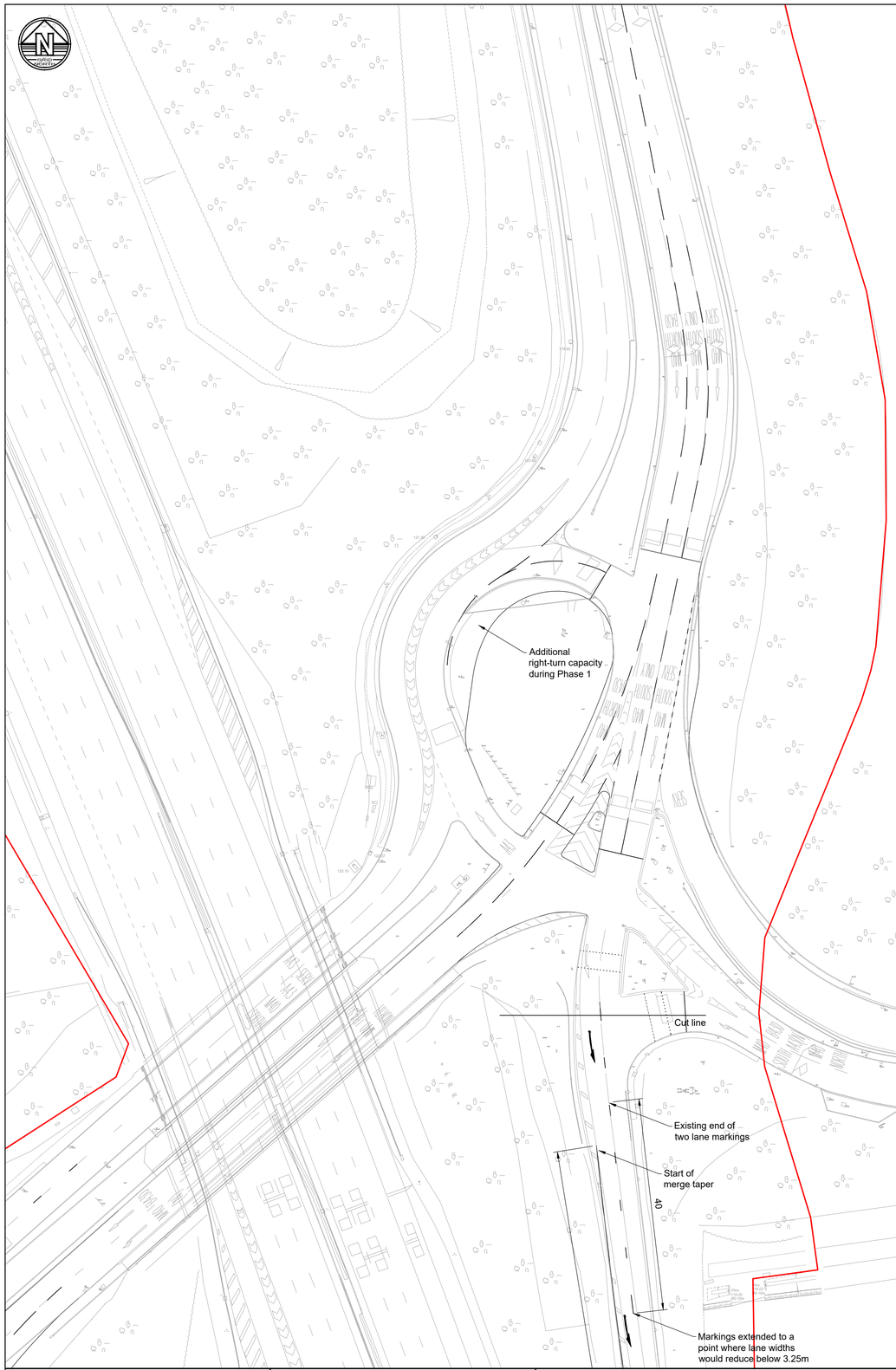
Drawn:	S. Hilditch	Reviewed:	S. Hilditch	
BWB Ref:	NTH2479	Date:	25.10.22	Scale@A1: 1:1,000

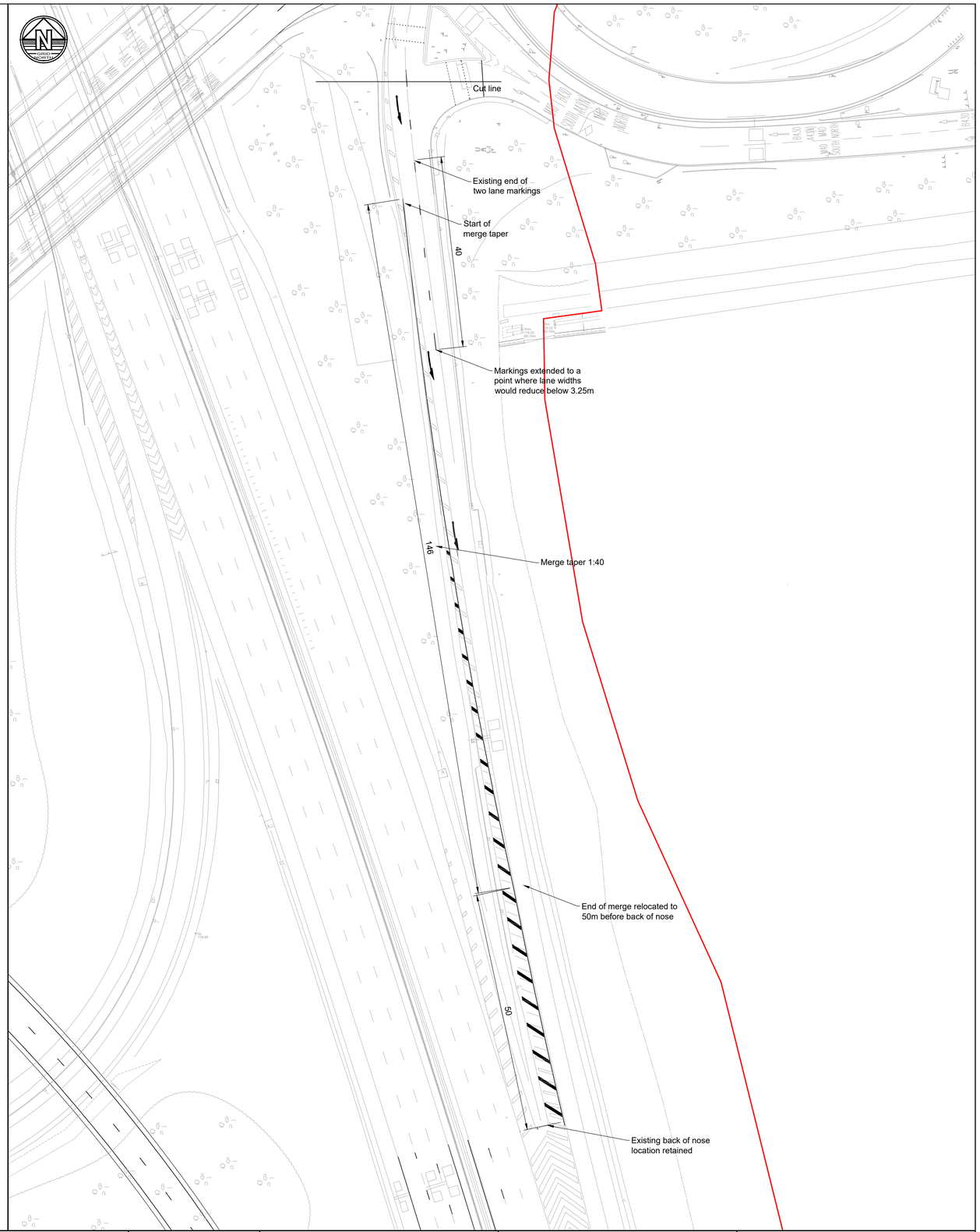
Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number
OxSRFI-BWB-GEN-XX-SK-CH-SK053

Status **S1** Rev **P02**

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Notes

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Legend

ISSUES & REVISIONS

Rev	Date	Details of issue / revision	Drw	Rev
P01	02.02.23	Preliminary Issue	SRH	SRH
P02	06.04.23	Cherwell roundabout added	SRH	SRH

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Project Title
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Drawing Title
M40 J10 CHERWELL ROUNDABOUT AND SOUTHBOUND MERGE INTERIM LAYOUT

Drawn:	S. Hilditch		Reviewed:	S. Hilditch		
BWB Ref:	NTH2479	Date:	02.02.23	Scale@A1:	1:500	

Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number
OxSRFI-BWB-GEN-XX-SK-CH-SK060

Status: **S1**

Rev: **P02**

Y:\NTH\NTH2479_Oxfordshire RFI\02. Project Delivery\01. WIP\Sketches\OxSRFI-BWB-GEN-XX-SK-CH-SK060_M40 J10 Phase 1 Cherwell roundabout and SB merge GA.dwg

Earthworks for part of M40 northbound to A43 northbound free-flow loop

Cherwell Valley Services

M40 J10

Minor amendments to Cherwell roundabout

Roadmarking amendment to existing slip road

Ardley roundabout enlarged

Fewcott

Existing J10 northbound entry slip stopped up

Existing J10 northbound exit slip realigned

Archaeology feature

Ardley

Turning head

Quarry cottages lane stopped up over railway, replaced by bridleway

See inset for M40 J10

Ardley Road diverted over new bypass

Turning head

Existing B430 stopped up south of Ardley, replaced with footway/cycleway/bridleway link

Upper Heyford Airfield

B430 Ardley bypass and OxSRFI link road (Single 2+1)

Segregated left turn lane on exit to direct all HGVs to J10

Principal OxSRFI access

Bridge over Chiltern Mainline

Roundabout on existing B430 (partially signalised)

Bridge over new rail sidings

Temporary alignment at future junction

Temporary tie in to existing road

Heyford Park

Heyford Park Link Road

B430

Secondary OxSRFI access (buses and cyclists only) used as temporary diversion prior to the remainder of the Heyford Park Link Road being built

Camp Road / Chilgrove Drive priority amendment and equestrian crossing

Bucknell

B430 Toucan crossing

B4030

Middleton Stoney

M40

B4030

B4030

B430

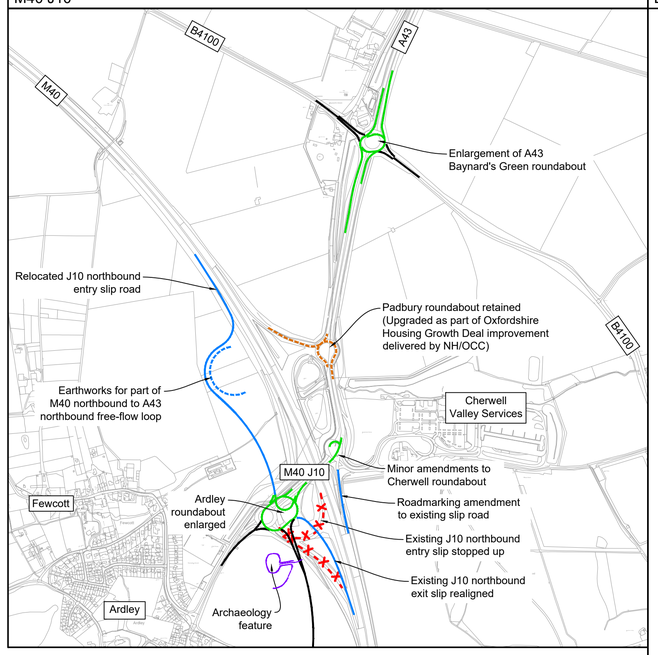
Bicester

0 250 500 750 1000

SCALE: METRES

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M40 J10



Legend

- Upgraded / new motorway (National Highways)
- Upgraded / new all-purpose trunk road (National Highways)
- Upgraded / new local roads (OCC)
- Private access roads
- Existing highway stopped up

Rev	Date	Details of issue / revision	Drw	Rev
P06	28.04.25	HPLR phasing split amended	SRH	SRH
P05	14.02.25	Updated to M40 J10 option 28	SRH	SRH
P04	28.02.23	General updates	SRH	SRH
P03	24.02.23	General updates	SRH	SRH
P02	02.02.23	M40 SB merge slip added	SRH	SRH
P01	15.12.22	Preliminary Issue	SRH	SRH

Issues & Revisions

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Project Title

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Drawing Title

HIGHWAY WORKS PHASE 1 (PRE-OCCUPATION)

Drawn:	S. Hilditch		Reviewed:	S. Hilditch	
BWB Ref:	NTH2479	Date:	15.12.22	Scale@A1:	1:10,000

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
OxSRFI-BWB-GEN-ZZ-SK-CH-SK054	**S1**	**P06**

Appendix C: SATURN Assignment tables

SATURN Convergence statistics

Base

Model			% Gap				% Links with Flow Diff < 1%				% Turns with Delay Diff < 1%				Didn't converge
B2023	AM	11	0.00016	0.00012	0.00007	0.00008	98	98.2	98.6	99	99.9	99.9	100	99.9	
	IP	6	0.00002	0.00001	0.00001	0.00001	98.7	99.3	99.9	100	100	100	100	100	
	PM	8	0.0033	0.0031	0.0032	0.0031	98.5	98.9	99.6	99.9	99.9	100	100	100	
B2024	AM	9	0.00013	0.00011	0.00008	0.00007	98	99.1	99.5	99.8	99.9	99.9	100	99.9	
	IP	6	0.00003	0.00001	0.00001	0.00001	98.1	99.7	99.8	99.9	100	100	100	100	
	PM	8	0.0036	0.0034	0.0034	0.0034	98.5	99.4	99.8	99.8	99.9	100	100	100	

2031

Model			% Gap				% Links with Flow Diff < 1%				% Turns with Delay Diff < 1%				
RC1A	AM	39	0.008	0.003	0.0029	0.0031	95.3	97.1	97.6	98.5	99.8	99.8	99.8	99.8	*
	IP	6	0.00066	0.00066	0.00064	0.00062	99.7	99.9	100	100	100	100	100	100	
	PM	11	0.0087	0.0088	0.0088	0.0085	98.4	98.7	98.4	98.2	99.9	99.9	99.9	99.9	
DS1A	AM	16	0.0091	0.009	0.0091	0.009	98.3	98.8	99.3	99	99.9	99.9	99.9	99.9	
	IP	6	0.00031	0.00028	0.00028	0.00028	98.1	99.7	99.9	100	100	100	100	100	
	PM	12	0.0065	0.0066	0.0064	0.0062	98.7	99.4	99.5	99.7	99.9	99.9	100	100	
RC2A	AM	90	0.0032	0.0031	0.003	0.003	98.1	98.5	98.3	99.1	100	99.9	99.9	100	
	IP	6	0.00042	0.00039	0.00035	0.00034	99.6	99.8	99.8	99.9	100	100	100	100	
	PM	17	0.008	0.008	0.008	0.0081	99.1	98.8	99.2	98.9	100	100	99.9	99.9	
DS2A	AM	69	0.0023	0.0022	0.0018	0.0044	95.8	97.4	98	96.8	99.7	99.9	99.9	99.8	*
	IP	6	0.00051	0.00048	0.00046	0.00044	99.1	99.7	99.9	99.9	100	100	100	100	
	PM	11	0.0079	0.0078	0.0077	0.0077	99	99.6	99.3	99	100	99.9	99.9	100	
DS2AwTP	AM	59	0.0021	0.0021	0.0018	0.0016	96.3	97.4	98	98.2	99.8	99.9	99.9	99.9	
	IP	6	0.00055	0.00051	0.00049	0.00048	99.1	99.7	99.9	99.9	100	100	100	100	
	PM	10	0.0083	0.0079	0.0082	0.0076	99.4	99.1	98.9	98.6	100	99.9	99.9	100	
RC1	AM	39	0.011	0.011	0.011	0.011	96.5	97.3	97.9	98.5	99.9	99.9	99.9	99.9	*
	IP	6	0.00032	0.00025	0.00023	0.00022	98.4	99.5	99.8	99.8	100	100	100	100	
	PM	10	0.019	0.019	0.019	0.019	98.5	99	99	99.1	100	100	100	100	
DS1	AM	16	0.0095	0.0095	0.0094	0.0094	99	98.7	99.1	98.9	99.9	99.9	99.9	99.9	
	IP	7	0.00039	0.00038	0.00037	0.00037	99.6	99.8	100	100	100	100	100	100	
	PM	12	0.0074	0.0064	0.0068	0.0063	99.1	98.8	99.5	99.1	99.8	99.9	99.9	99.9	

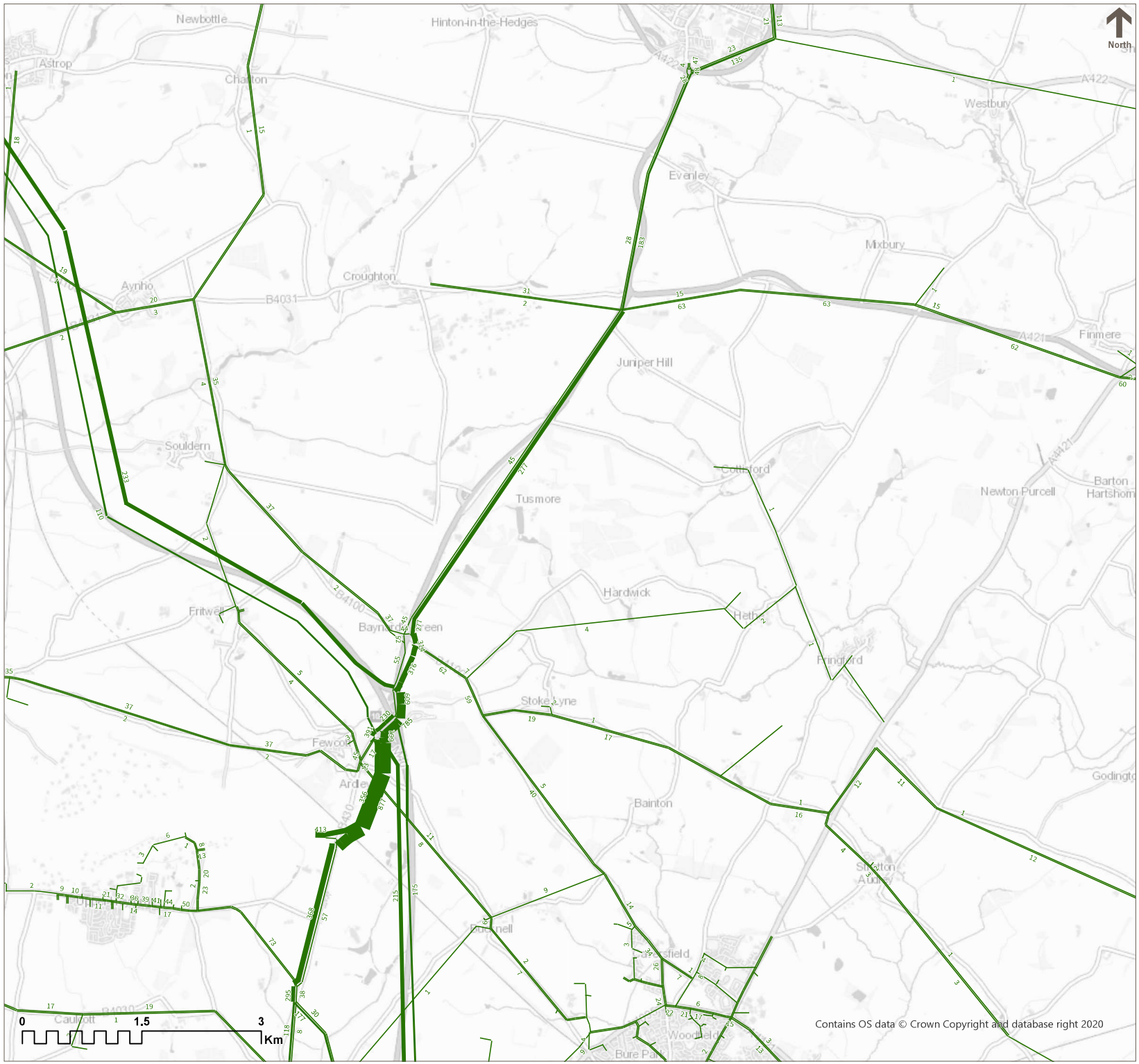
2034

Model			% Gap				% Links with Flow Diff < 1%				% Turns with Delay Diff < 1%				
RC3A	AM	74	0.005	0.005	0.005	0.005	97.9	98.6	99.1	99.1	99.9	99.9	99.9	100	*
	IP	6	0.001	0.001	0.001	0.001	99.3	99.6	100	100	100	100	100	100	
	PM	10	0.014	0.014	0.014	0.014	98.8	99.3	99.5	99.4	100	100	99.9	99.9	
DS3A	AM	12	0.011	0.011	0.011	0.011	98.5	98.7	99	98.5	99.8	99.9	100	100	
	IP	6	0.0007	0.0007	0.0007	0.0007	99.3	99.9	100	99.9	100	100	100	100	
	PM	9	0.008	0.008	0.008	0.008	98	98.5	98.7	99.2	99.8	100	99.9	99.9	
DS3AwTP	AM	12	0.0087	0.0088	0.0083	0.0083	98.7	99.3	99	99.3	99.9	99.9	100	99.9	
	IP	6	0.00062	0.00062	0.00062	0.00061	98.4	99.7	99.8	99.9	100	100	100	100	
	PM	12	0.0081	0.008	0.008	0.008	99.1	99.2	99.1	99.4	99.9	99.9	100	100	
DM3A	AM	38	0.0087	0.0079	0.0086	0.0082	98.2	98.4	98.7	98.9	99.7	99.8	99.8	99.8	
	IP	6	0.00087	0.00078	0.00075	0.00071	98.3	99.5	99.7	99.9	99.9	100	100	100	
	PM	14	0.016	0.016	0.016	0.016	98.4	98.6	98.1	98.7	99.9	99.9	99.9	99.9	
DS5A	AM	12	0.011	0.011	0.011	0.011	98.5	98.7	99.1	98.9	99.9	99.9	99.9	100	
	IP	6	0.00071	0.00073	0.00073	0.00073	99	99.6	99.8	99.8	100	100	100	100	
	PM	12	0.0076	0.0076	0.0075	0.0076	98.7	99.2	99.2	99.2	99.9	100	100	99.9	

2042

Model			% Gap				% Links with Flow Diff < 1%				% Turns with Delay Diff < 1%				
RC4A	AM	16	0.016	0.016	0.016	0.016	98.6	98.5	98.2	98.2	99.9	99.8	99.7	99.8	
	IP	7	0.0022	0.0021	0.0021	0.0021	99	99.5	99.8	99.8	100	100	100	100	
	PM	55	0.015	0.015	0.015	0.015	97.6	97.6	97.7	98.1	99.8	99.8	99.8	99.8	*
DS4A	AM	14	0.013	0.013	0.013	0.012	98.5	99.1	99.4	99.6	99.9	99.9	99.9	99.9	
	IP	7	0.0016	0.0016	0.0016	0.0016	98.7	99.1	99.8	99.8	100	100	100	100	
	PM	24	0.0091	0.009	0.0091	0.0091	98.3	98.8	99	99.1	99.9	99.9	99.9	99.9	
DS4AwTP	AM	14	0.013	0.013	0.012	0.012	98.1	99.1	99.6	99.4	99.9	99.9	99.9	100	
	IP	6	0.0015	0.0015	0.0015	0.0015	98.4	99.5	99.8	99.9	100	100	100	100	
	PM	45	0.0078	0.0079	0.0079	0.0079	98.1	98.3	98.3	98.8	99.8	99.9	99.9	99.9	

Appendix D: Development Traffic Plots (DS3A and DS3AwTP)



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Key

Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

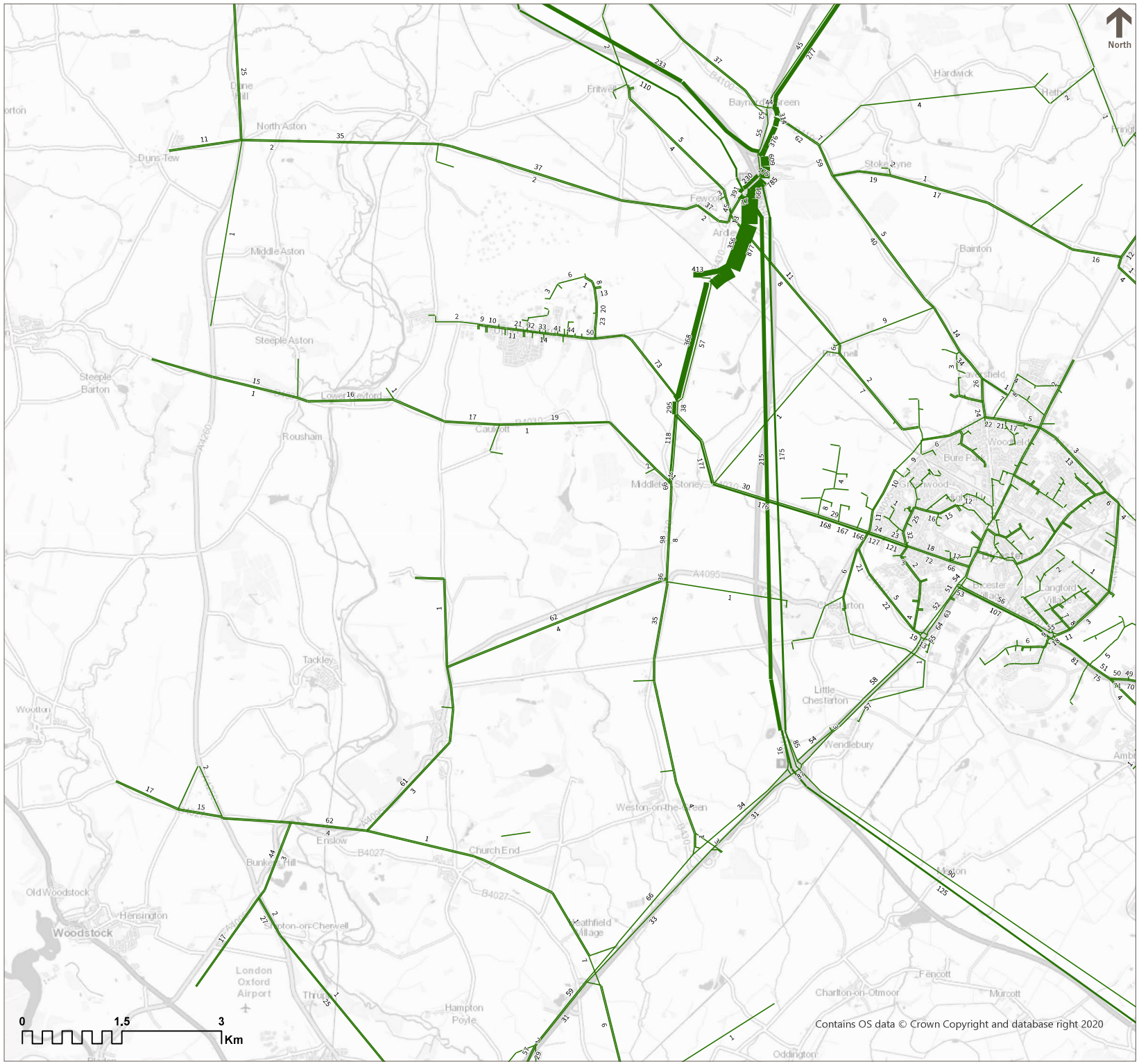
2034 OxSRFI DS3A (AM)
Dev Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	38	-

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Key

Dev_Actual_Total_PCU

0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

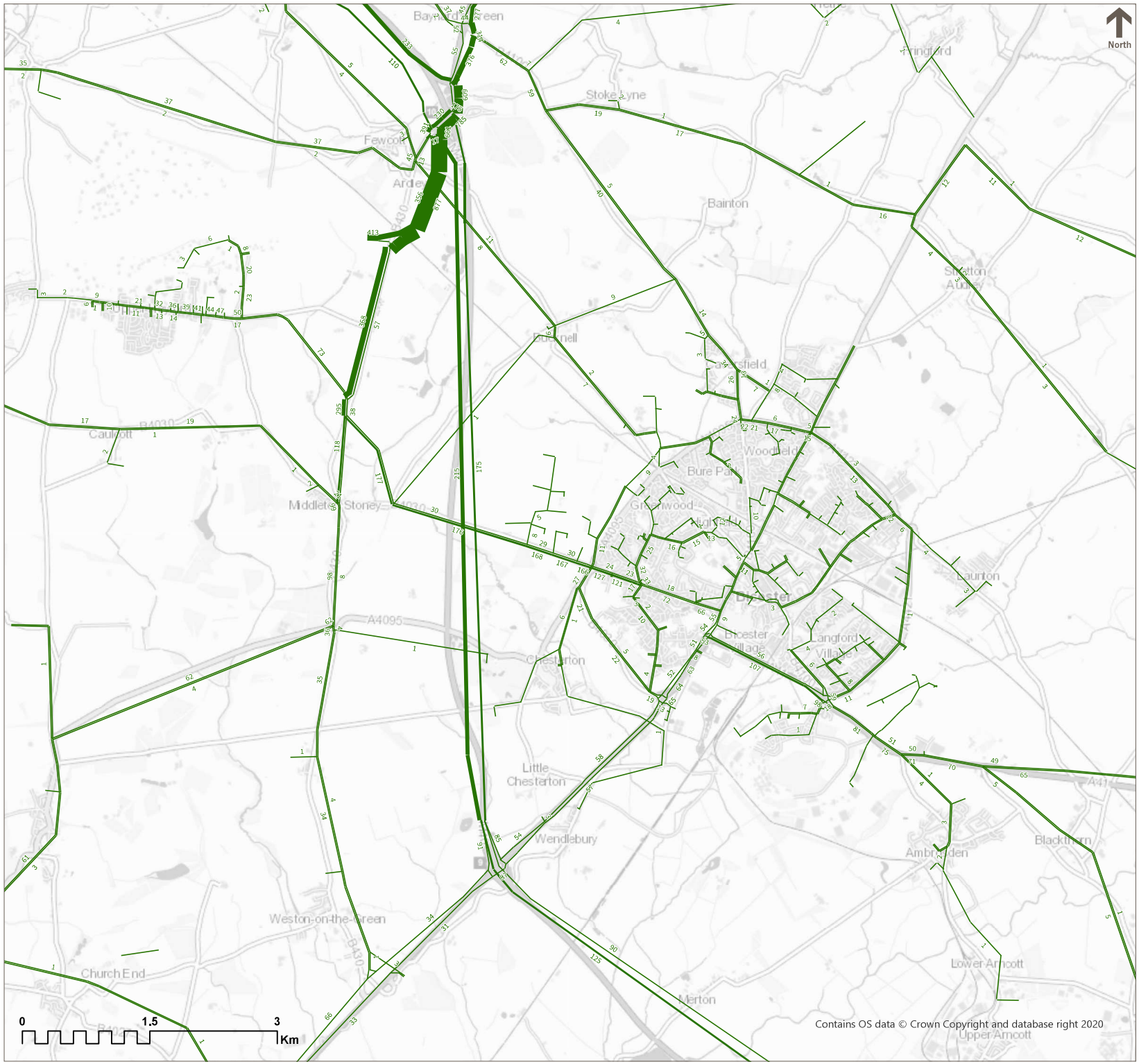
2034 OxSRFI DS3A (AM)
Dev Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	39	-

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Dev_Actual_Total_PCU	
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100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

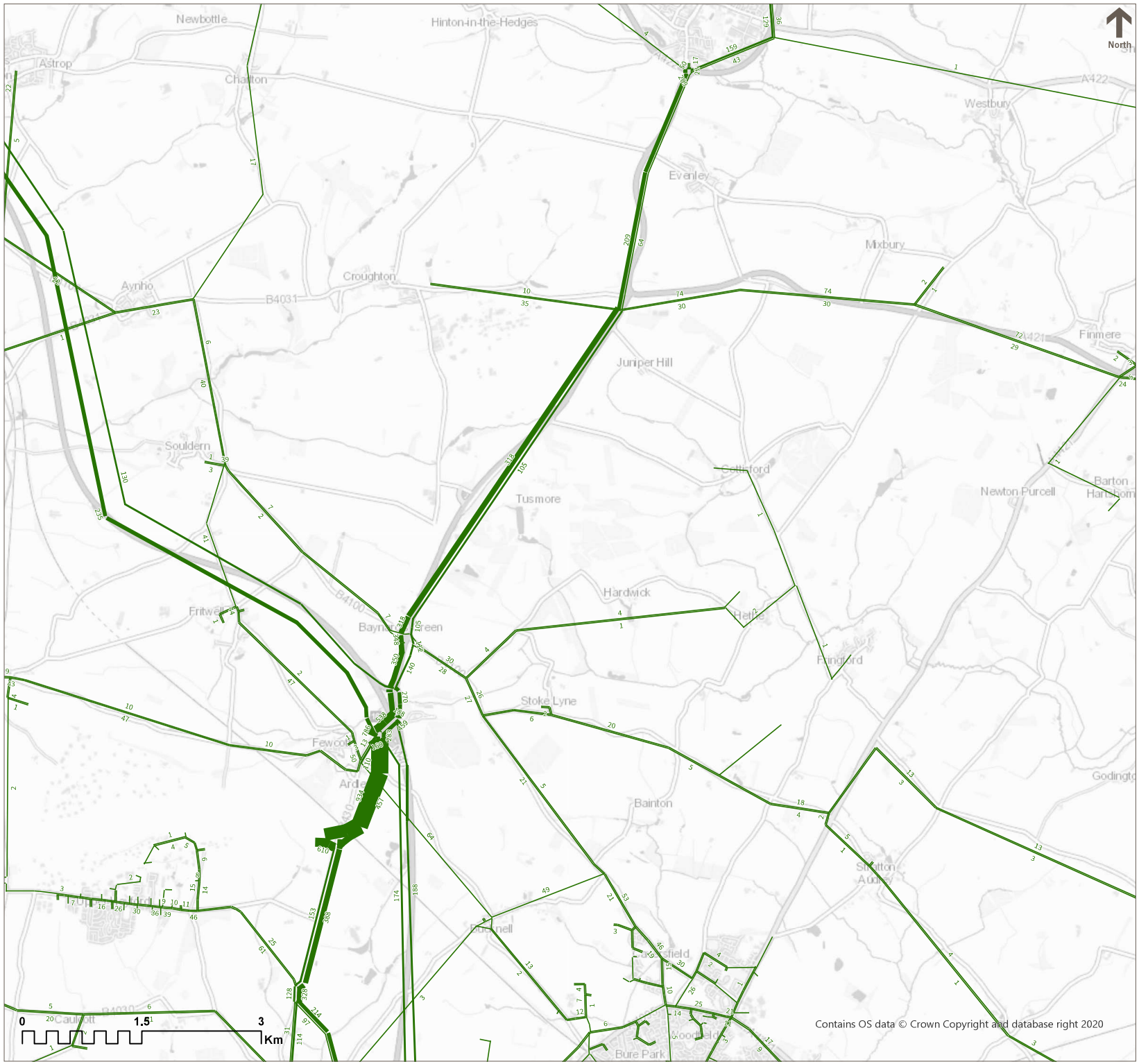
2034 OxSRFI DS3A (AM)
Dev Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	40	-

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Dev_Actual_Total_PCU	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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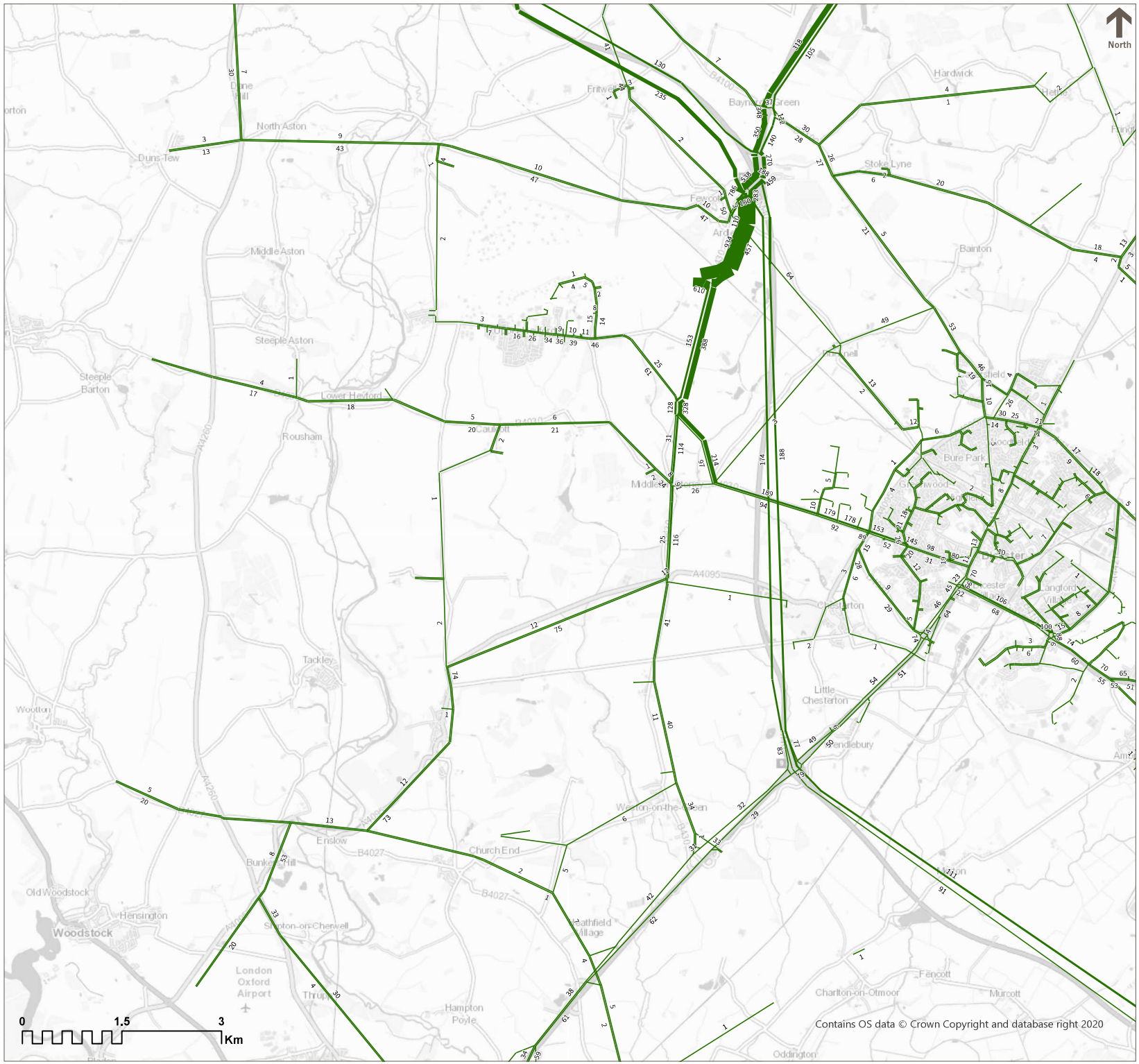
2034 OxSRFI DS3A (PM)
Dev Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	34	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

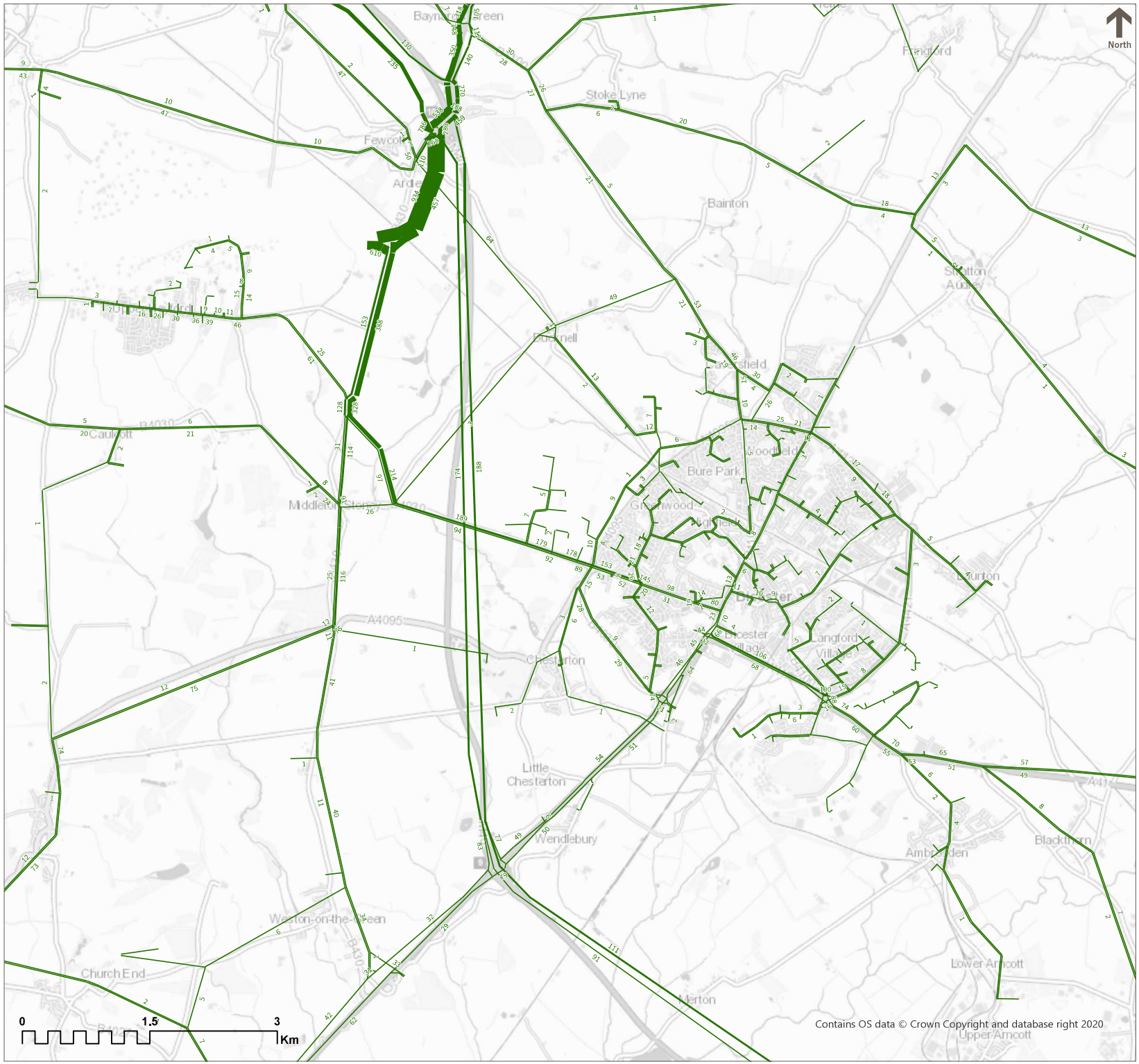
2034 OxSRFI DS3A (PM)
Dev Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	35	-

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Dev_Actual_Total_PCU	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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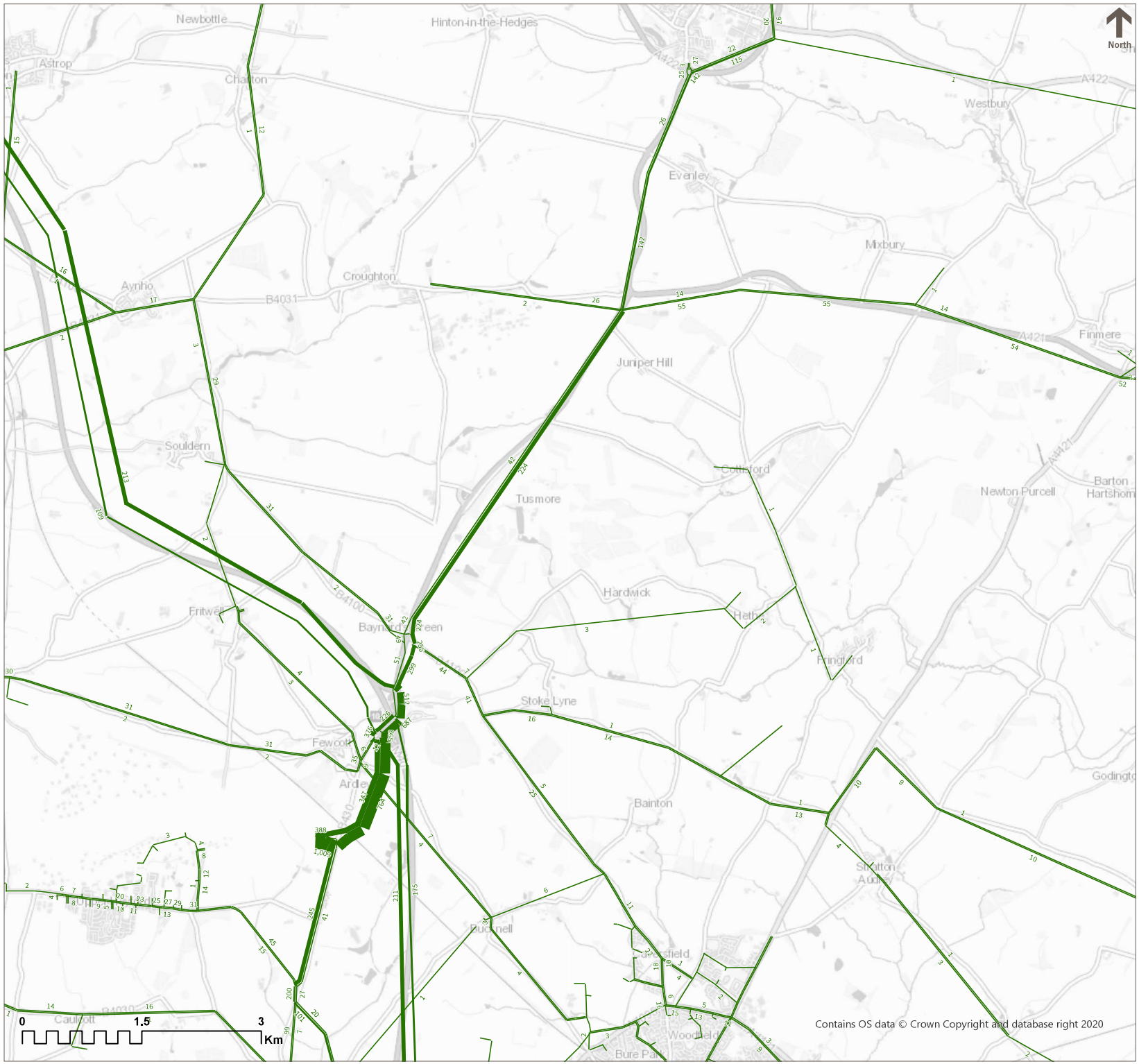
2034 OxSRFI DS3A (PM)
Dev Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	36	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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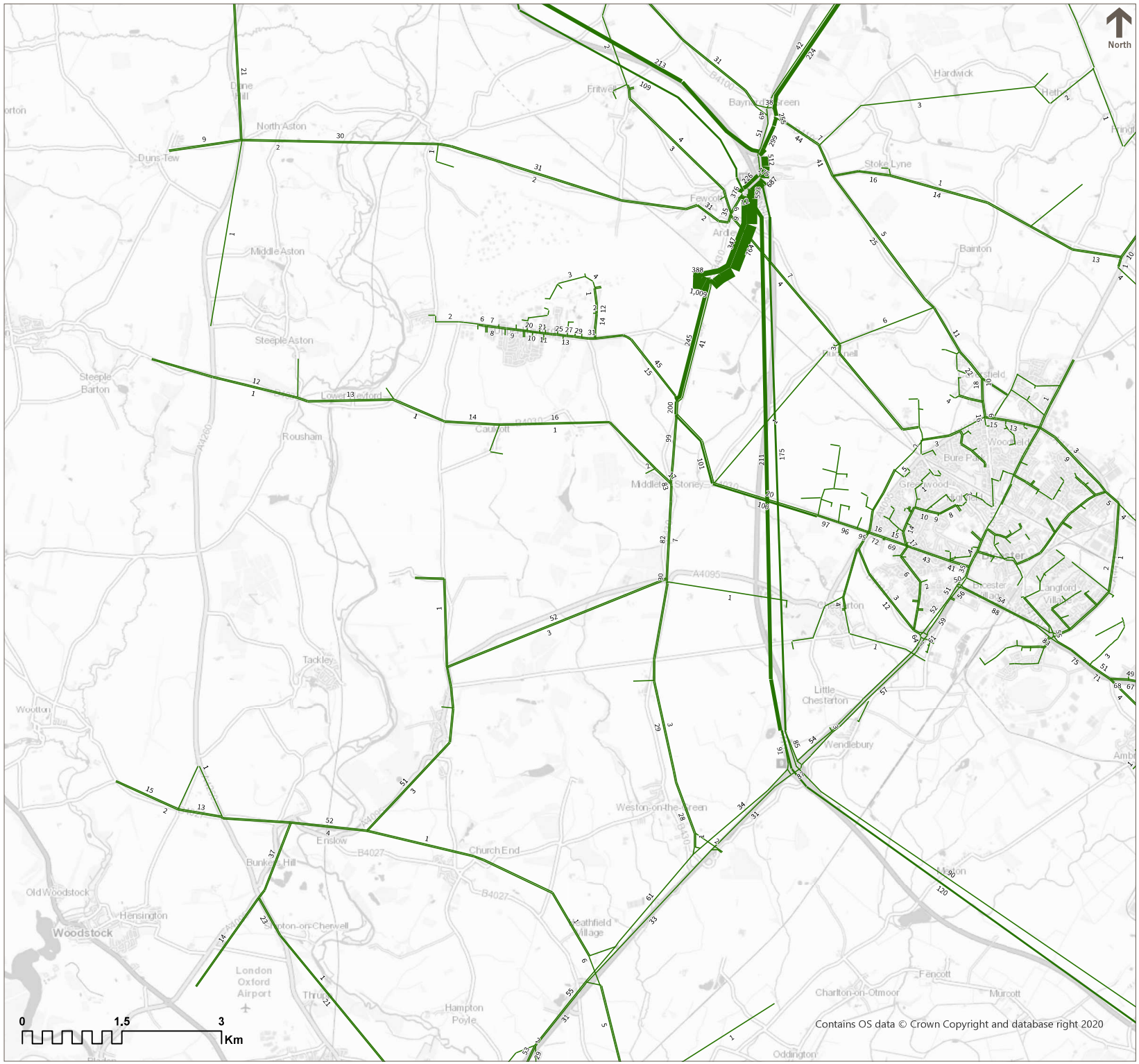
2034 OxSRFI DS3AwTP (AM)
Dev Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	46	-

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Rev	Description	Date	Dwn	Chk	App
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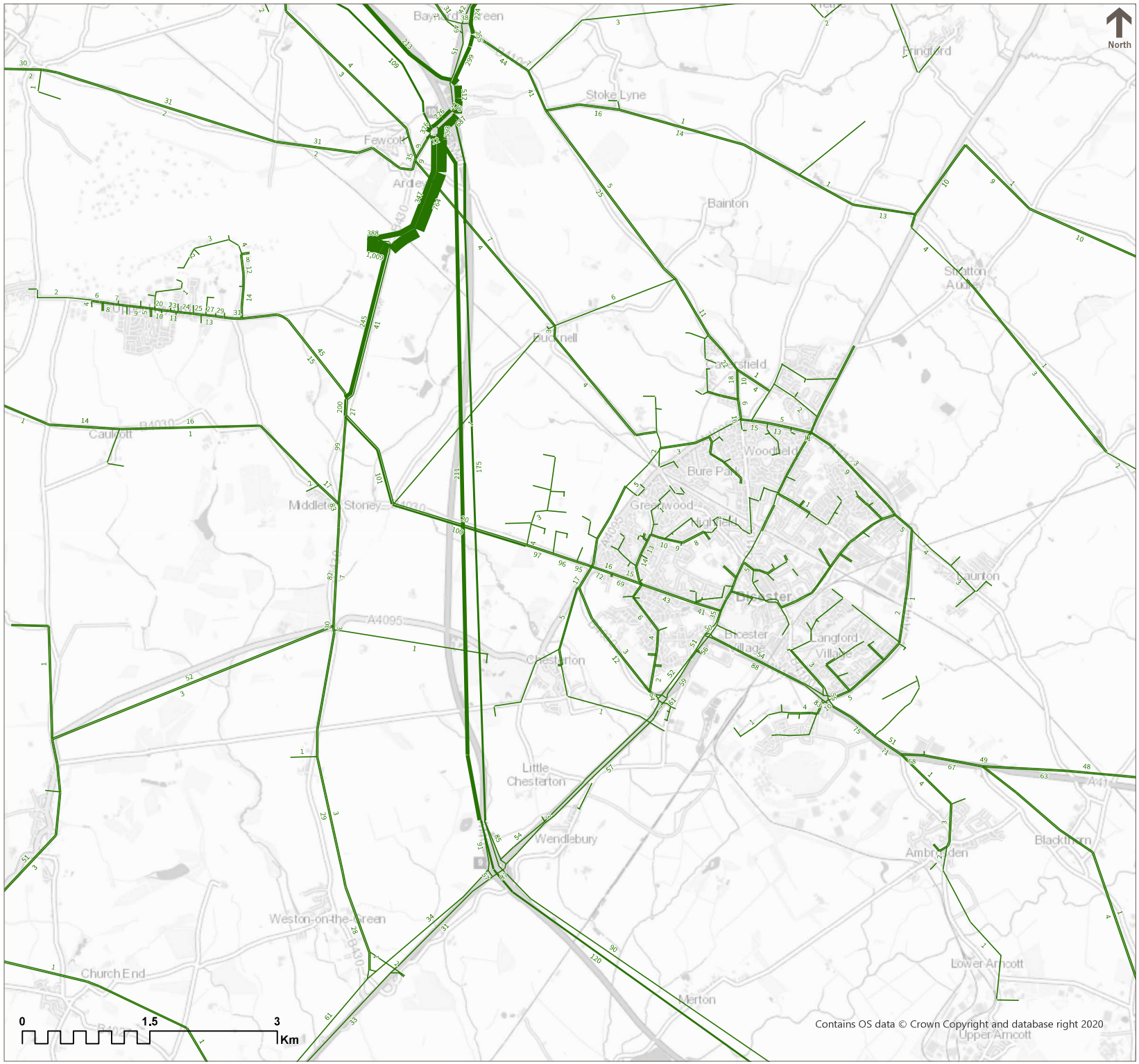
2034 OxSRFI DS3AwTP (AM)
Dev Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	47	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

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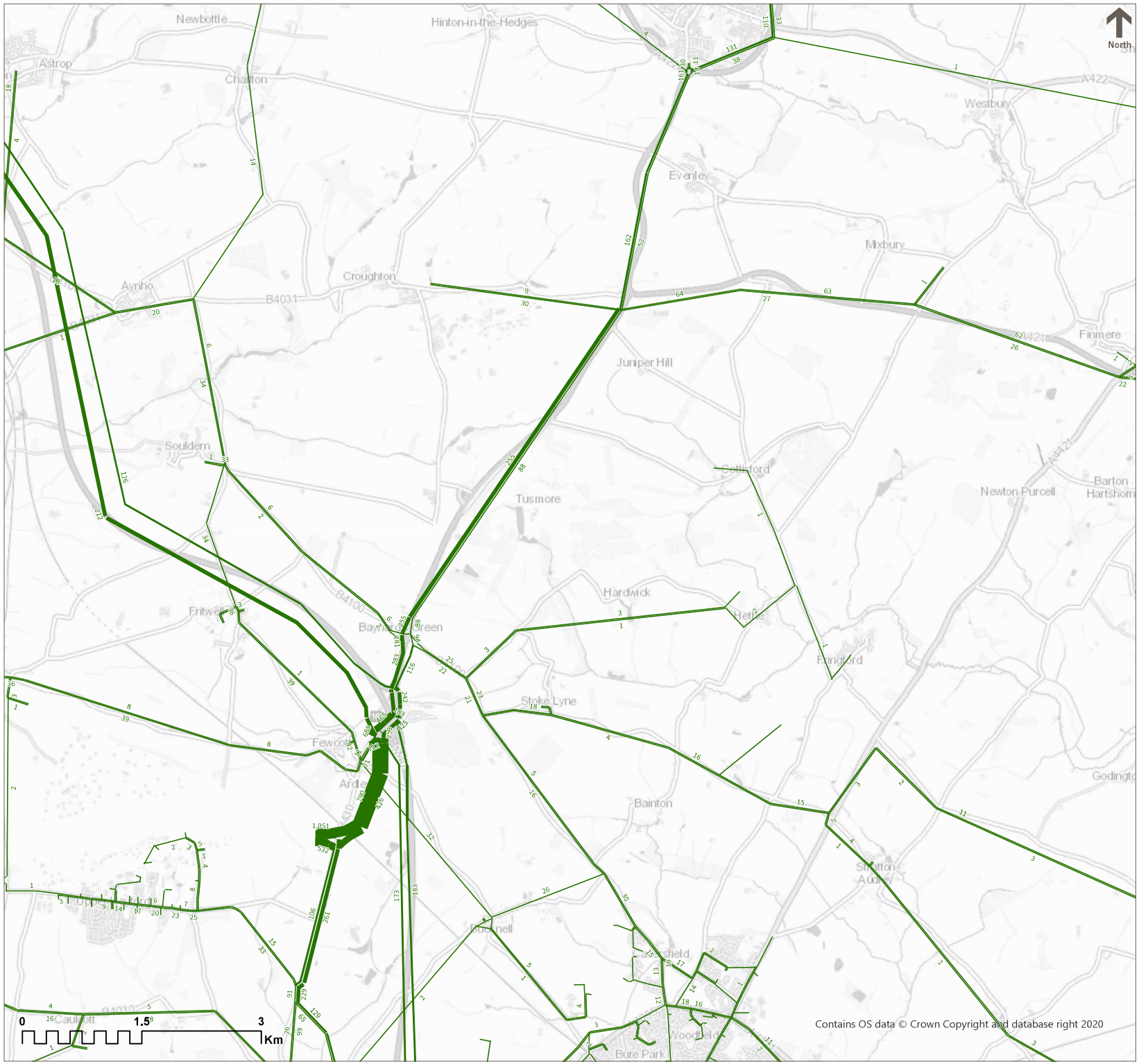
2034 OxSRFI DS3AwTP (AM)
Dev Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	48	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
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- 1000
- Over 1000

PRELIMINARY ISSUE

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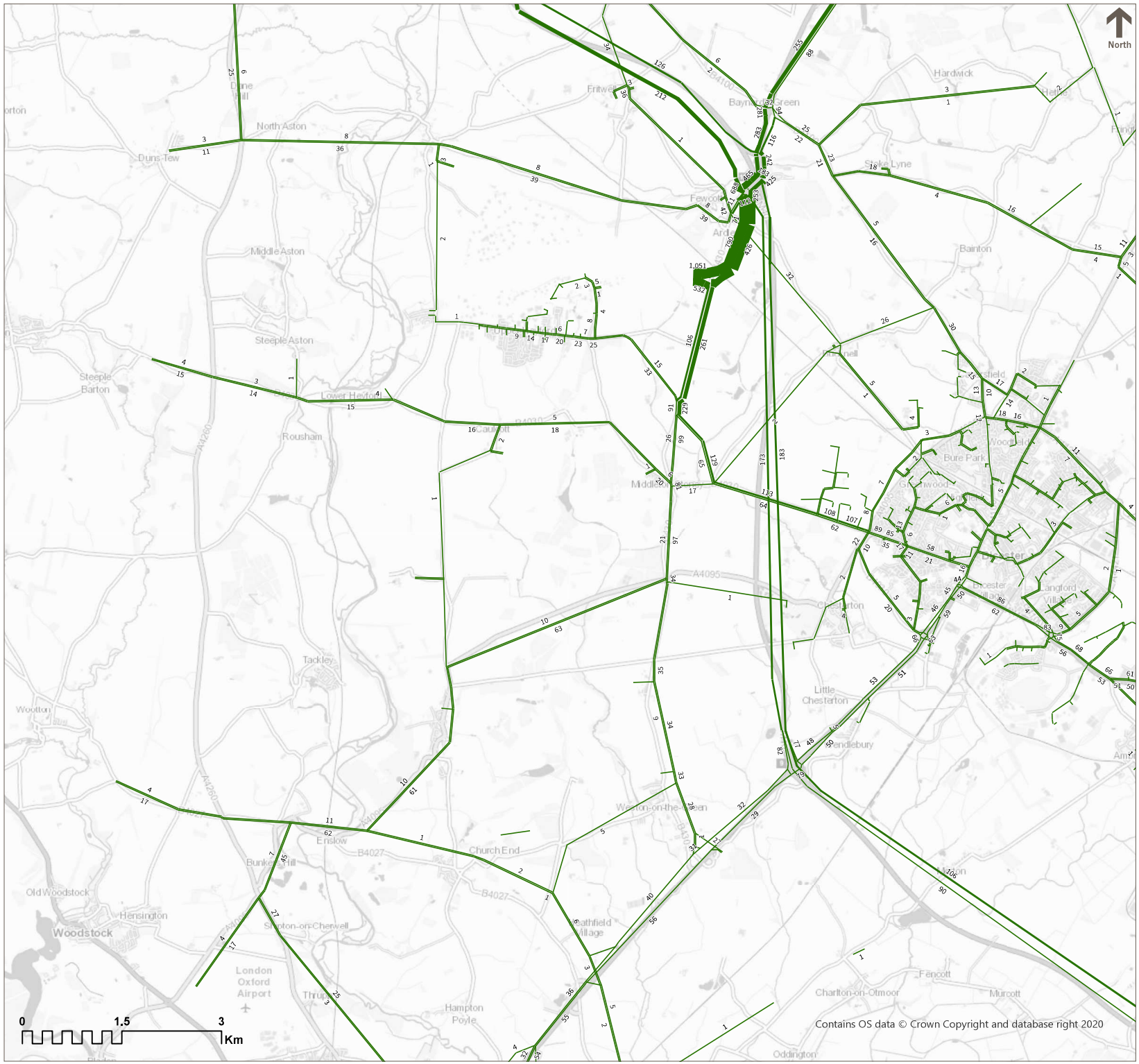
2034 OxSRFI DS3AwTP (PM)
Dev Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	42	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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Oxfordshire Railfreight Ltd

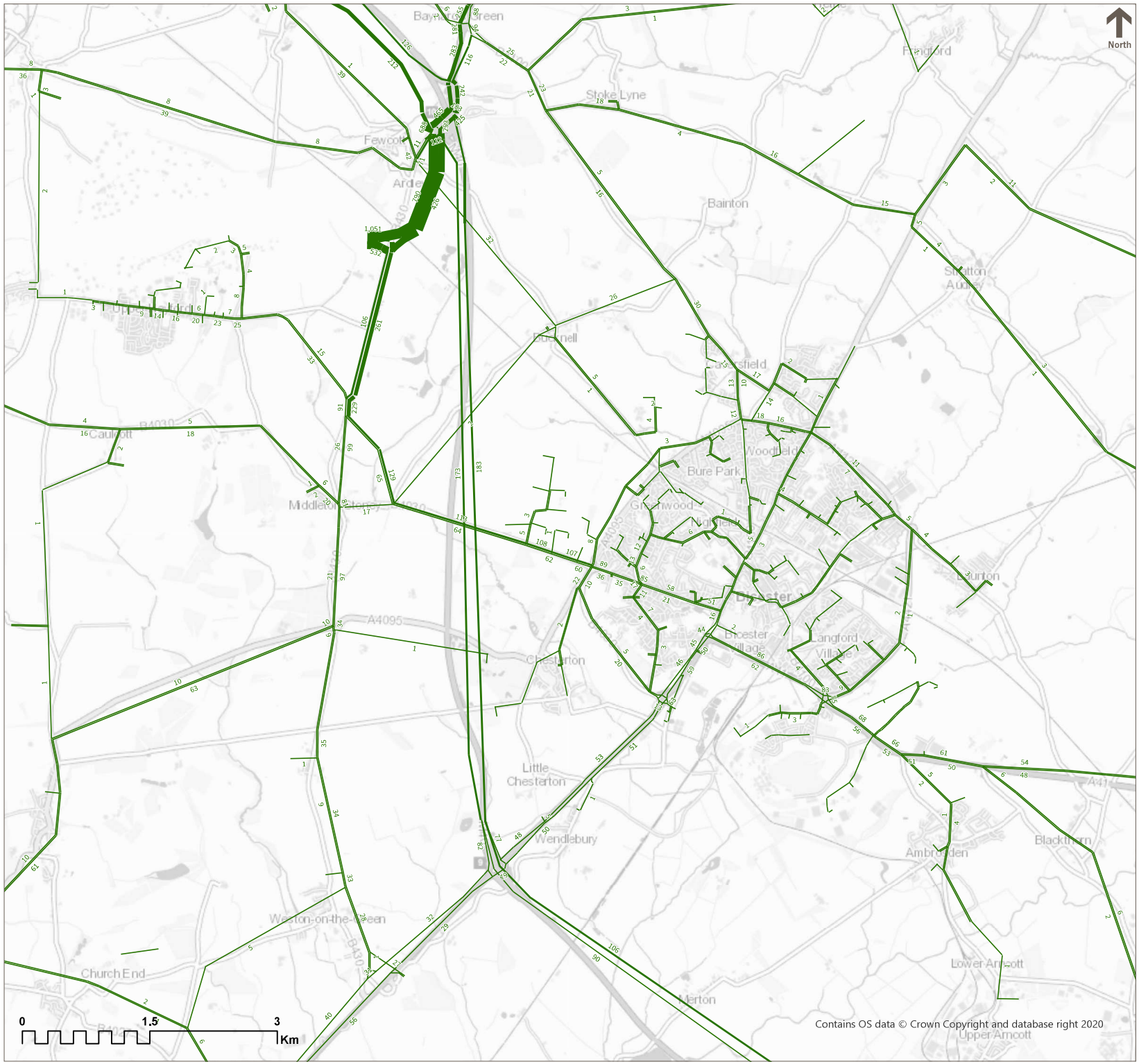
2034 OxSRFI DS3AwTP (PM)
Dev Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	43	-

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Key

Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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Oxfordshire Railfreight Ltd

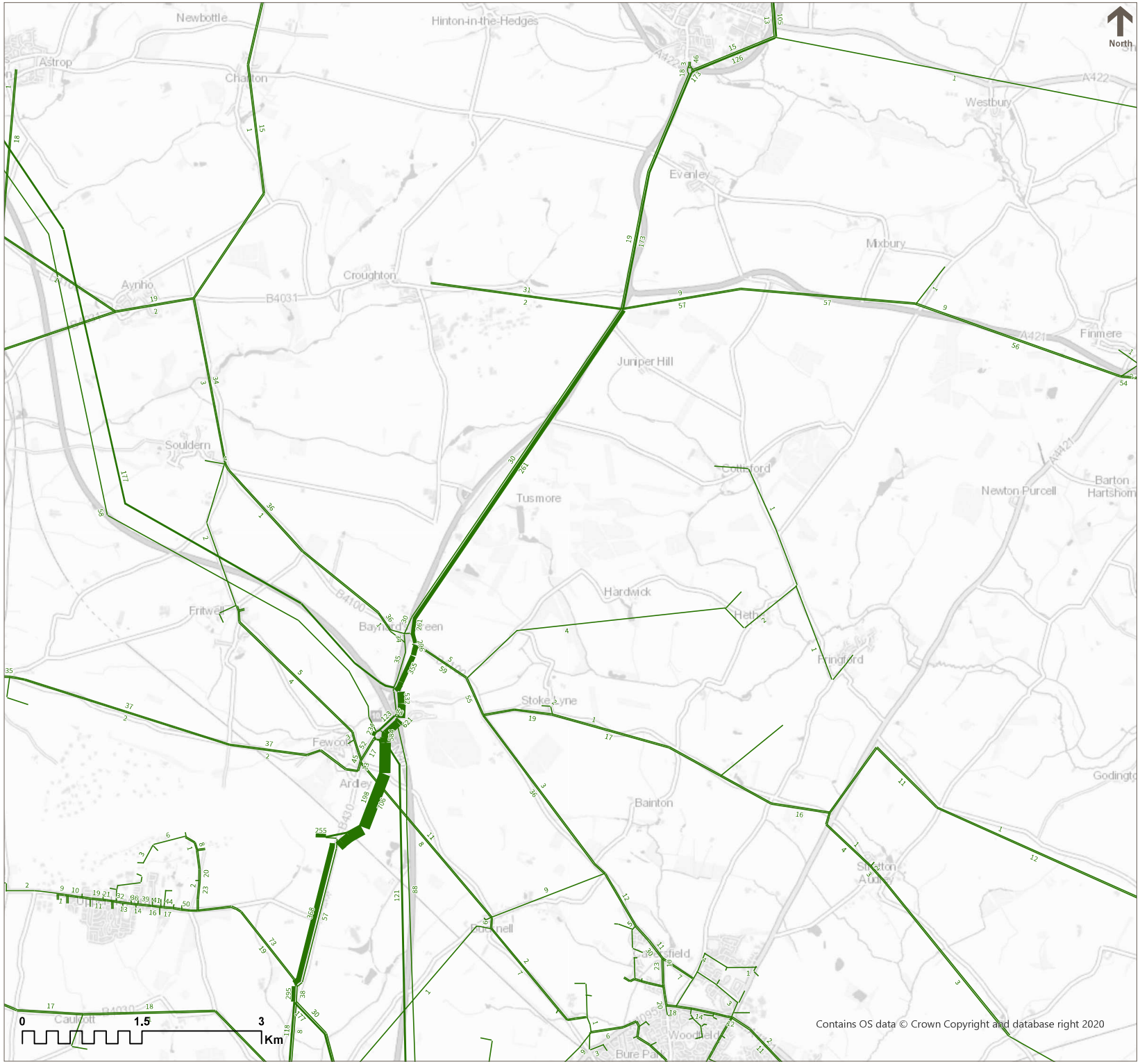
2034 OxSRFI DS3AwTP (PM)
Dev Actual Total PCU Flow
Centre

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B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	44	-

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Key

Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

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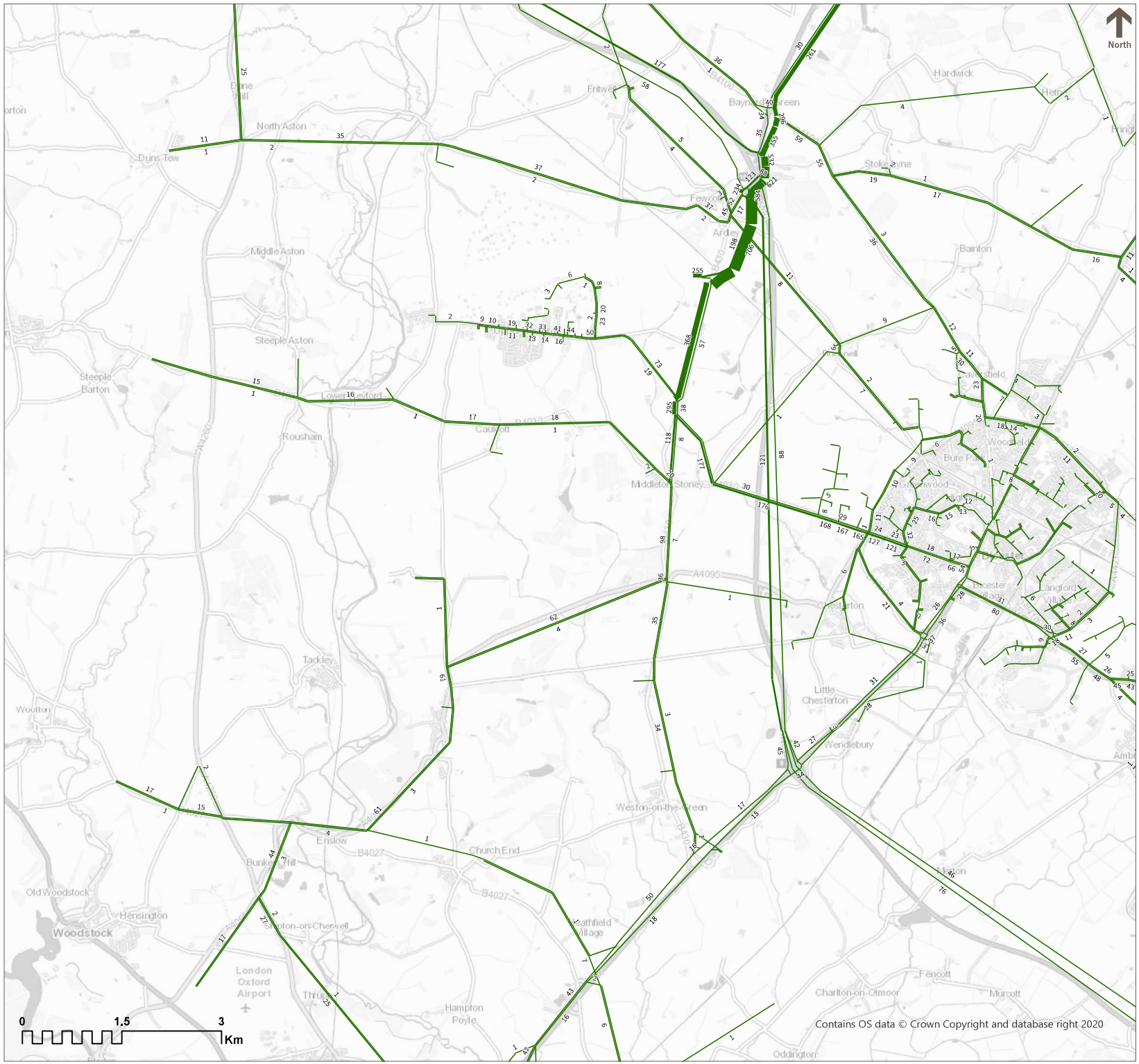
2034 OxSRFI DS3A (AM)
Dev Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	38	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

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OxSRFI
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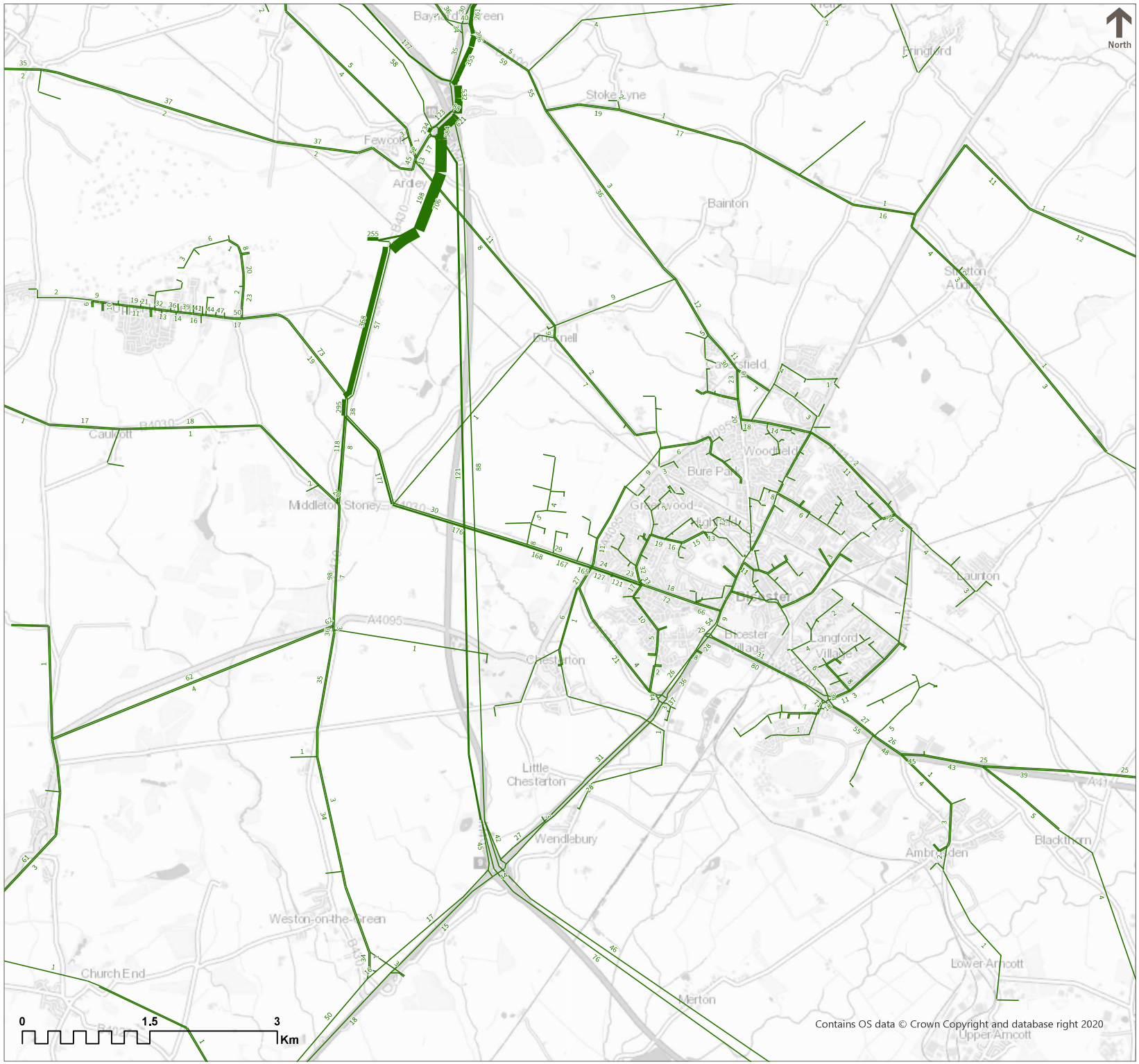
2034 OxSRFI DS3A (AM)
Dev Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	39	-

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Dev_Actual_Total_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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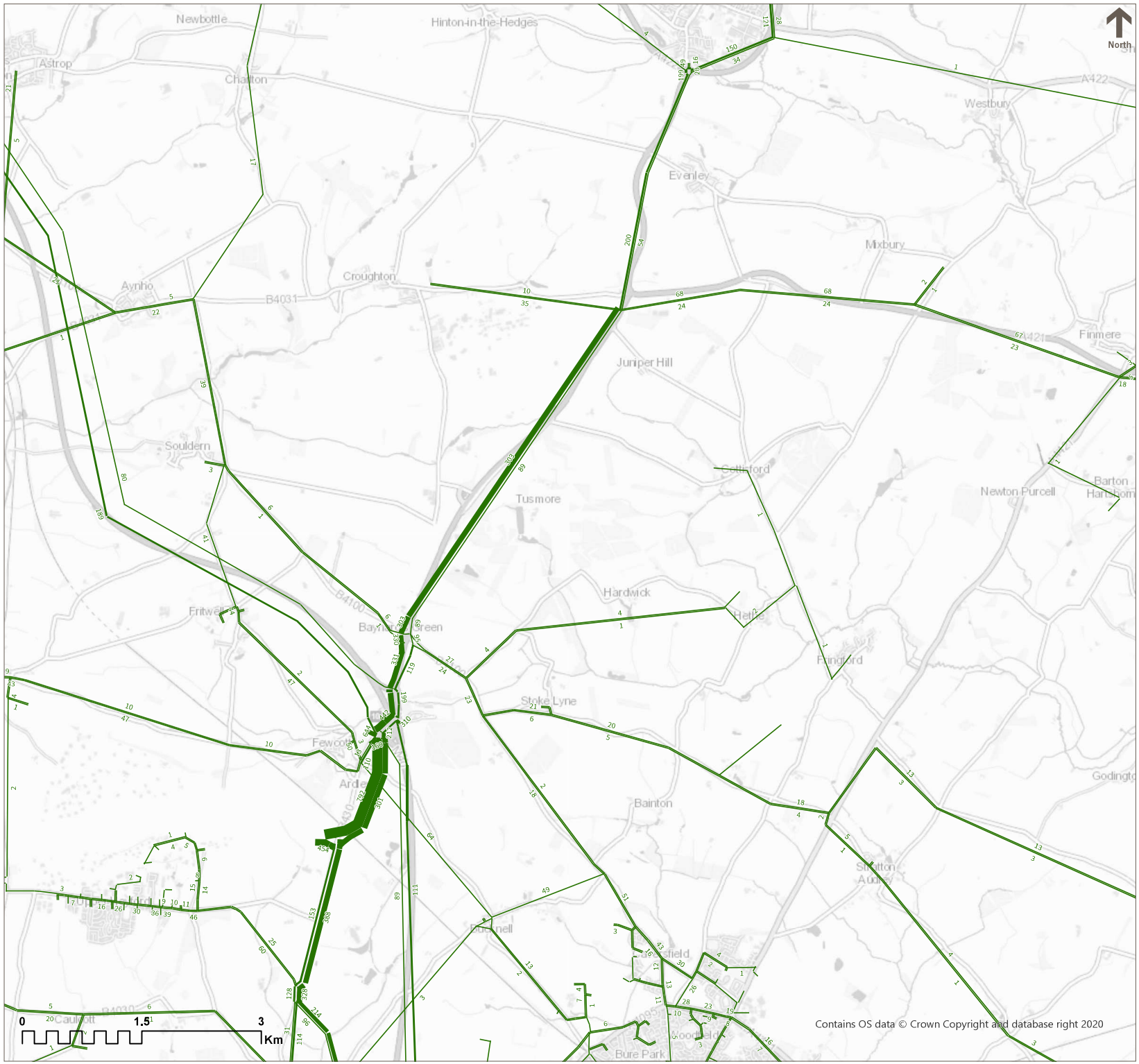
2034 OxSRFI DS3A (AM)
Dev Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	40	-

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Dev_Actual_Total_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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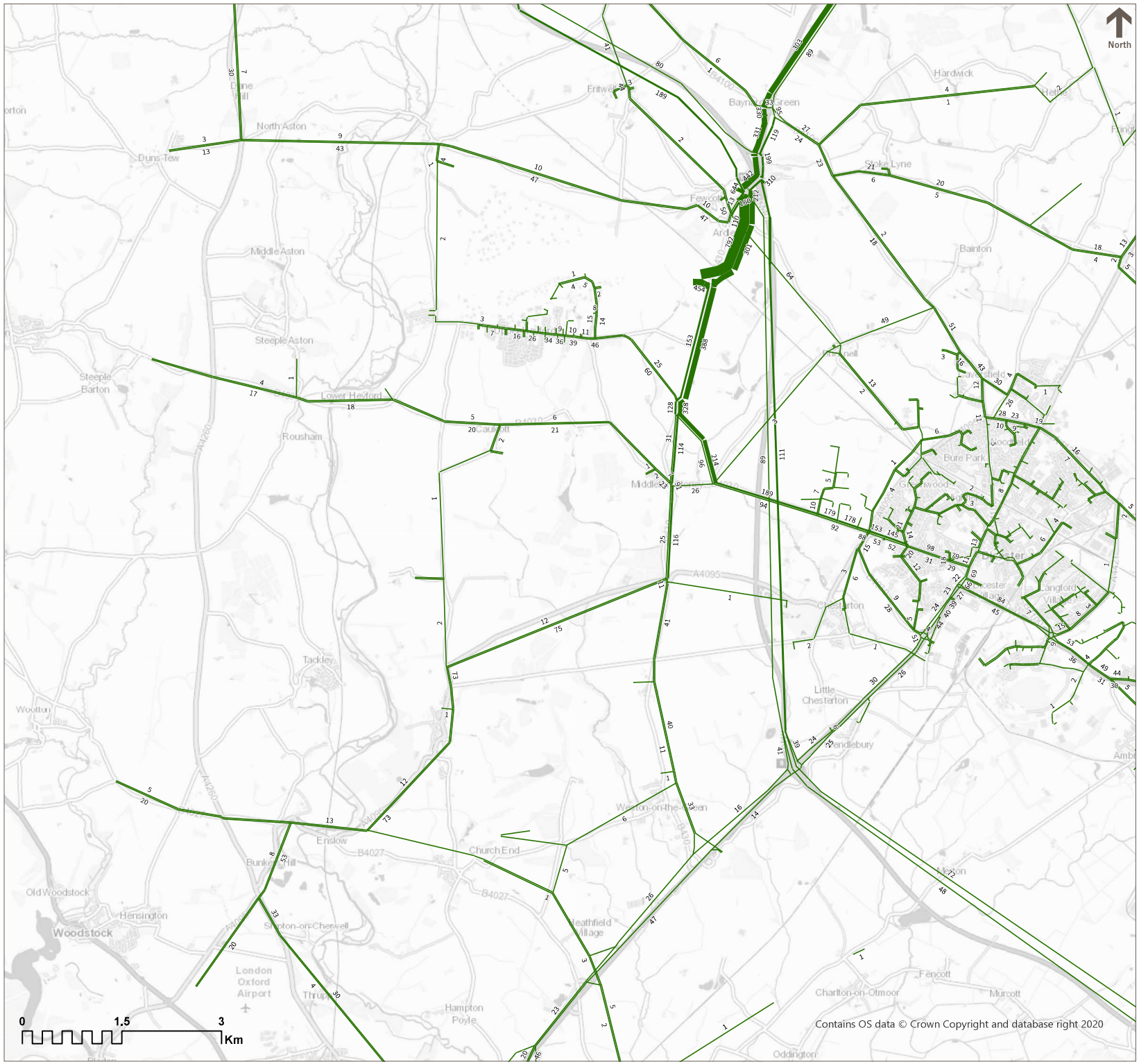
2034 OxSRFI DS3A (PM)
Dev Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	34	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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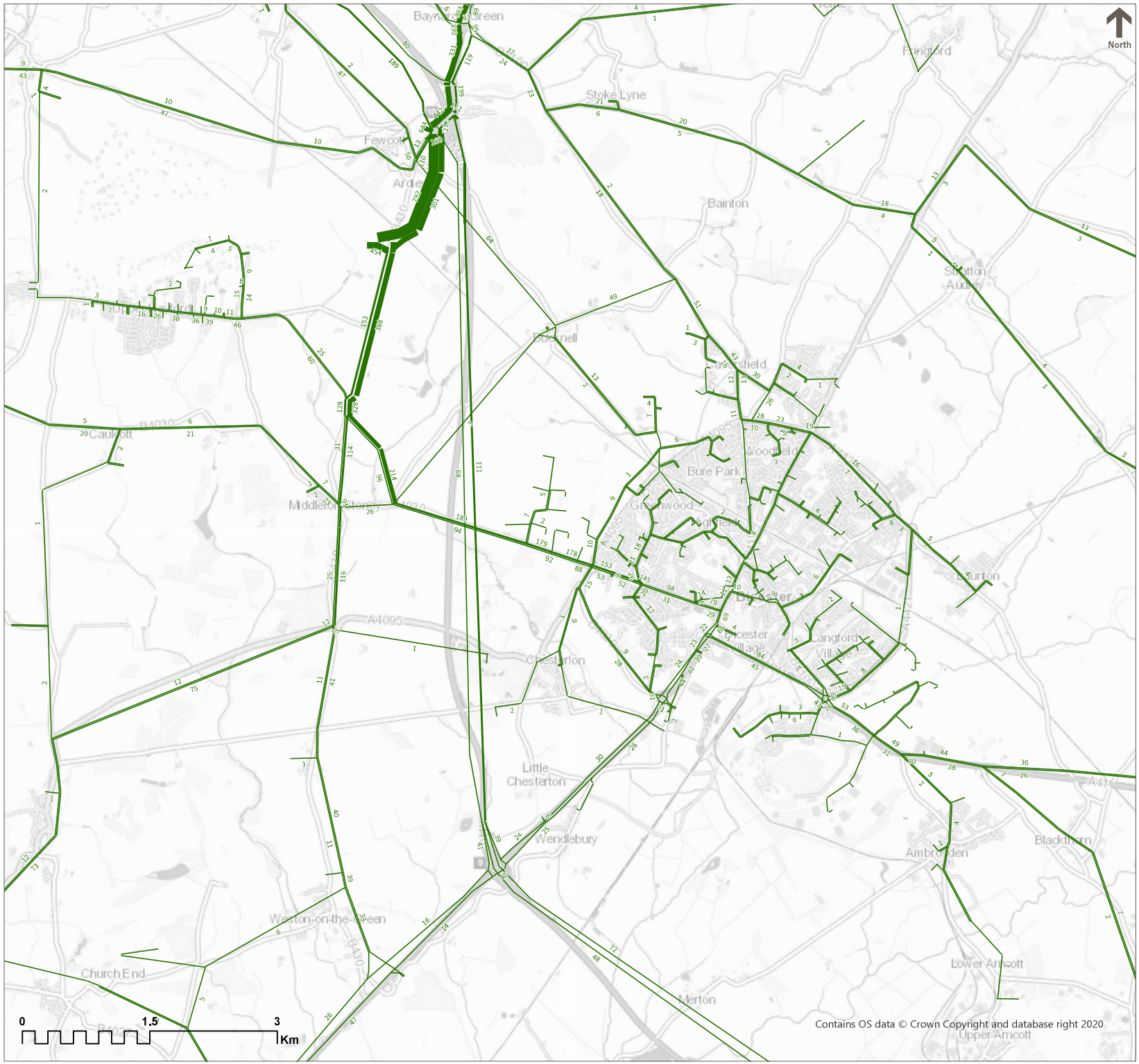
2034 OxSRFI DS3A (PM)
Dev Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	35	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
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- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

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OxSRFI
Oxfordshire Railfreight Ltd

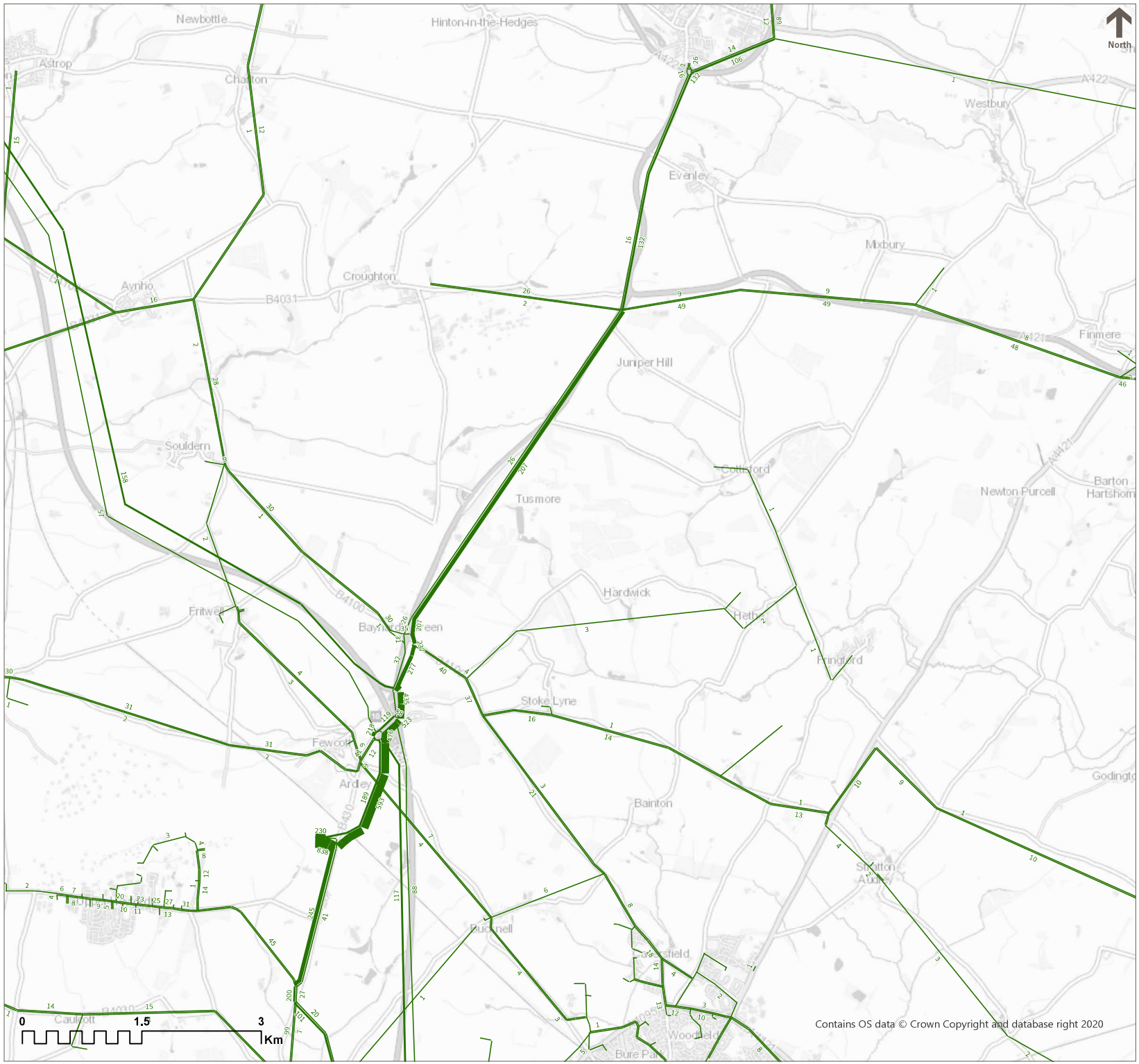
2034 OxSRFI DS3A (PM) Dev Actual Total Veh Flow Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	36	-

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Key

Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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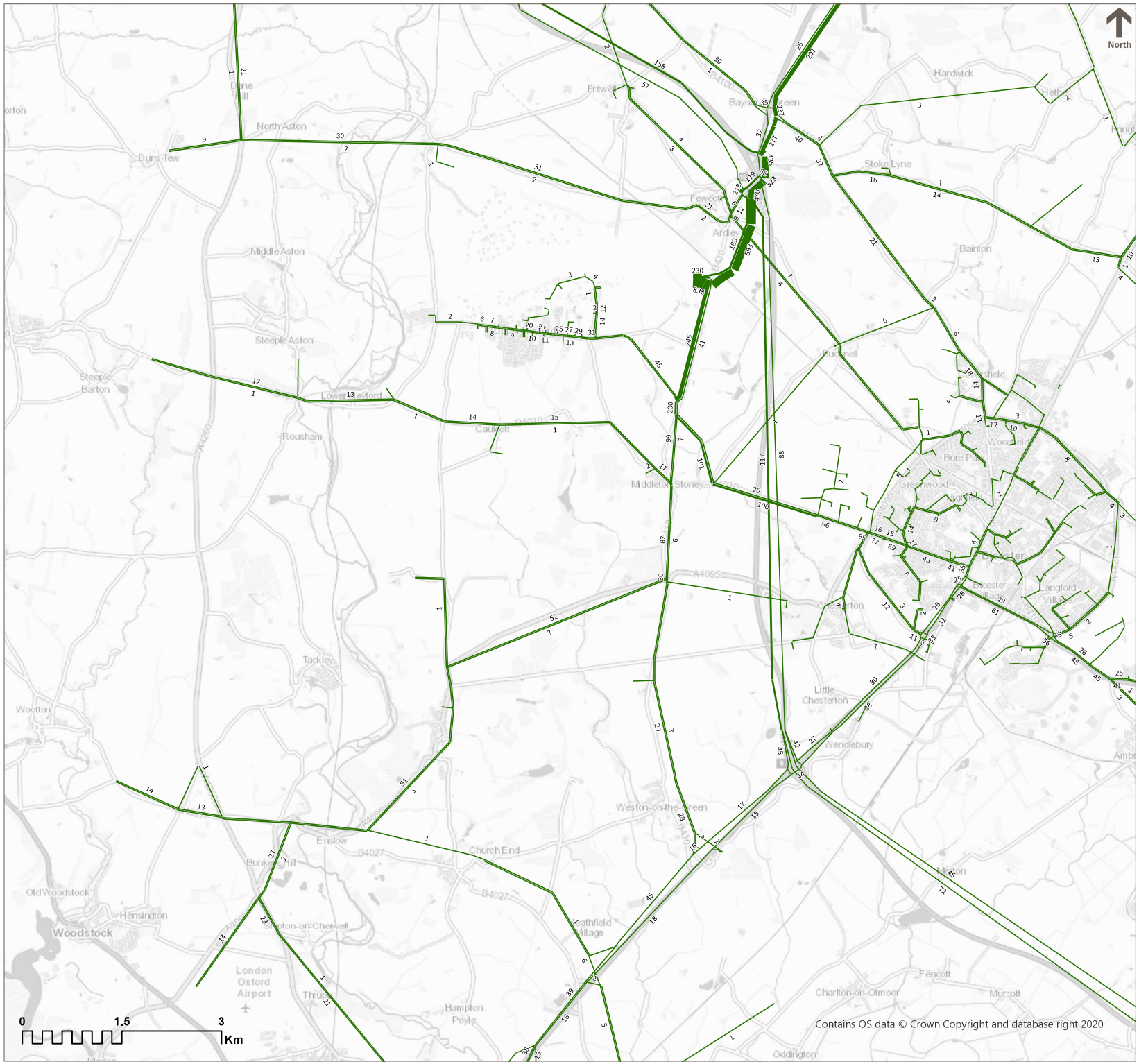
2034 OxSRFI DS3AwTP (AM)
Dev Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	46	-

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Key

Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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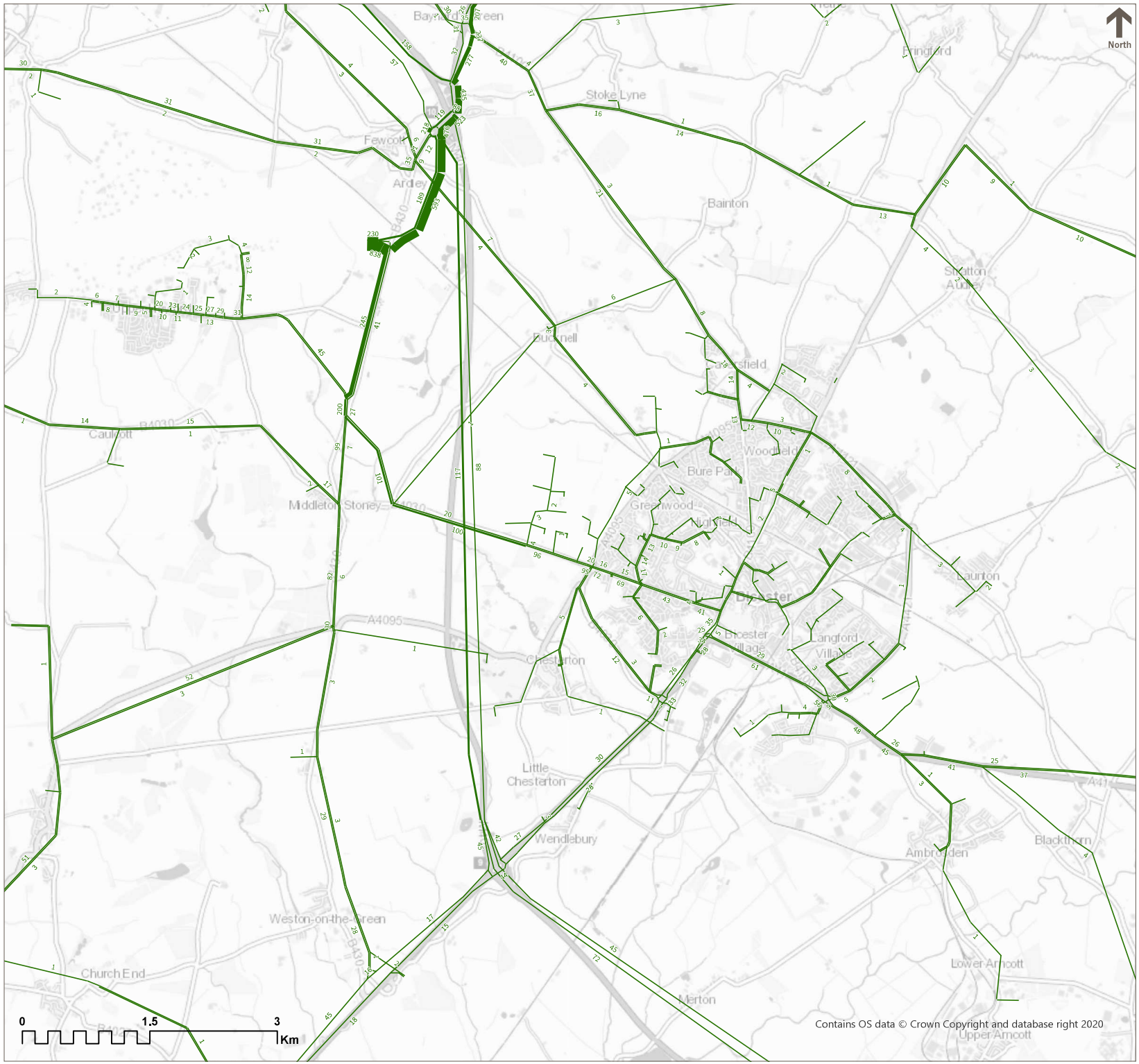
2034 OxSRFI DS3AwTP (AM)
Dev Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	47	-

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Dev_Actual_Total_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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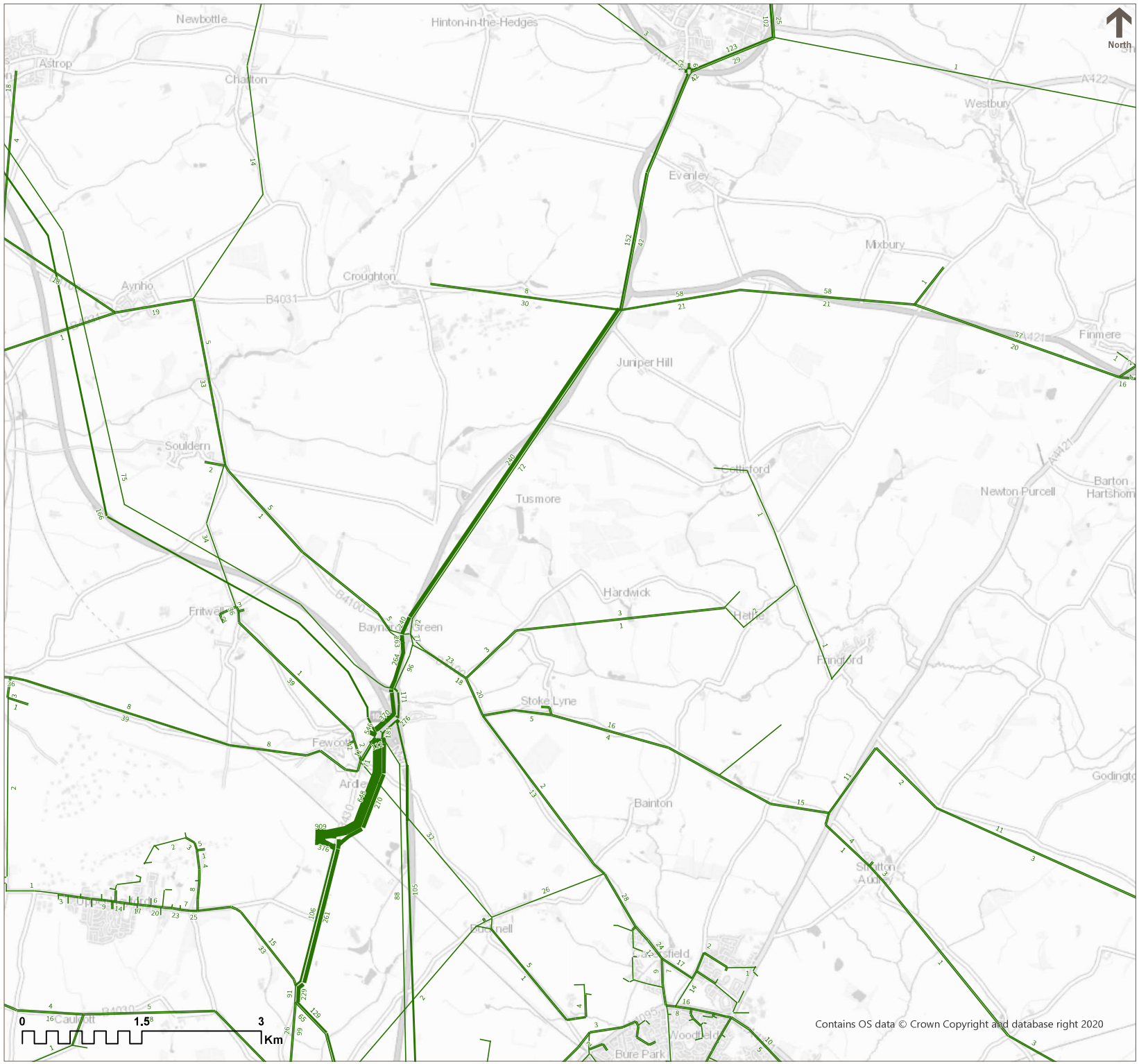
2034 OxSRFI DS3AwTP (AM)
Dev Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	48	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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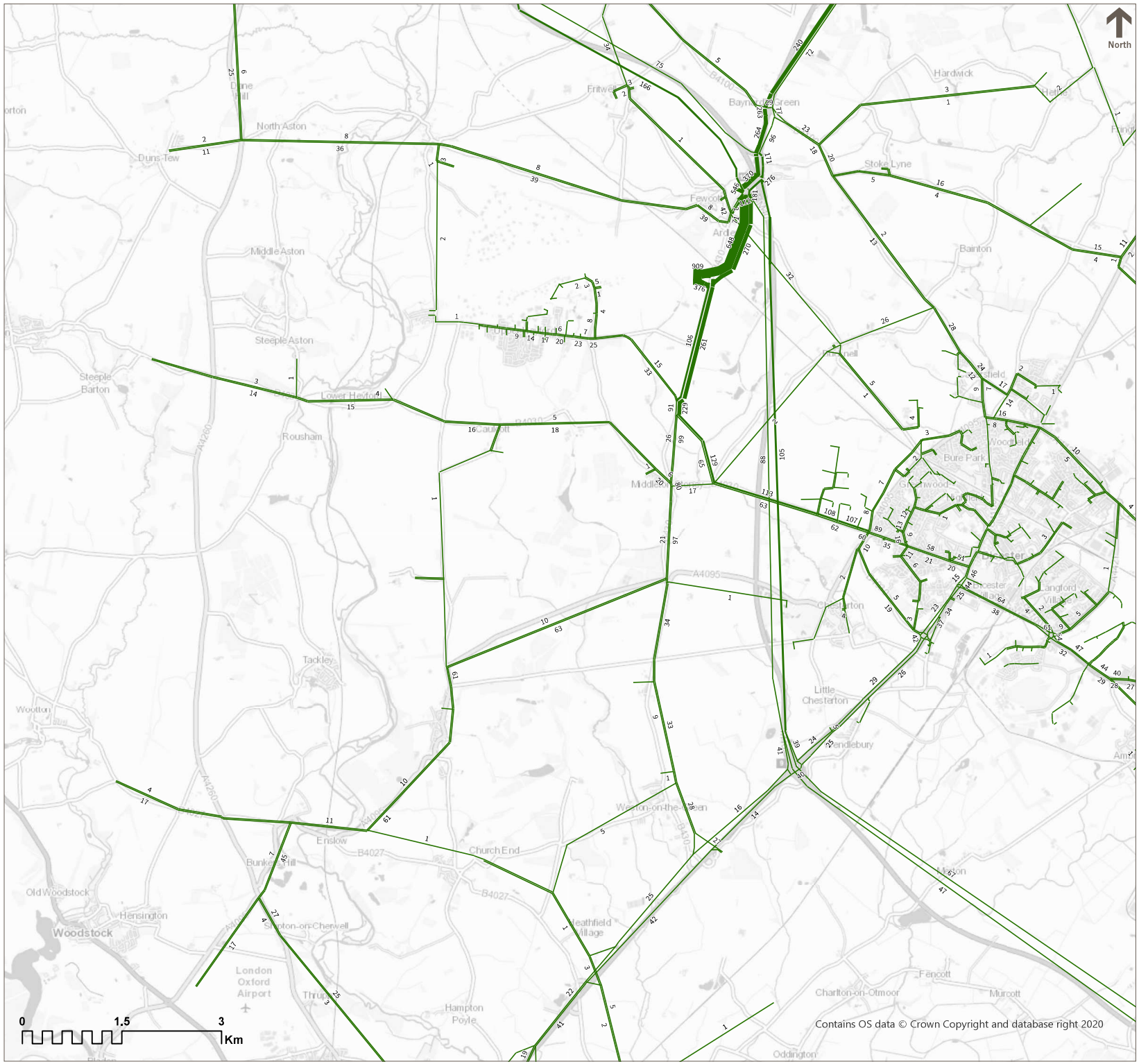
2034 OxSRFI DS3AwTP (PM)
Dev Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	42	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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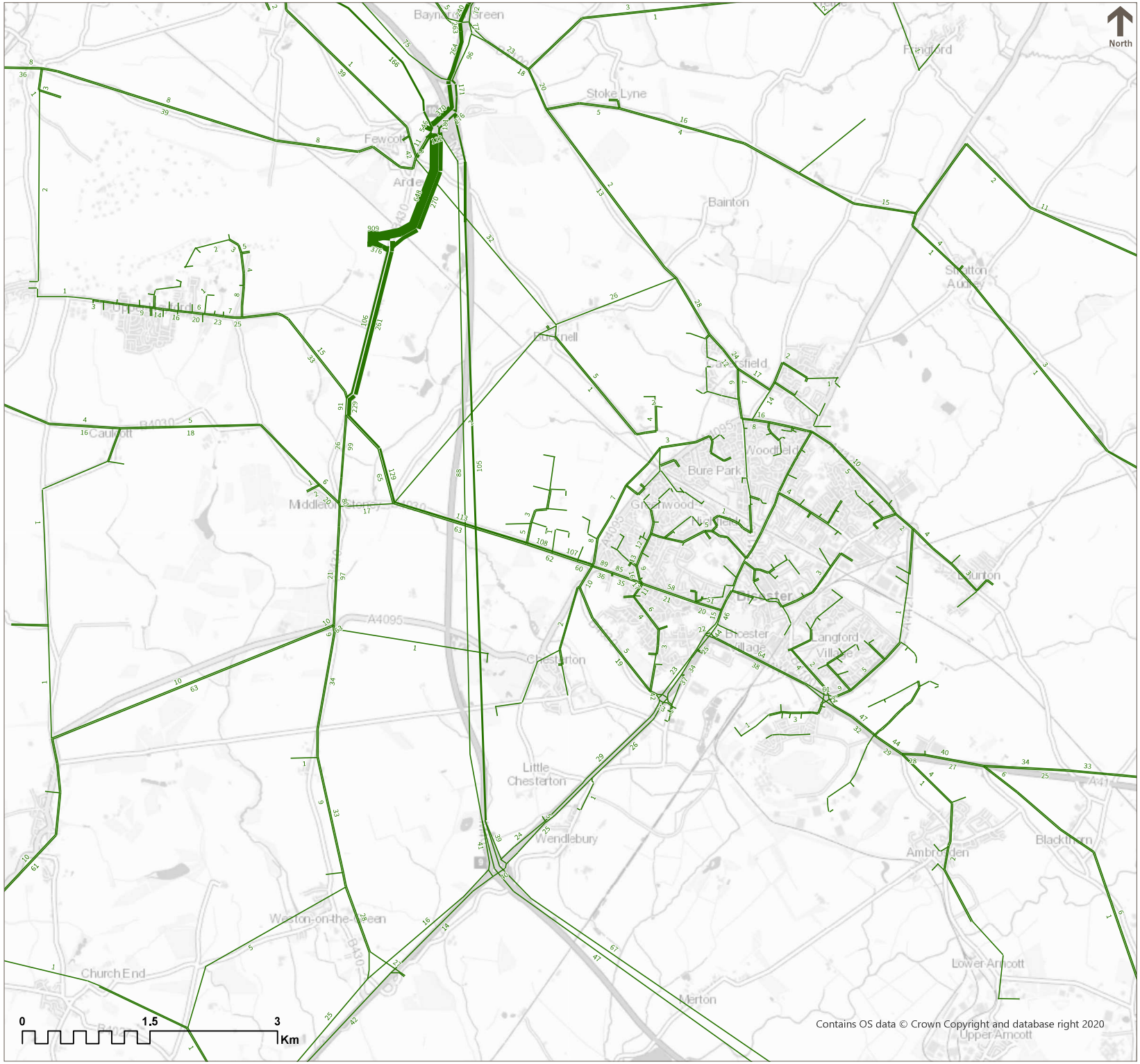
2034 OxSRFI DS3AwTP (PM)
Dev Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	43	-

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Key

Dev_Actual_Total_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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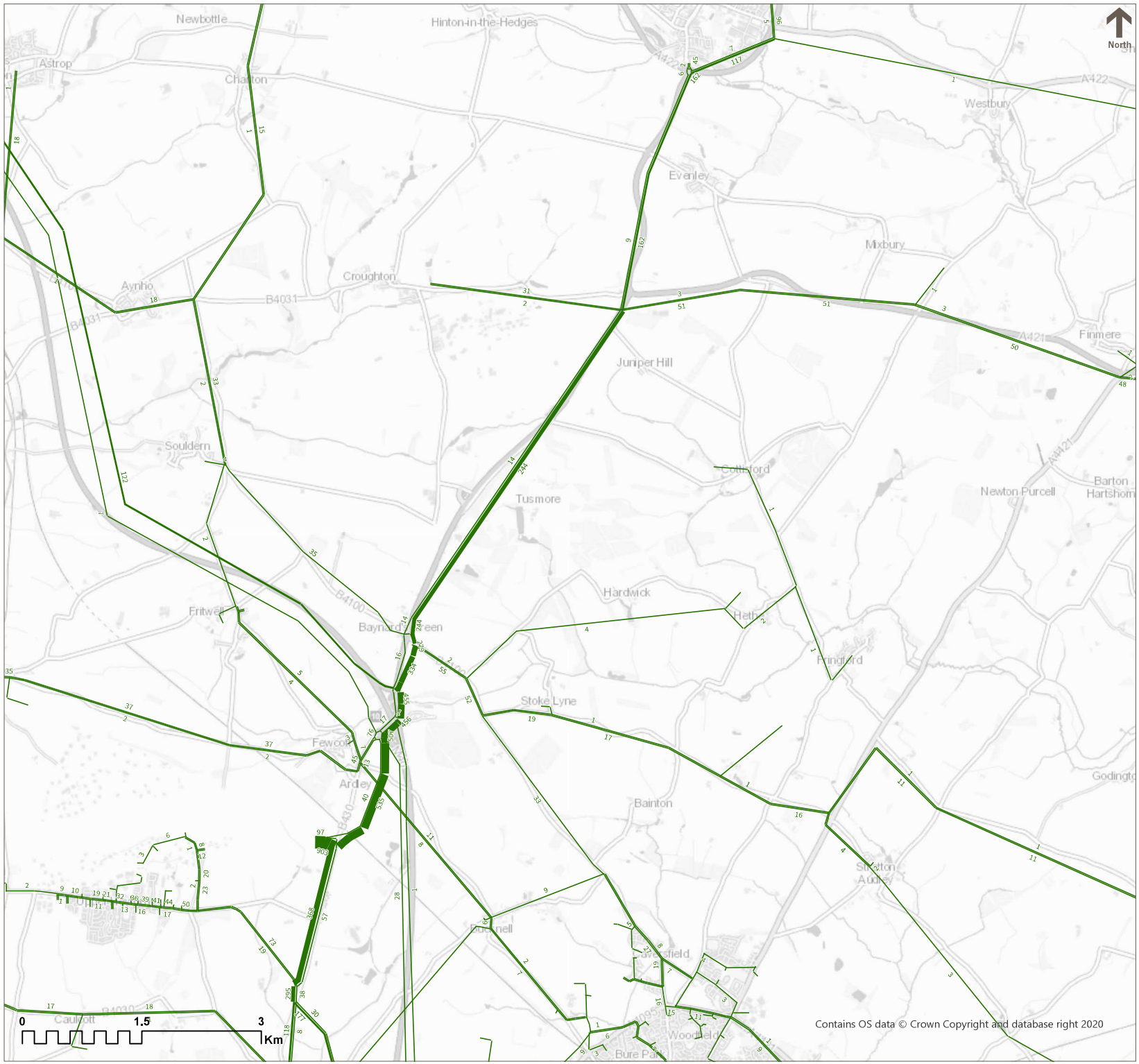
2034 OxSRFI DS3AwTP (PM)
Dev Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	44	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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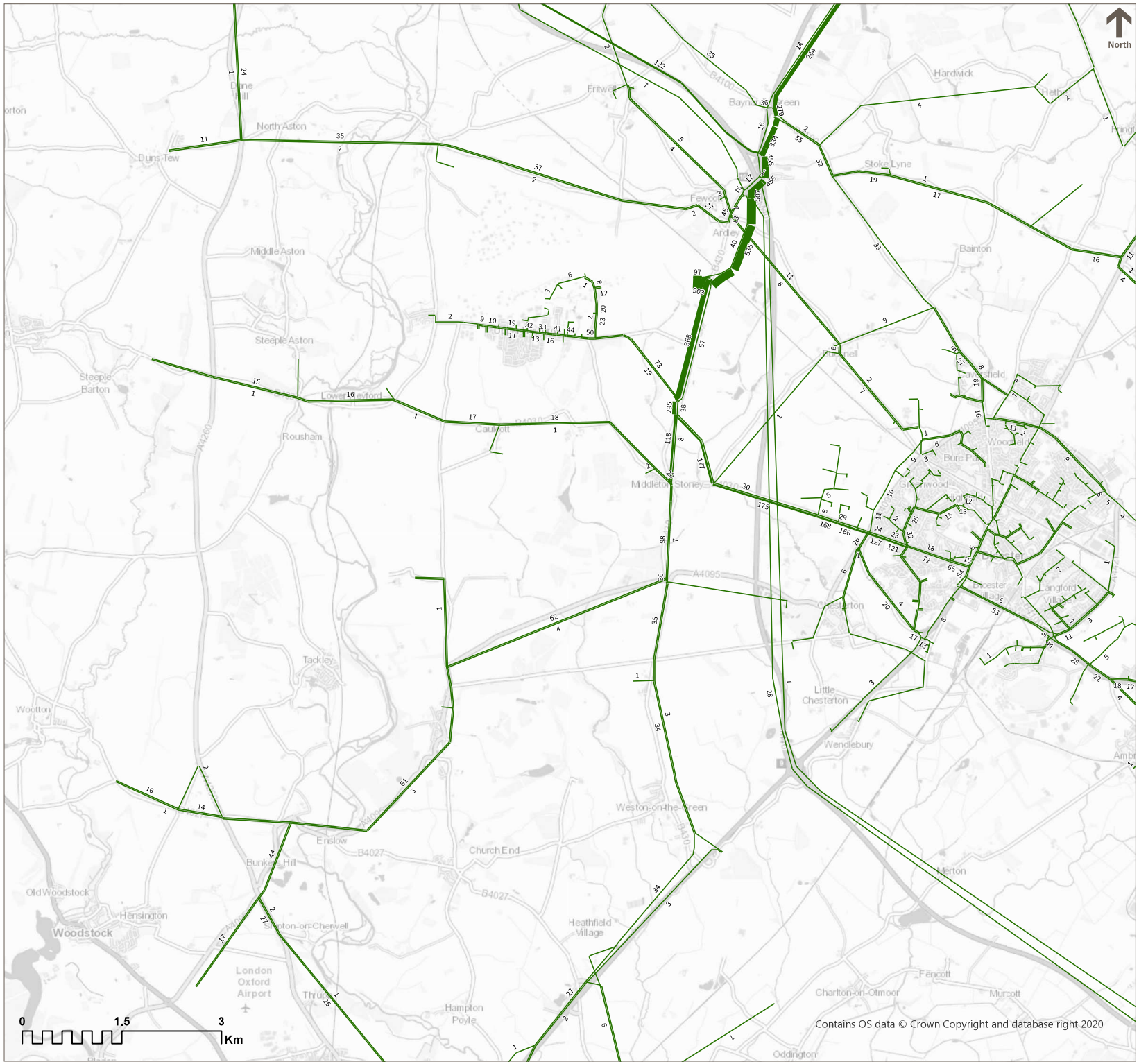
2034 OxSRFI DS3A (AM)
Dev Actual LV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	38	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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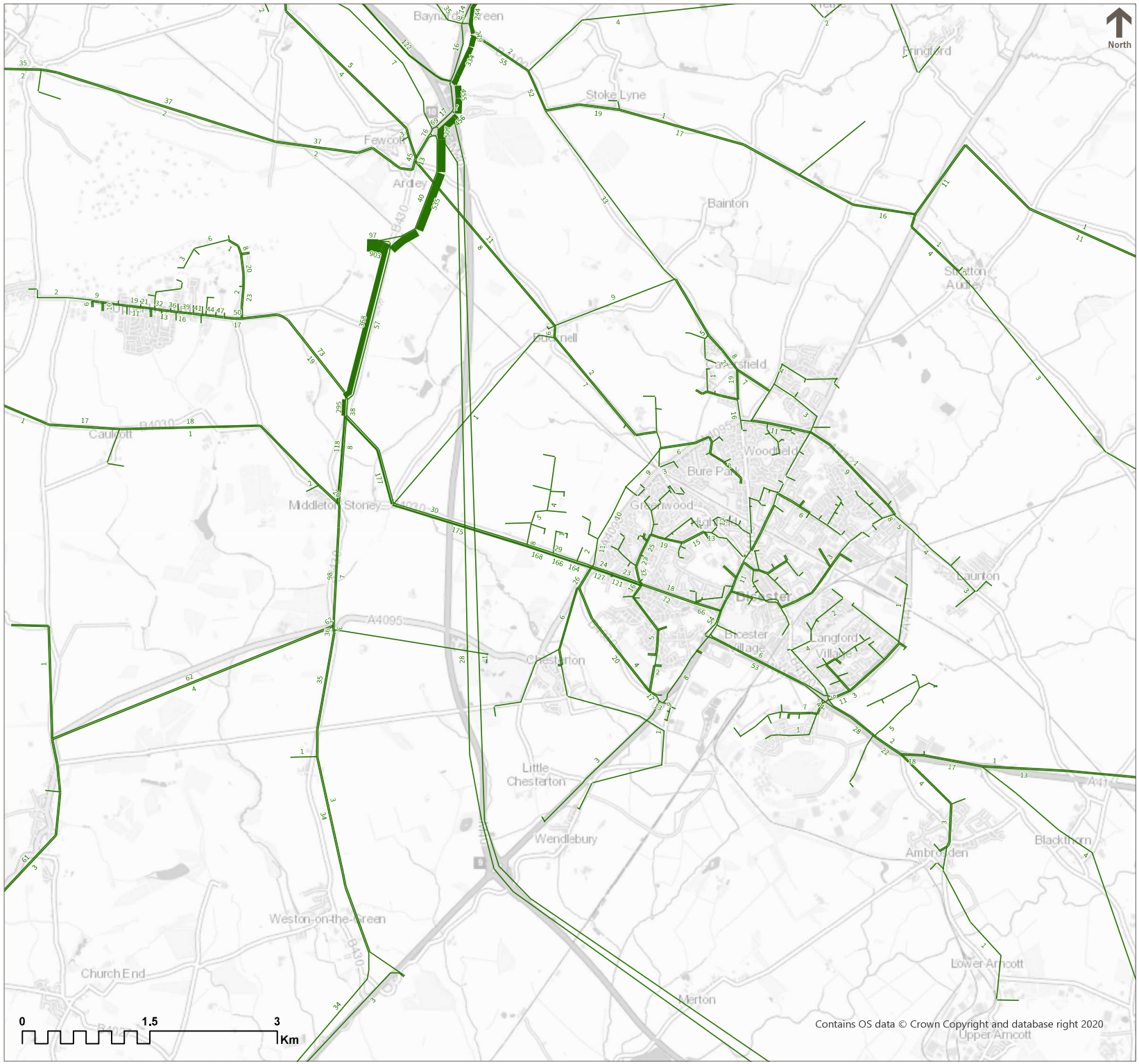
2034 OxSRFI DS3A (AM)
Dev Actual LV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	39	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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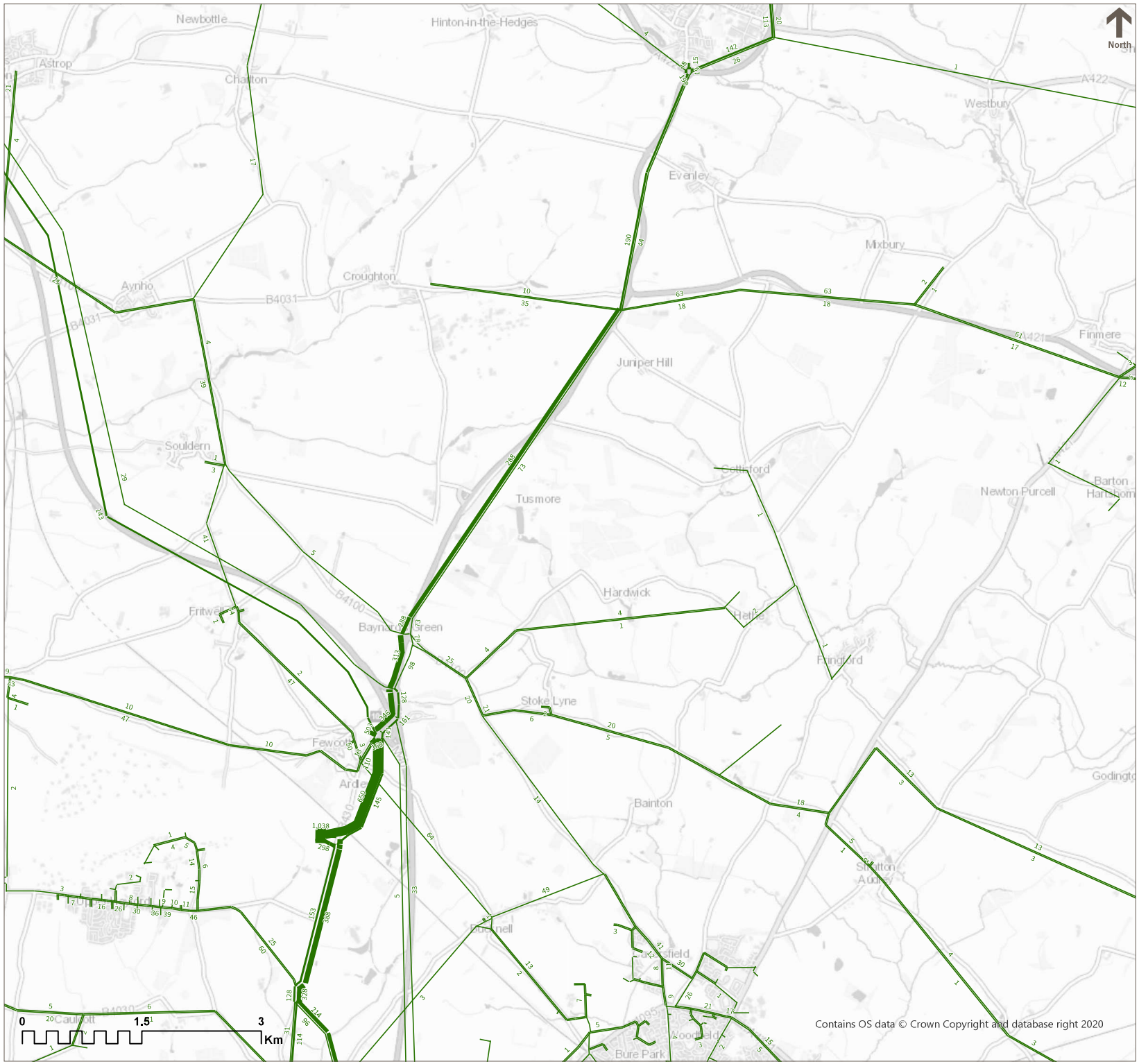
2034 OxSRFI DS3A (AM)
Dev Actual LV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	40	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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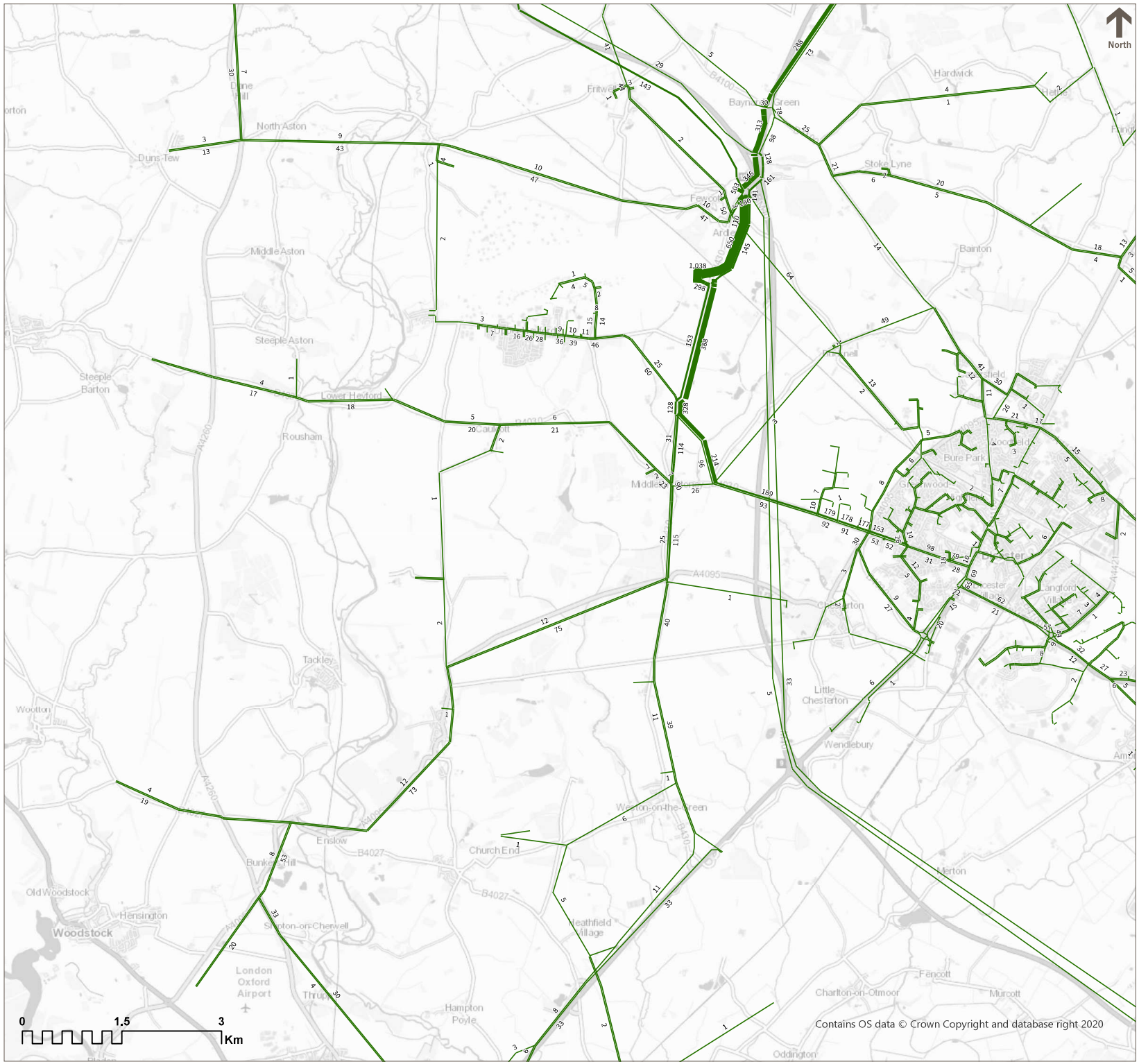
2034 OxSRFI DS3A (PM)
Dev Actual LV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	34	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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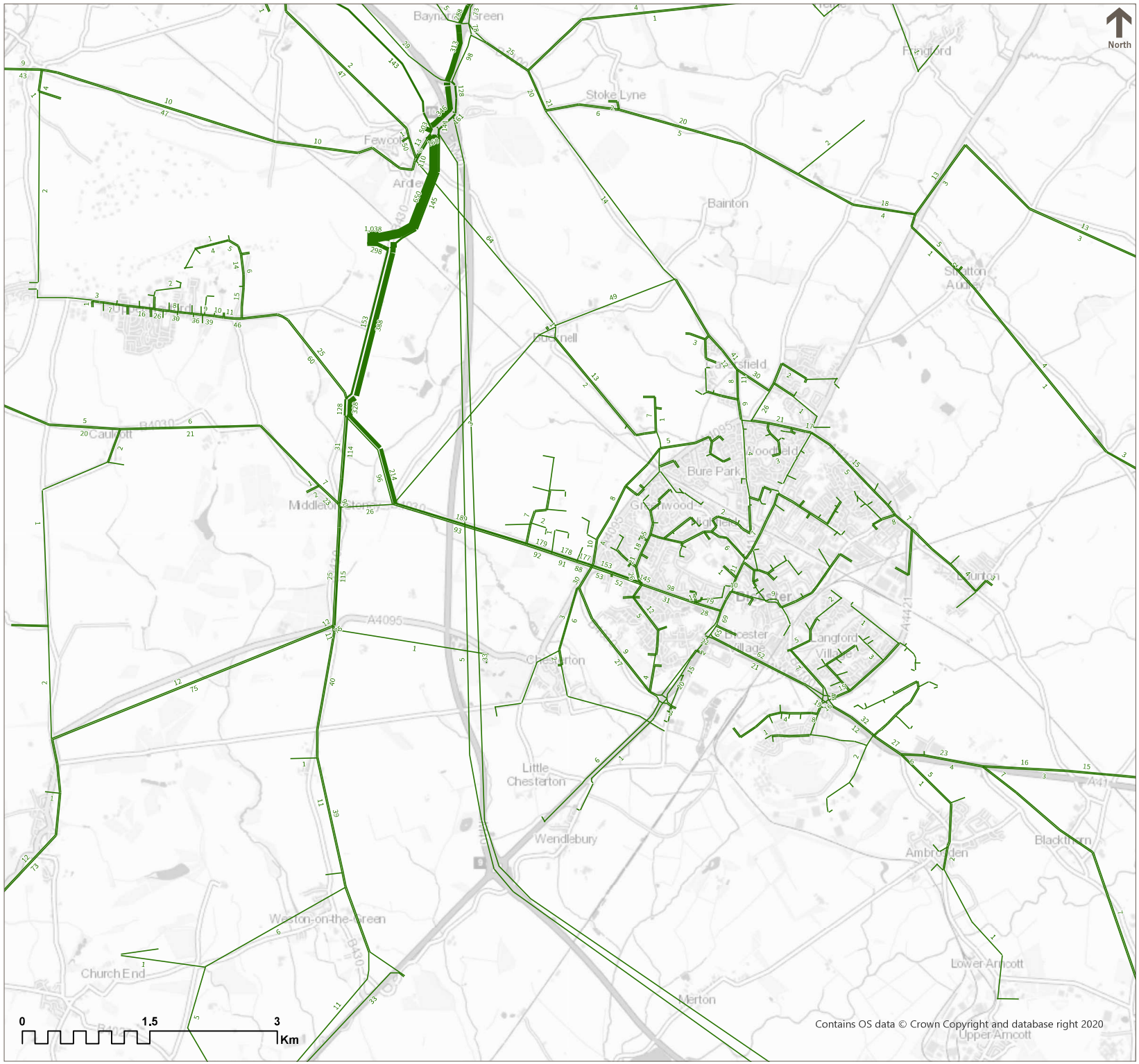
2034 OxSRFI DS3A (PM)
Dev Actual LV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	35	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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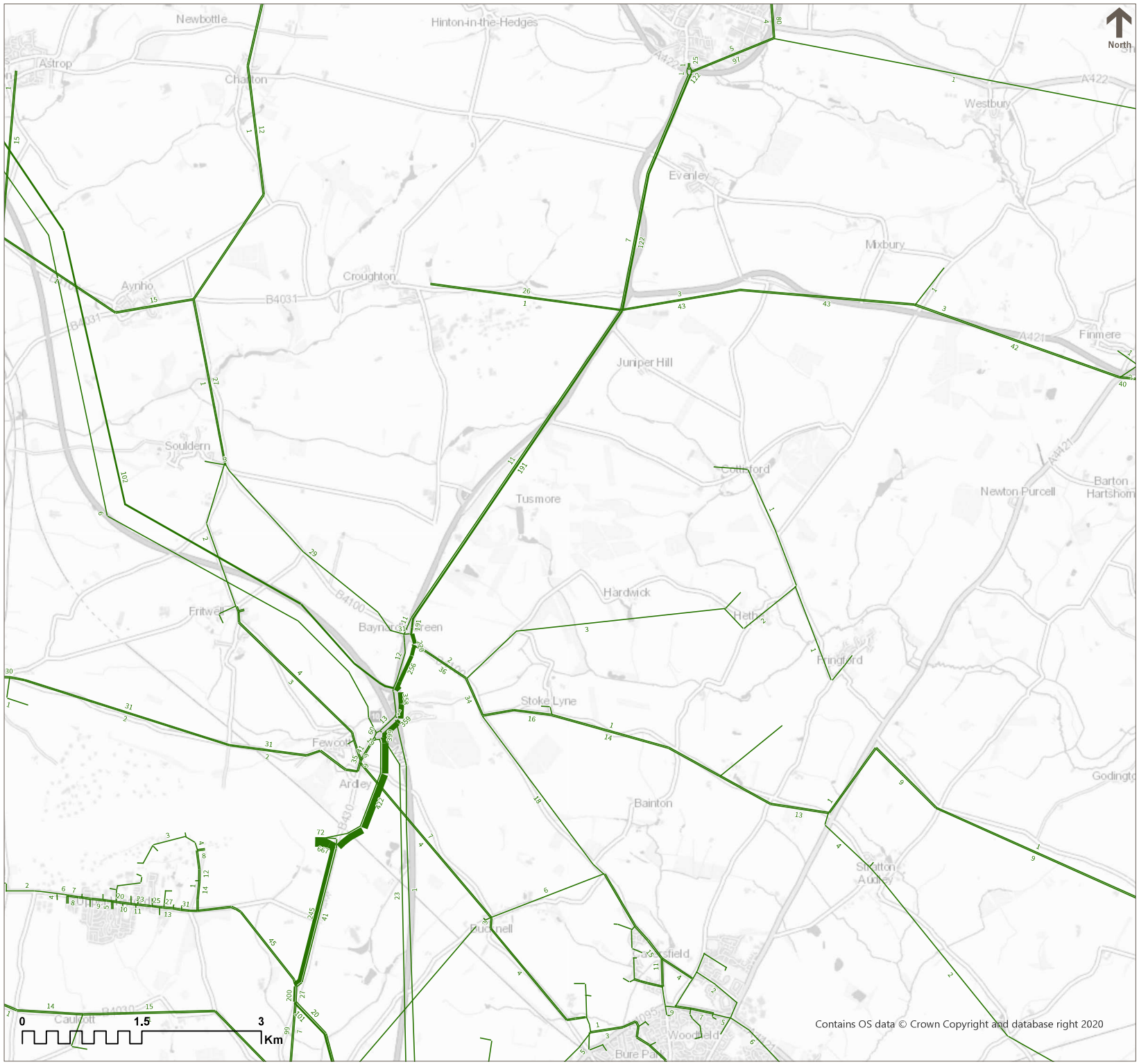
2034 OxSRFI DS3A (PM)
Dev Actual LV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	36	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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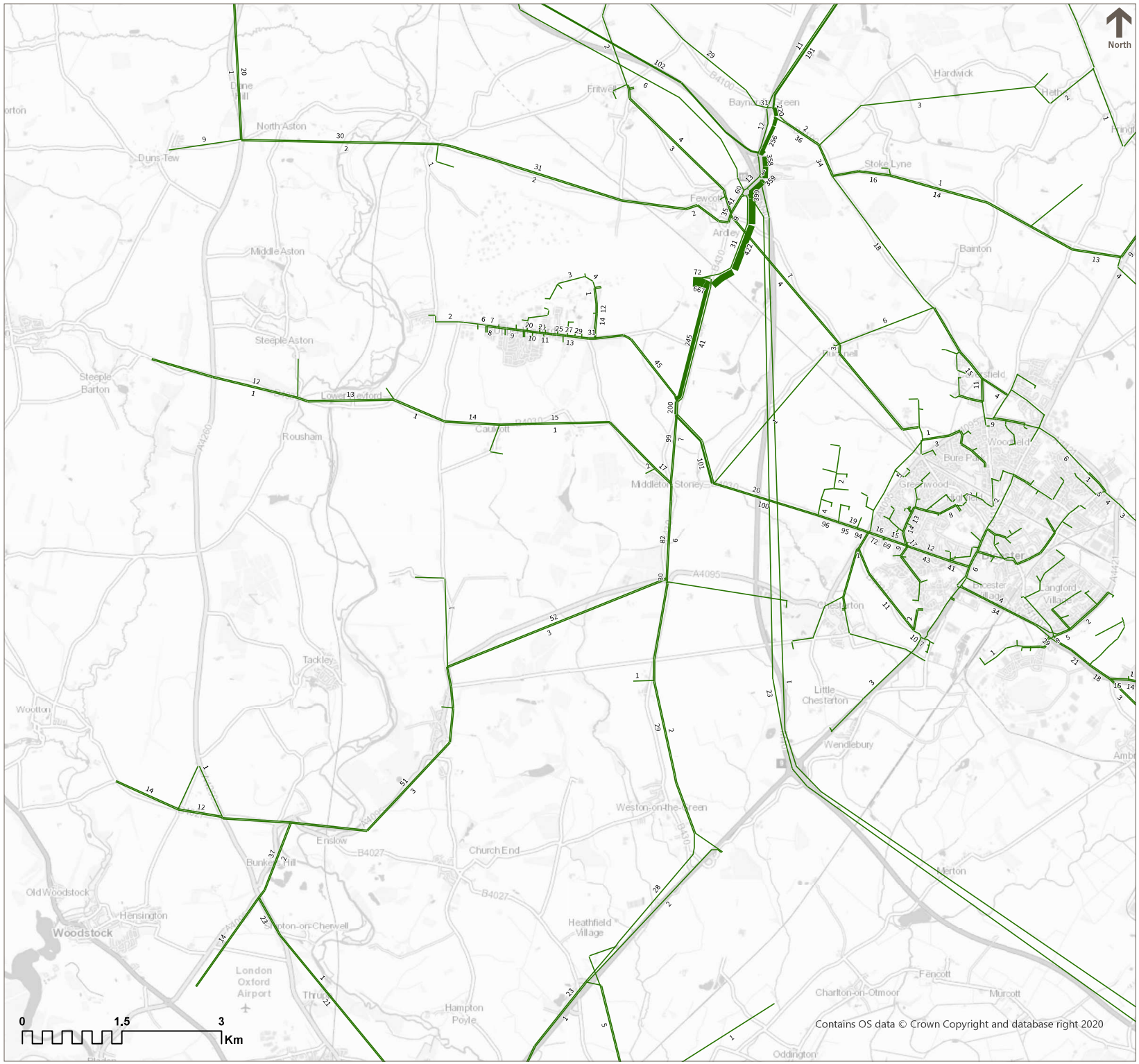
2034 OxSRFI DS3AwTP (AM)
Dev Actual LV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	46	-

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Dev_Actual_LV_Veh

0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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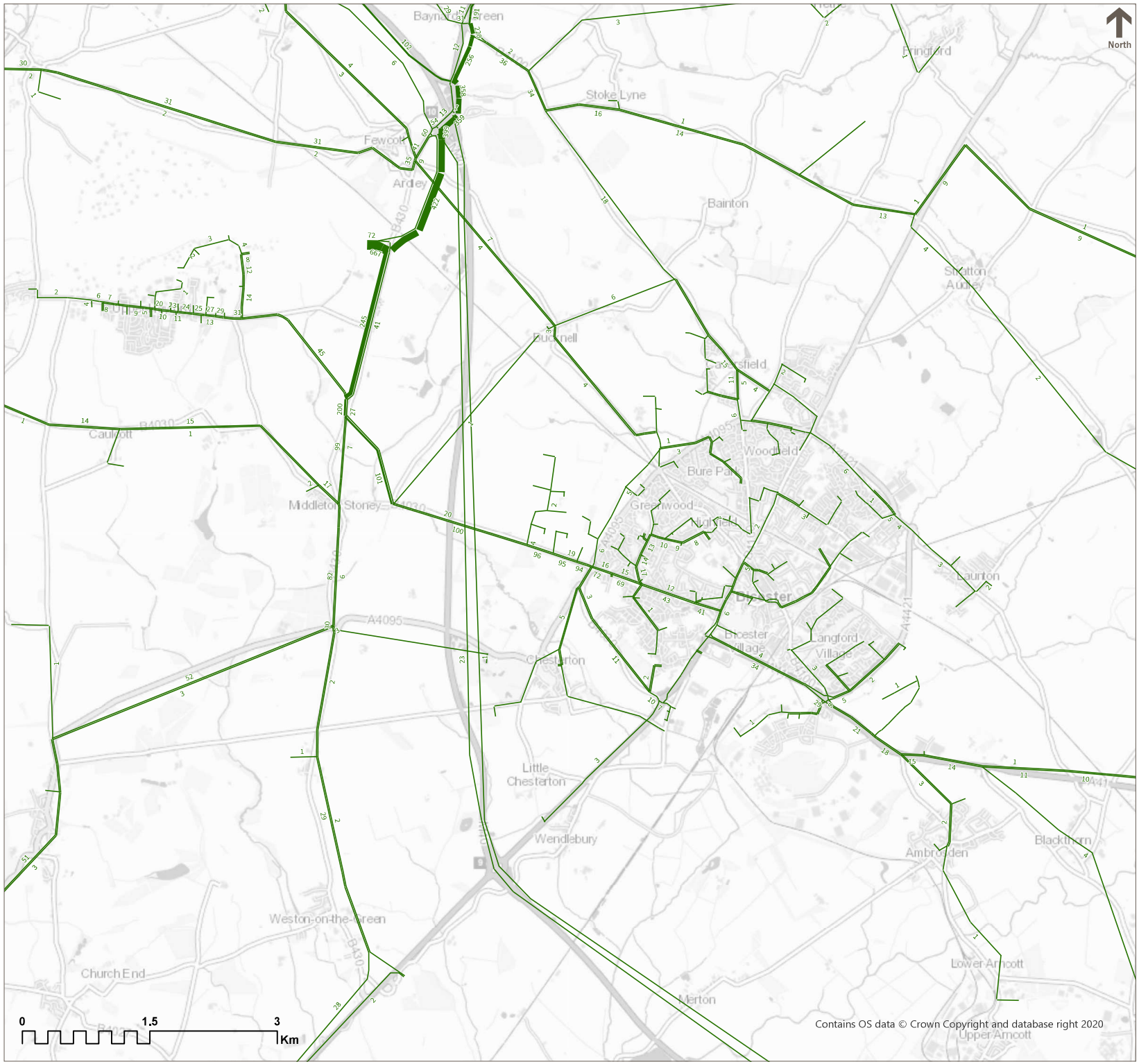
2034 OxSRFI DS3AwTP (AM)
Dev Actual LV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	47	-

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- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
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- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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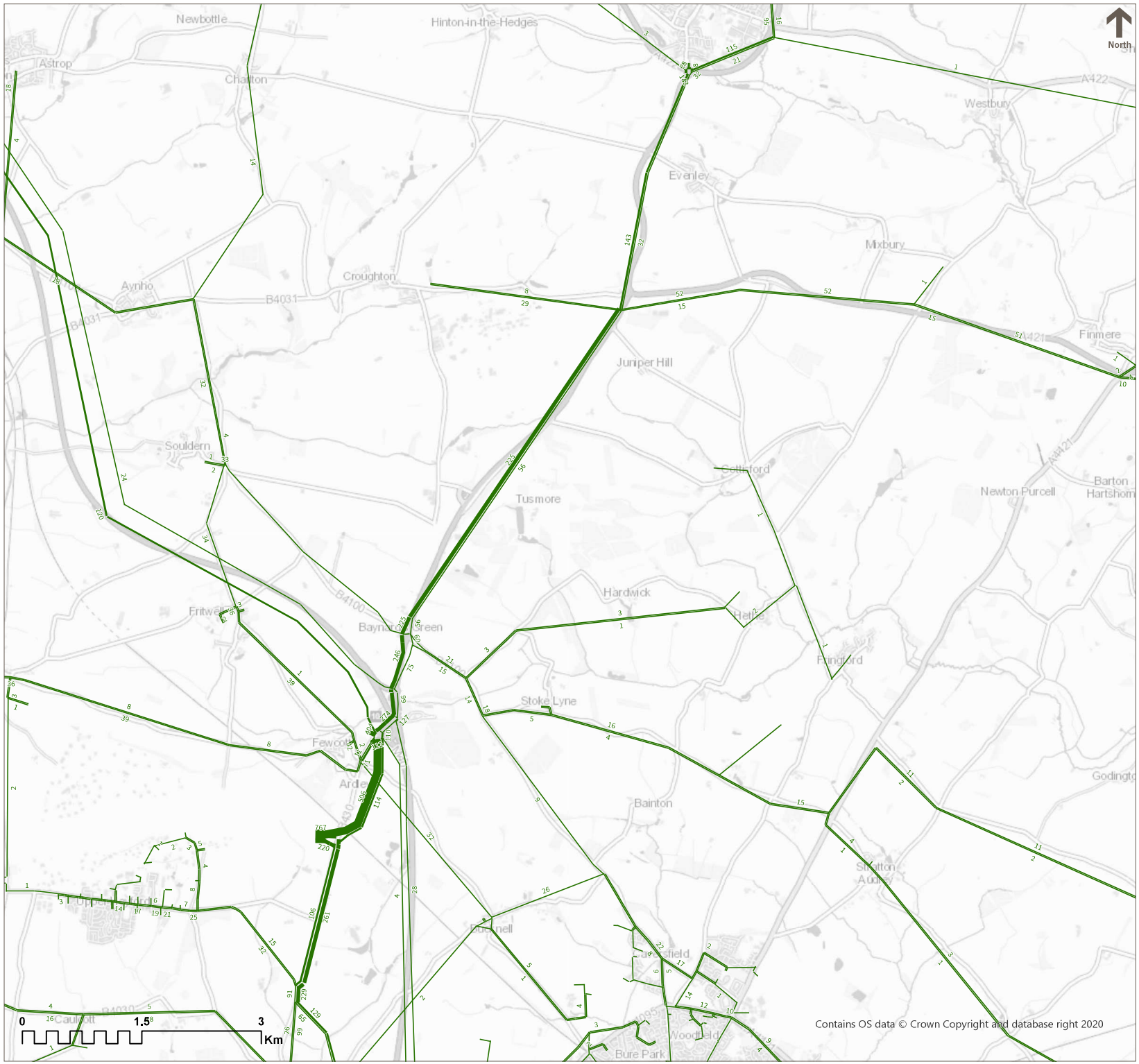
2034 OxSRFI DS3AwTP (AM)
Dev Actual LV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	48	-

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- 0
- 100
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- 600
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- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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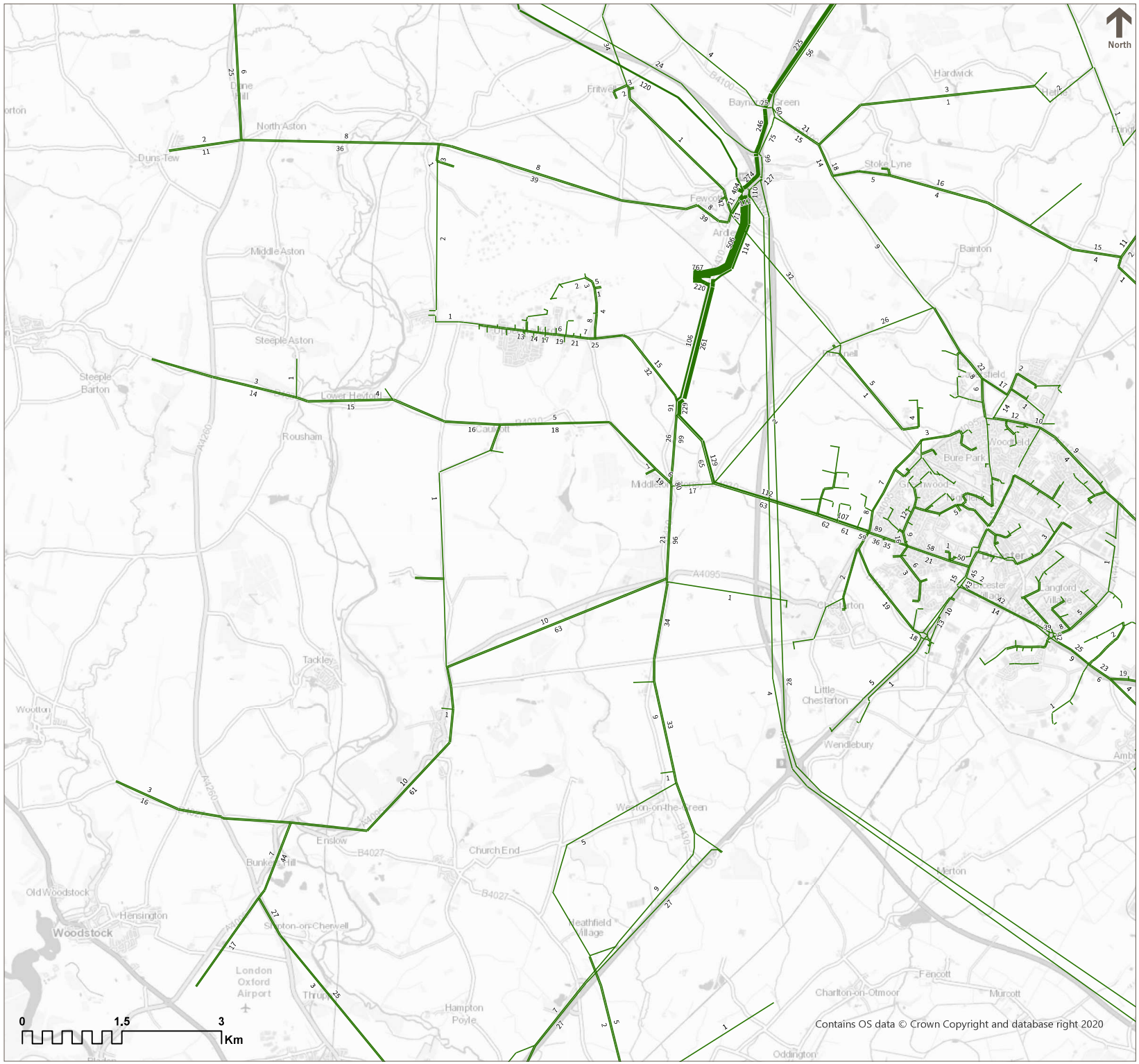
2034 OxSRFI DS3AwTP (PM)
Dev Actual LV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	42	-

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Dev_Actual_LV_Veh

0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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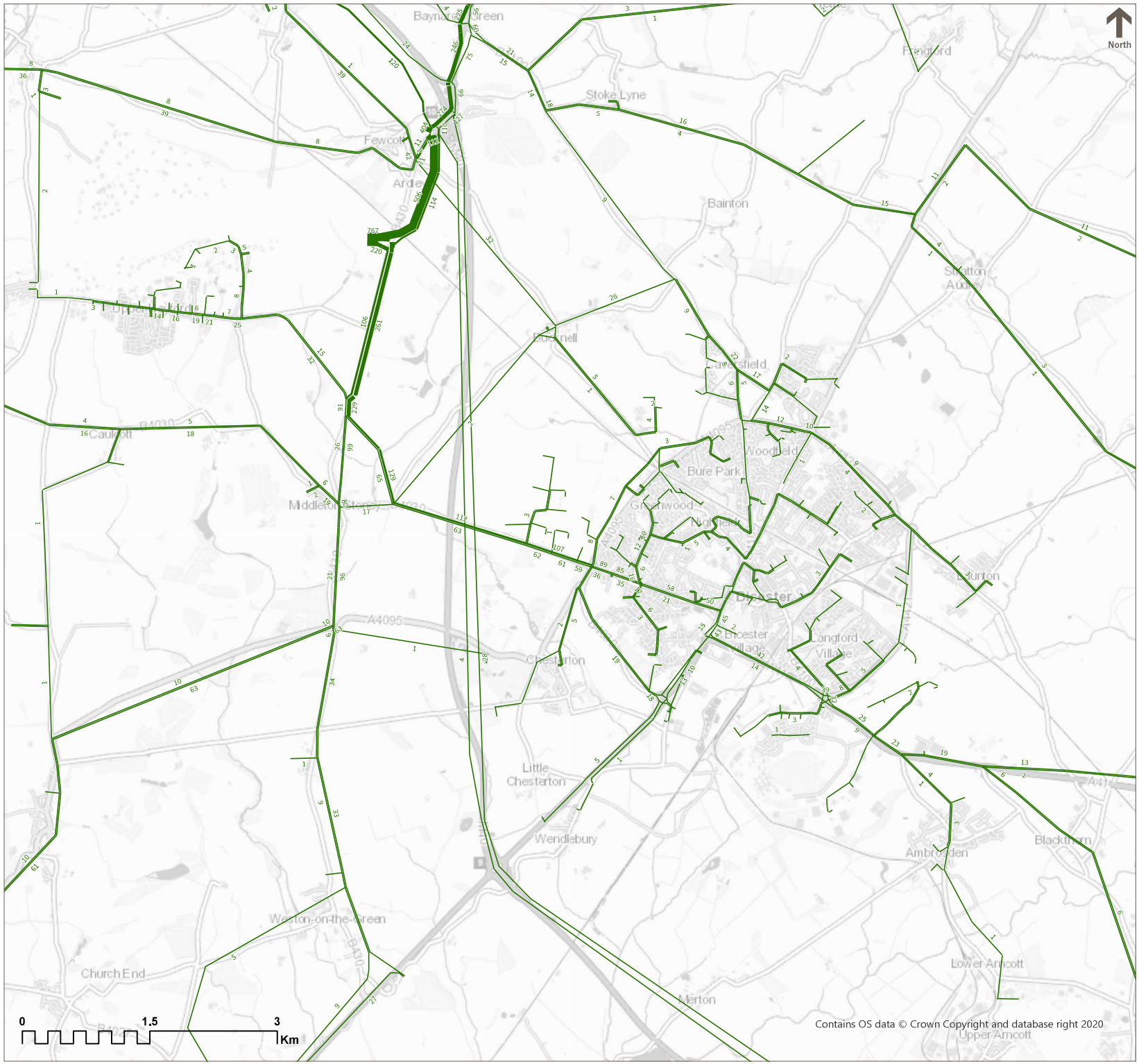
2034 OxSRFI DS3AwTP (PM)
Dev Actual LV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	43	-

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- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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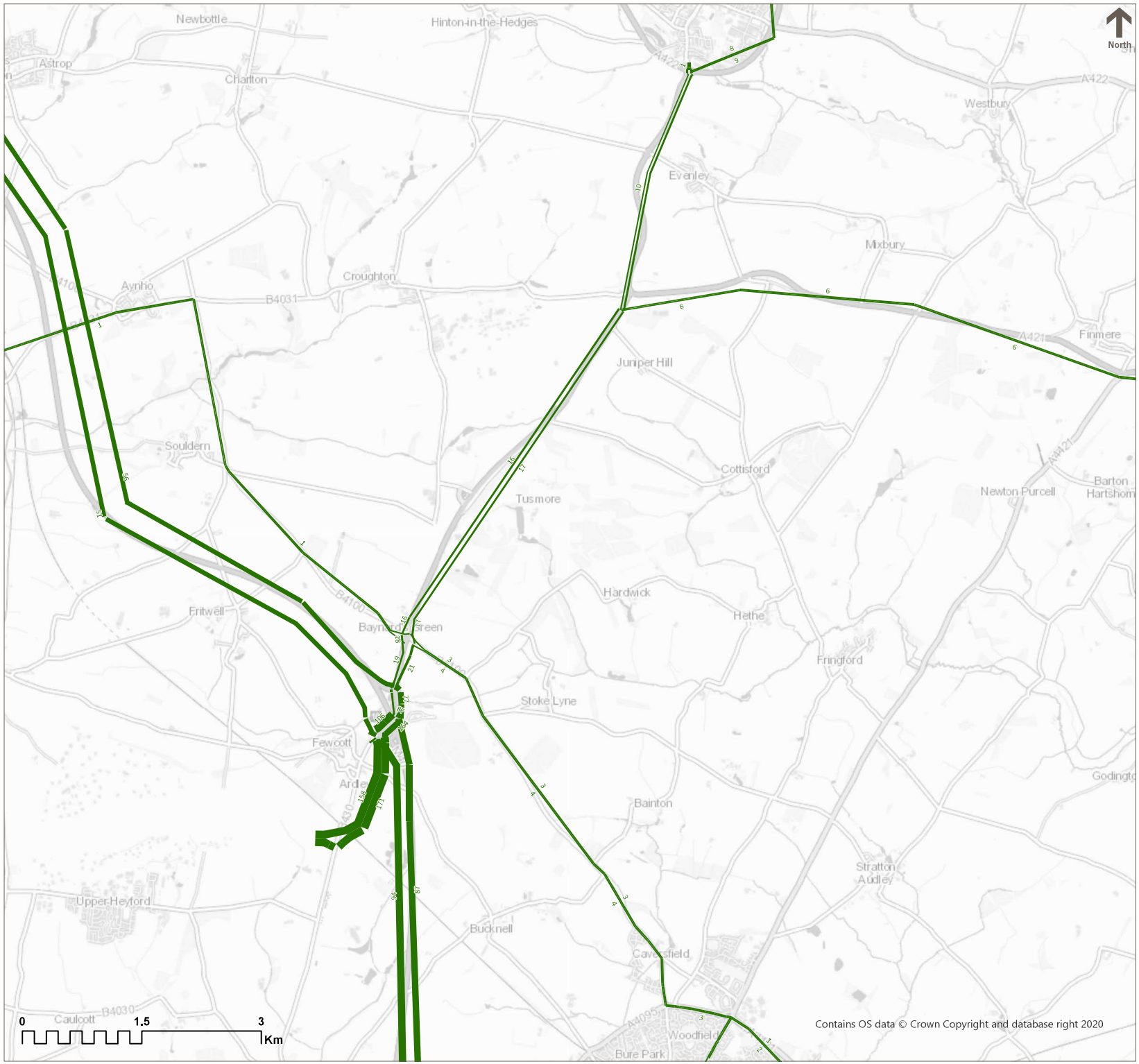
2034 OxSRFI DS3AwTP (PM)
Dev Actual LV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	44	-

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Key

Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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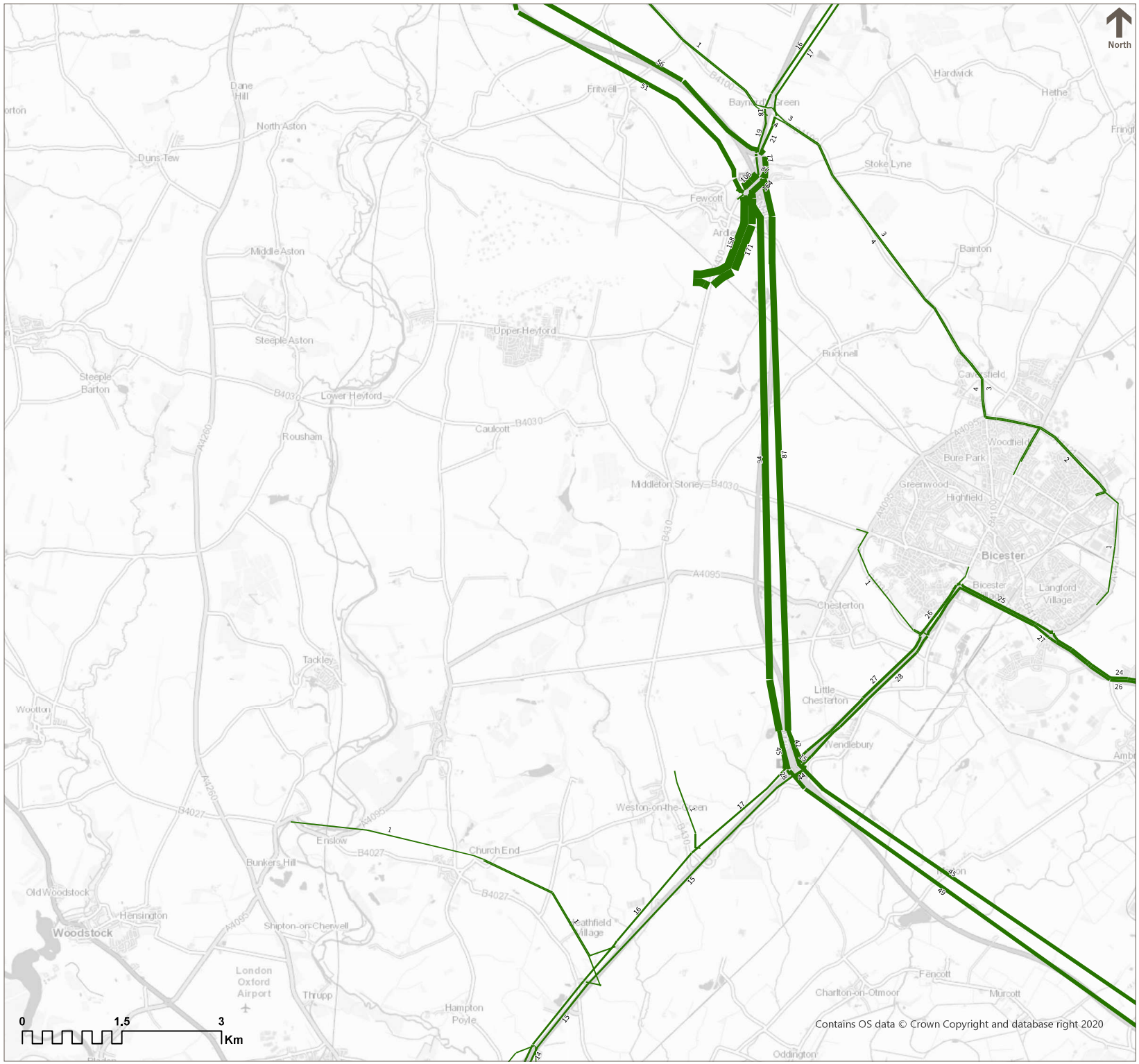
2034 OxSRFI DS3A (AM)
Dev Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	38	-

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Key

Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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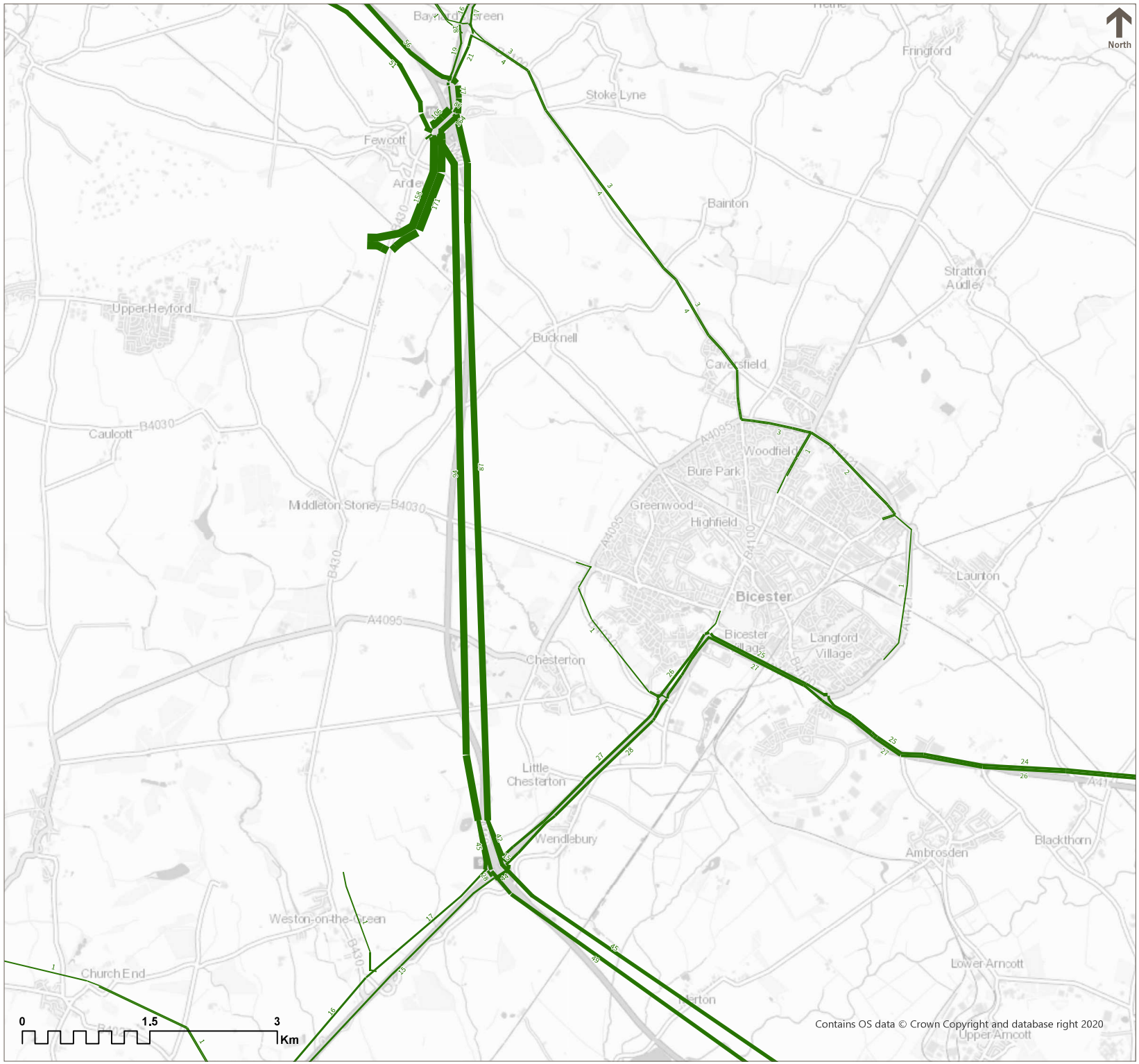
2034 OxSRFI DS3A (AM)
Dev Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	39	-

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Key

Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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Oxfordshire Railfreight Ltd

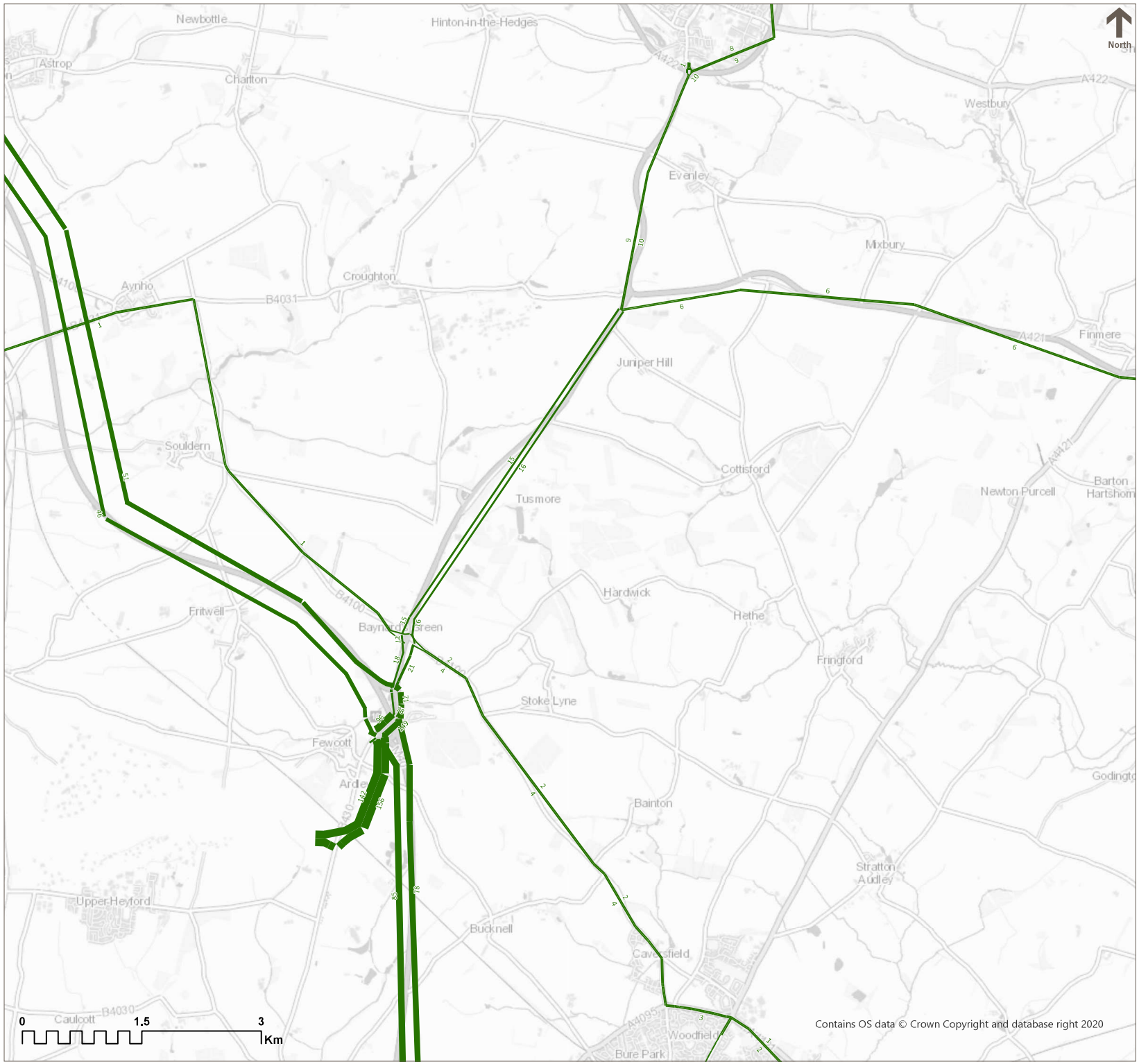
2034 OxSRFI DS3A (AM)
Dev Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	40	-

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Key

Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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Oxfordshire Railfreight Ltd

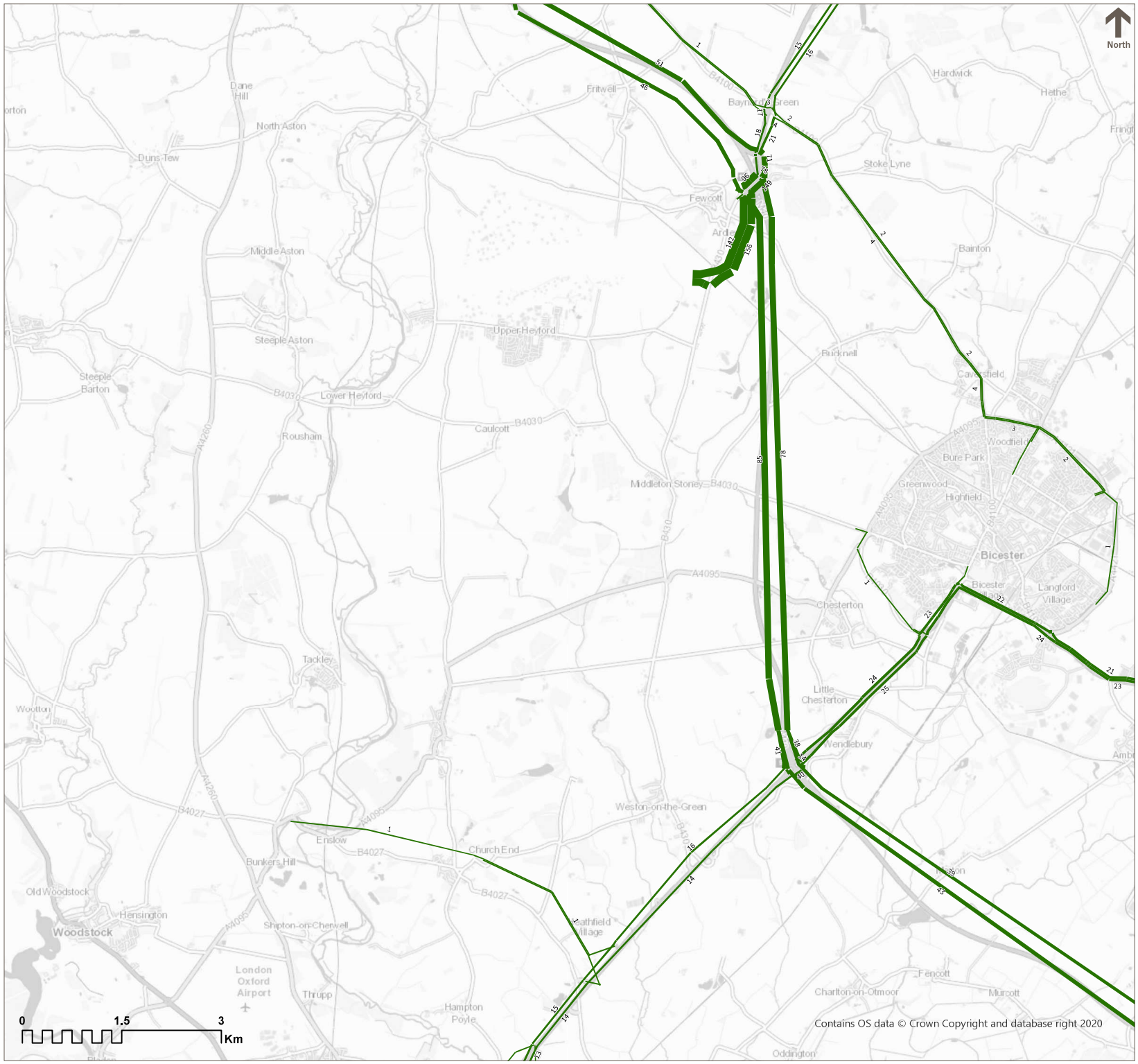
2034 OxSRFI DS3A (PM)
Dev Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	34	-

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Key

Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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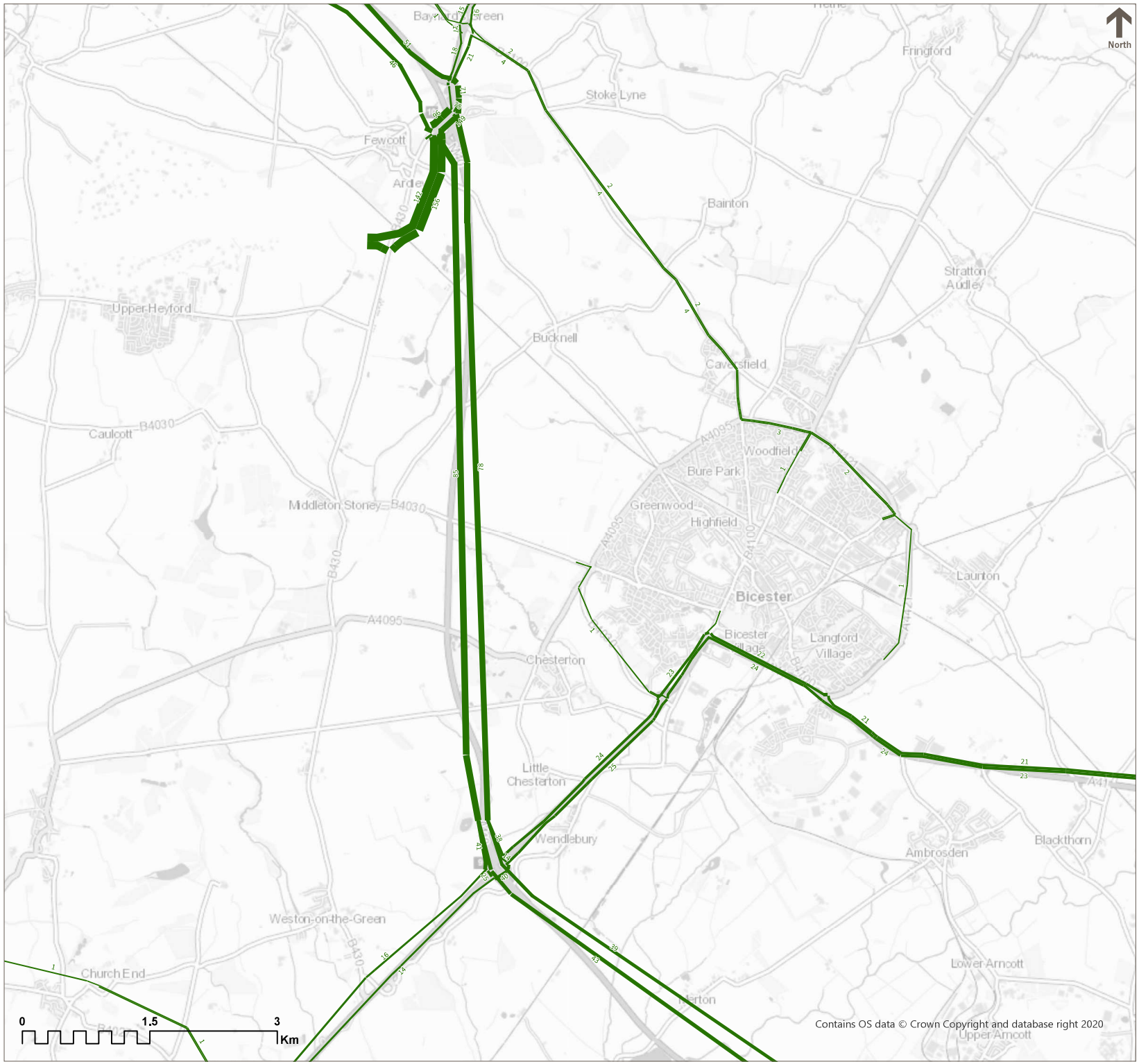
2034 OxSRFI DS3A (PM)
Dev Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	35	-

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Key

Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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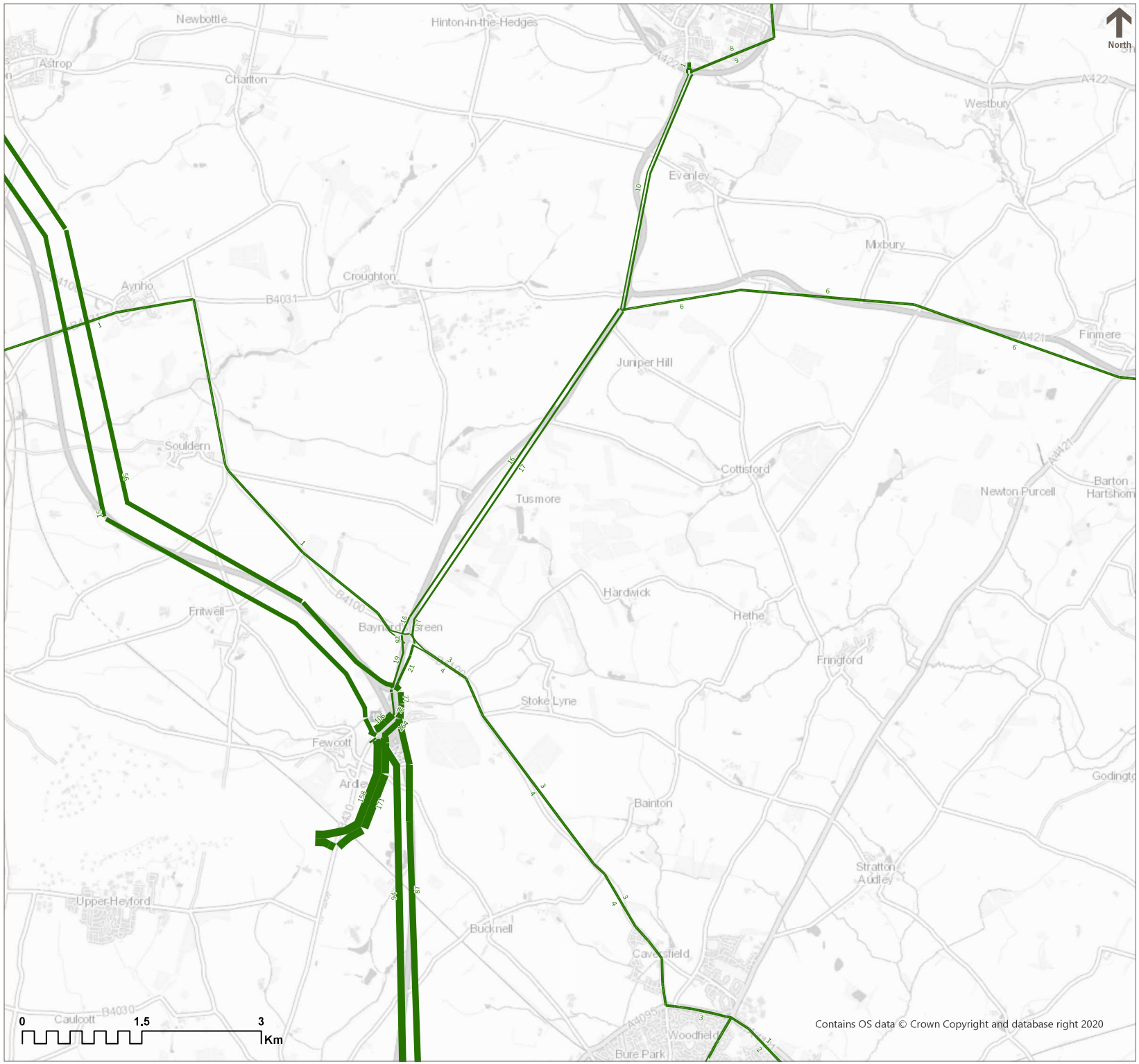
2034 OxSRFI DS3A (PM)
Dev Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	36	-

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Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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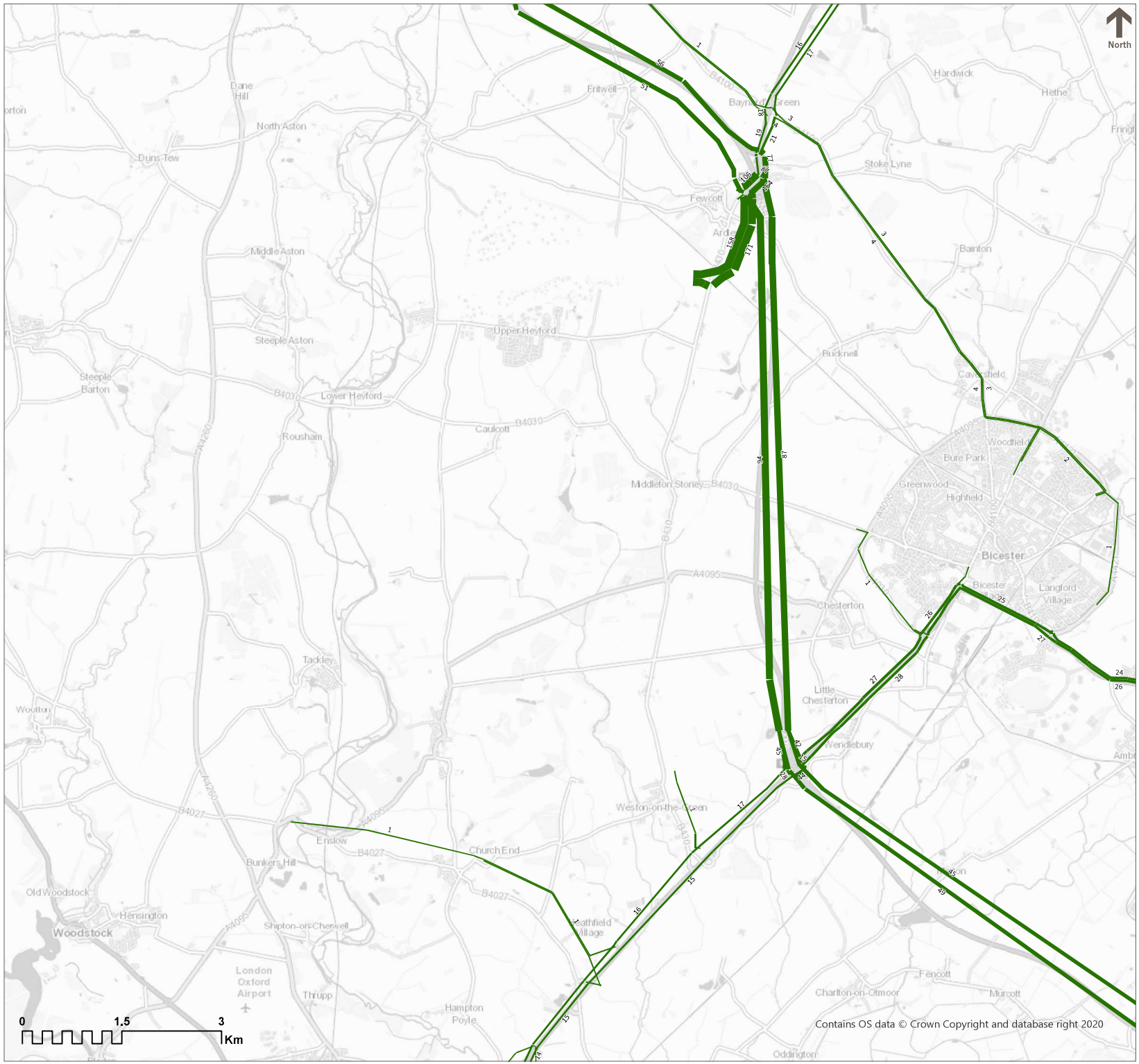
2034 OxSRFI DS3AwTP (AM)
Dev Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	46	-

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Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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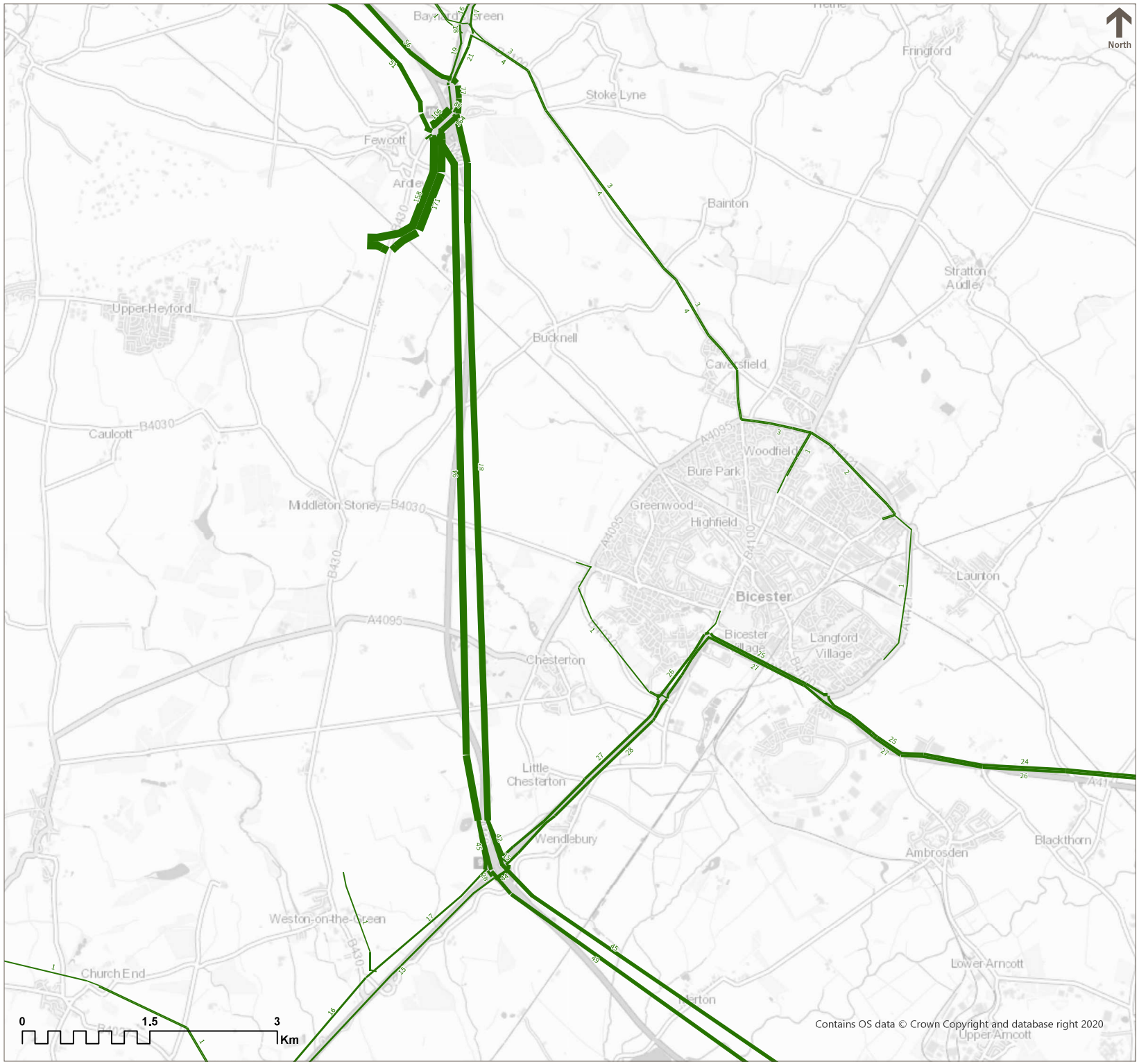
2034 OxSRFI DS3AwTP (AM)
Dev Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	47	-

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Key

Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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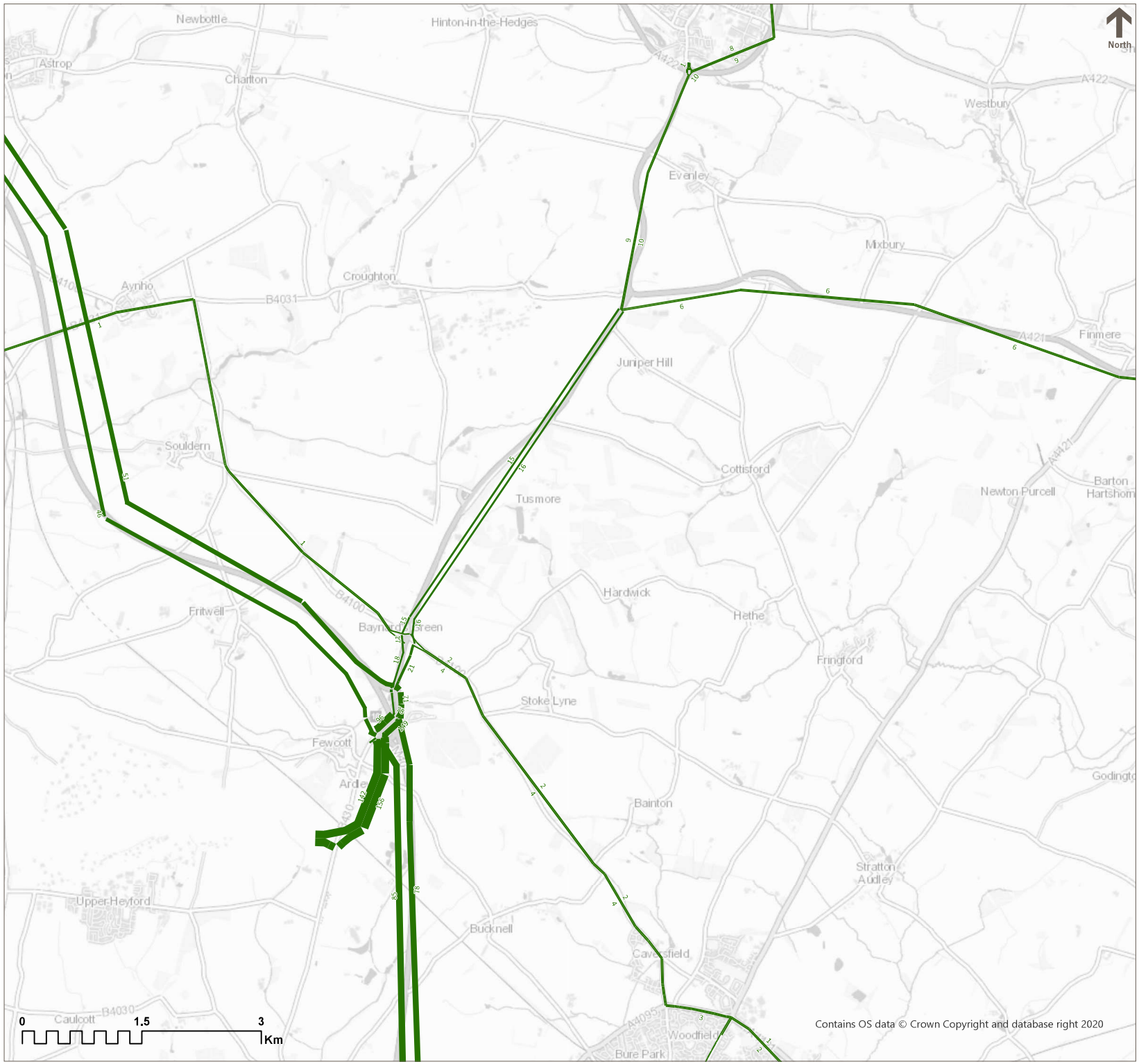
2034 OxSRFI DS3AwTP (AM)
Dev Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	48	-

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Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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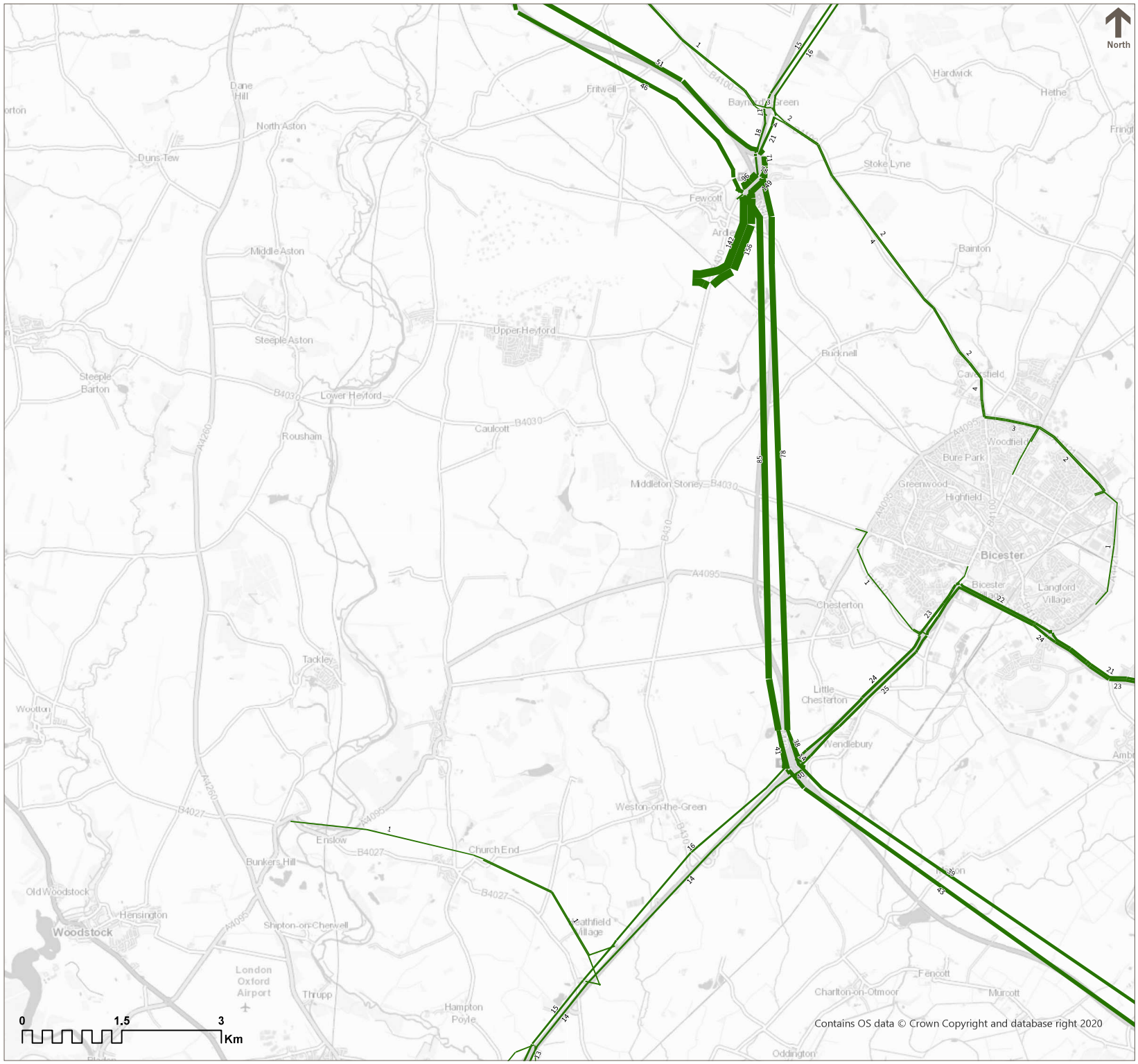
2034 OxSRFI DS3AwTP (PM)
Dev Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	42	-

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Key

Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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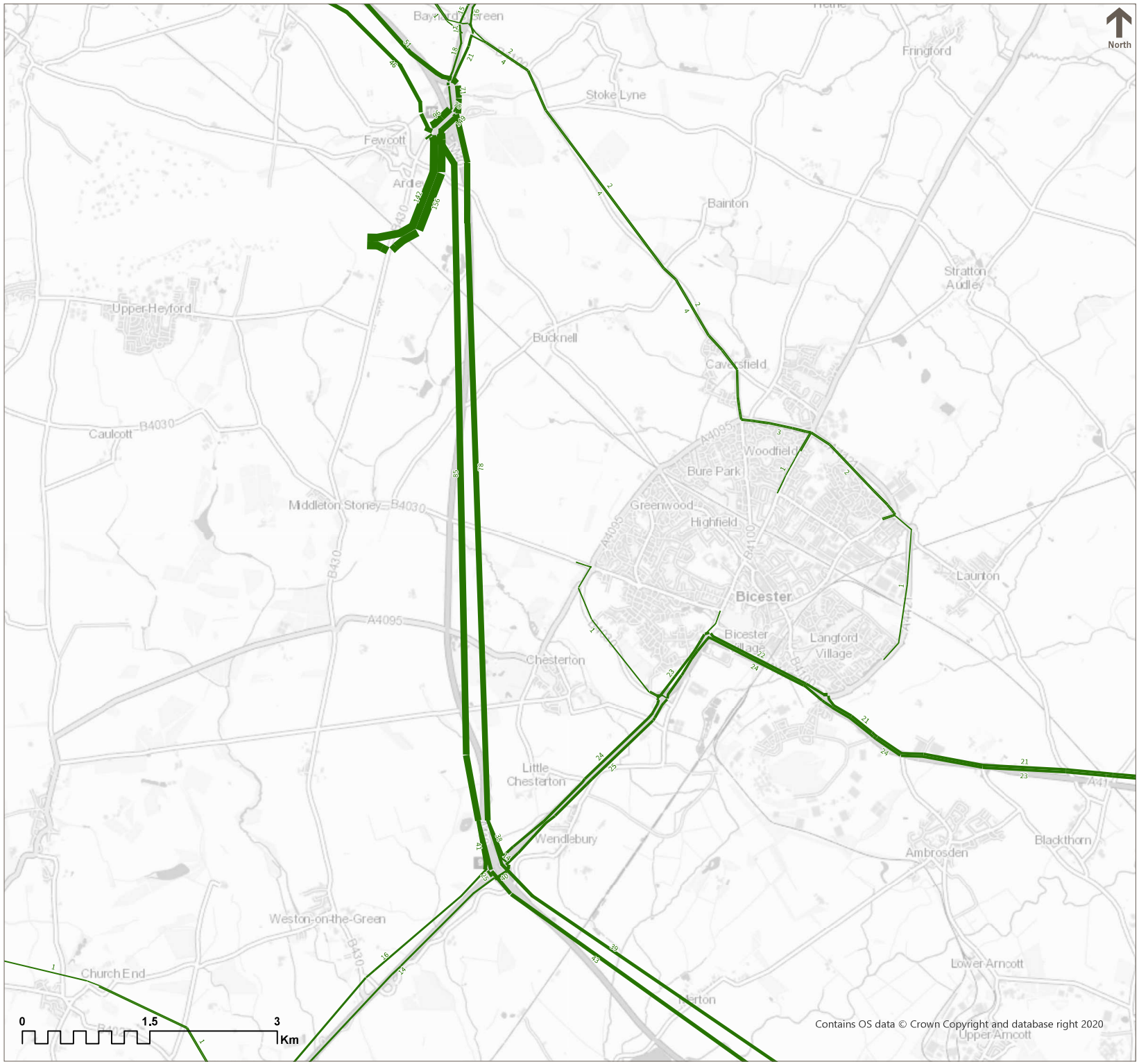
2034 OxSRFI DS3AwTP (PM)
Dev Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	43	-

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Key

Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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2034 OxSRFI DS3AwTP (PM)
Dev Actual HV Veh Flow
Centre

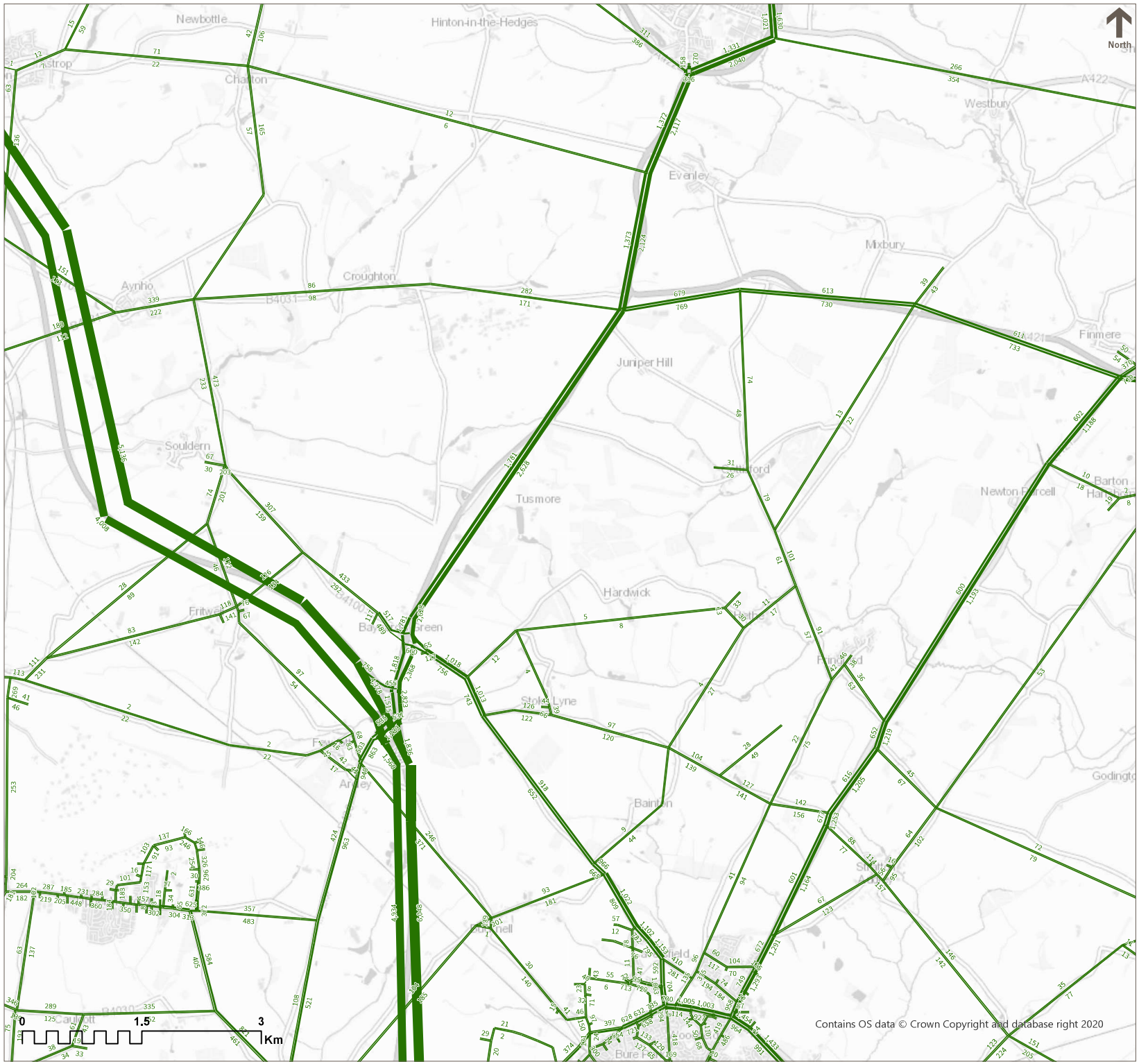
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	44	-

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Appendix E: Actual Flow Plots (RC3A, DS3A and DS3AwTP)



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Key

Actual_Total_PCU

0	5000
500	6000
1000	7000
2000	8000
3000	9000
4000	10000
	Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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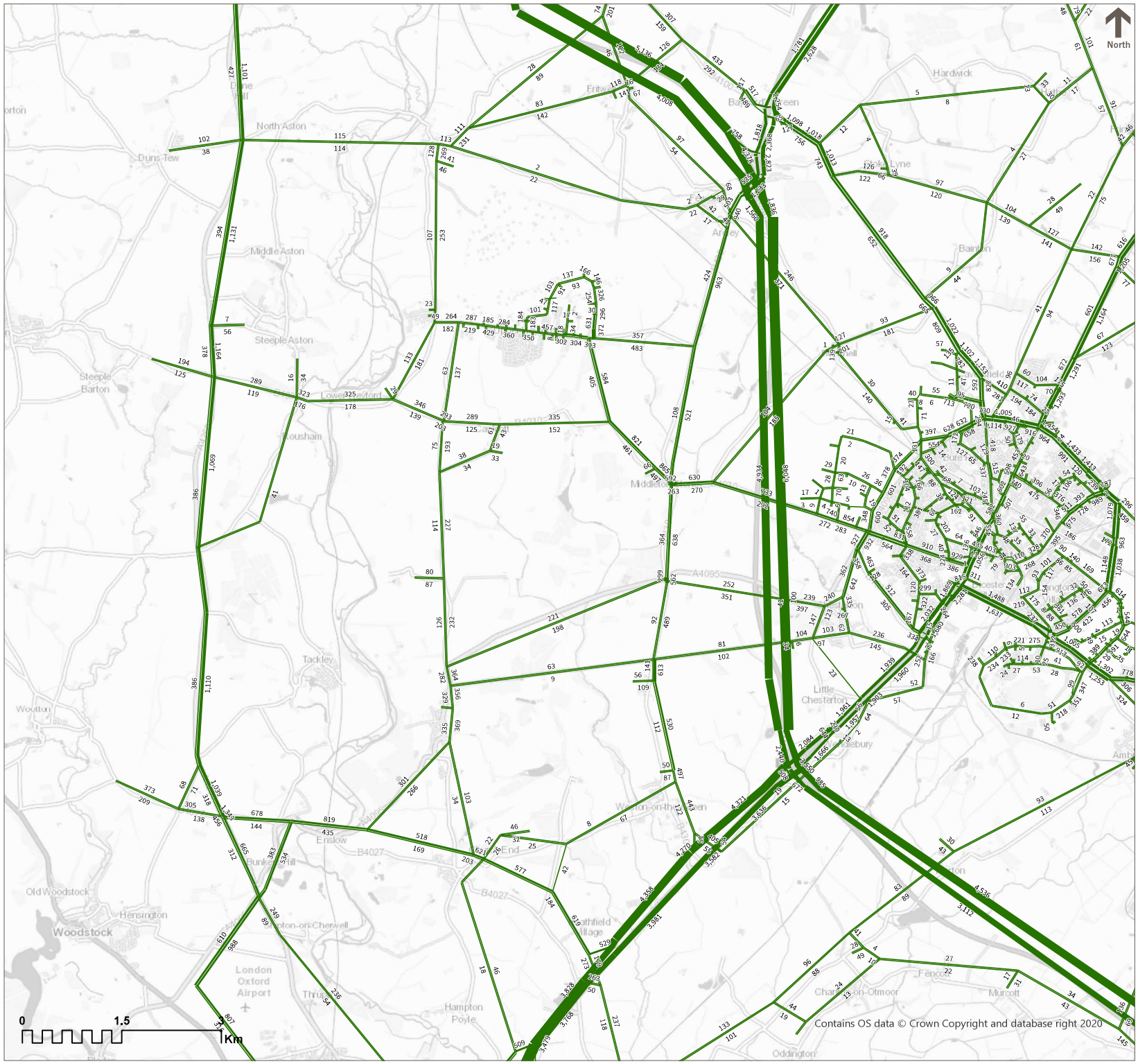
2034 OxSRFI RC3A (AM)
Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	106	-

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Key

Actual_Total_PCU

- 0
- 500
- 1000
- 2000
- 3000
- 4000
- 5000
- 6000
- 7000
- 8000
- 9000
- 10000
- Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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2034 OxSRFI RC3A (AM)
Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	107	-

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Key

Actual_Total_PCU

- 0
- 500
- 1000
- 2000
- 3000
- 4000
- 5000
- 6000
- 7000
- 8000
- 9000
- 10000
- Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
Oxfordshire Railfreight Ltd

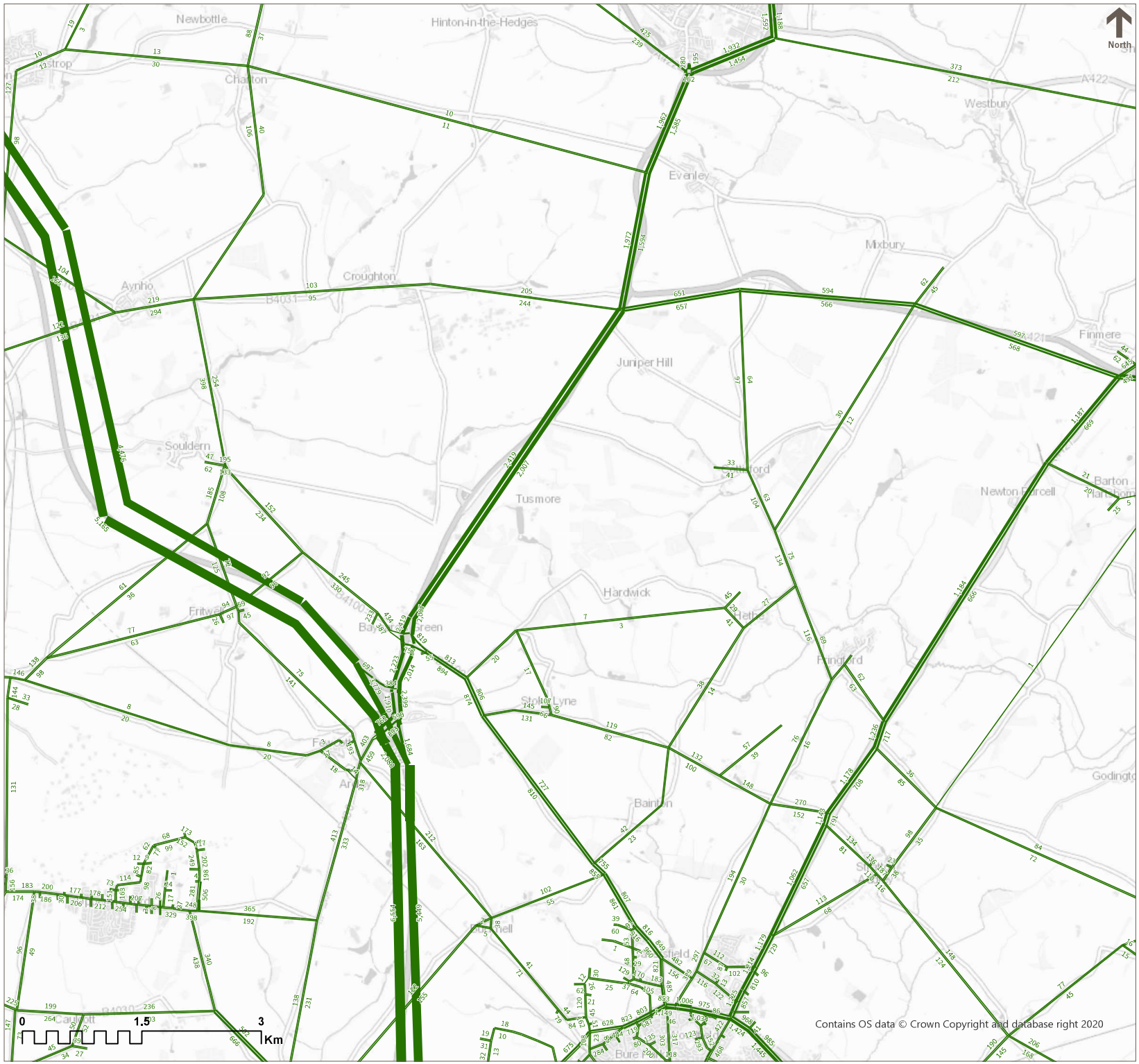
2034 OxSRFI RC3A (AM)
Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	29/01/26	CW	29/01/26	CW	29/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	108	-

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Key

Actual_Total_PCU

- 0
- 500
- 1000
- 2000
- 3000
- 4000
- 5000
- 6000
- 7000
- 8000
- 9000
- 10000
- Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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Oxfordshire Railfreight Ltd

2034 OxSRFI RC3A (PM)
Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	29/01/26	CW	29/01/26	CW	29/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	102	-

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Key

Actual_Total_PCU

0	5000
500	6000
1000	7000
2000	8000
3000	9000
4000	10000
	Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
Oxfordshire Railfreight Ltd

2034 OxSRFI RC3A (PM)
Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	103	-

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Actual_Total_PCU	
0	5000
500	6000
1000	7000
2000	8000
3000	9000
4000	10000
	Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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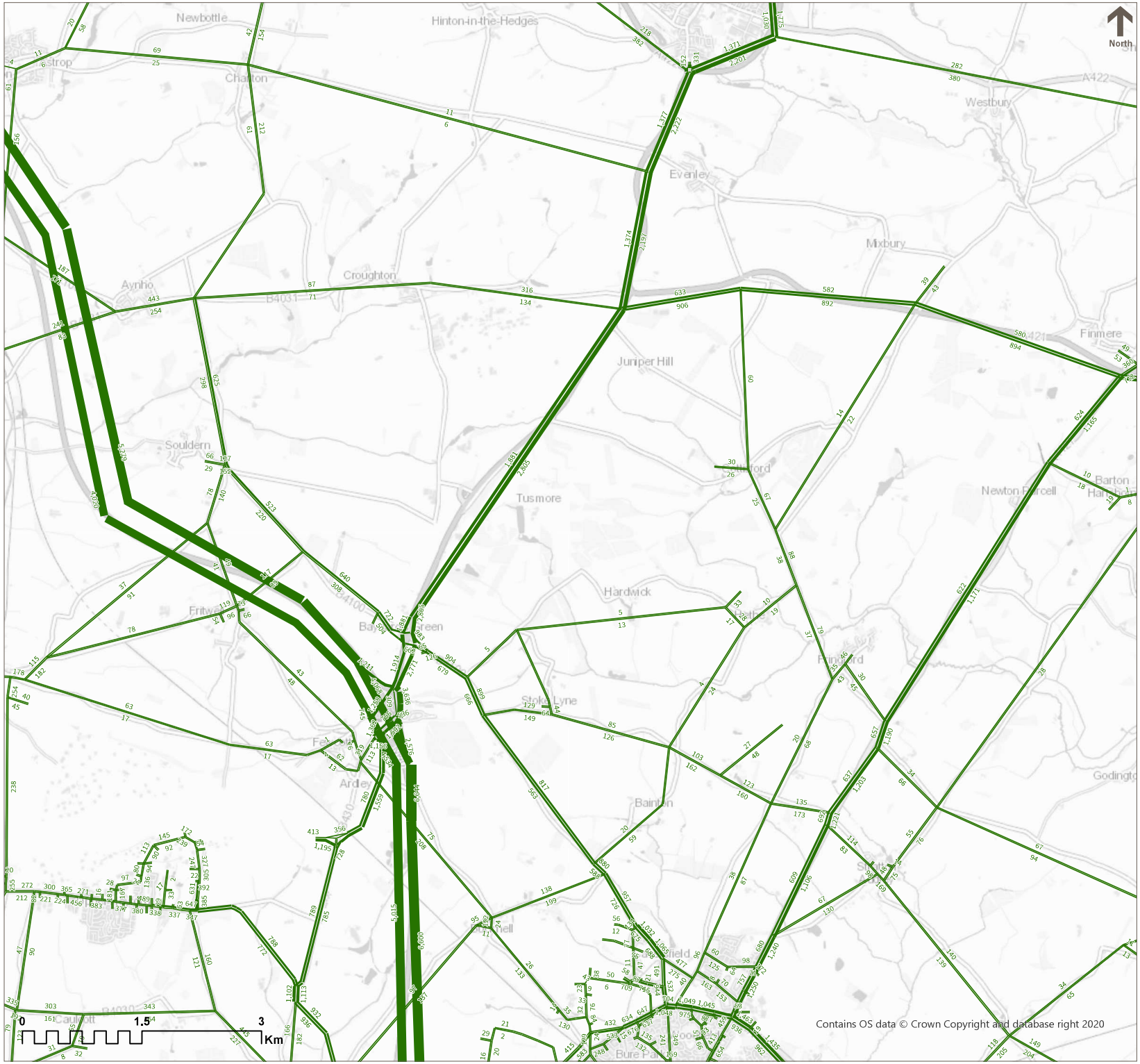
2034 OxSRFI RC3A (PM)
Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	29/01/26	CW	29/01/26	CW	29/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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Key

Actual_Total_PCU

0	5000
500	6000
1000	7000
2000	8000
3000	9000
4000	10000
	Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

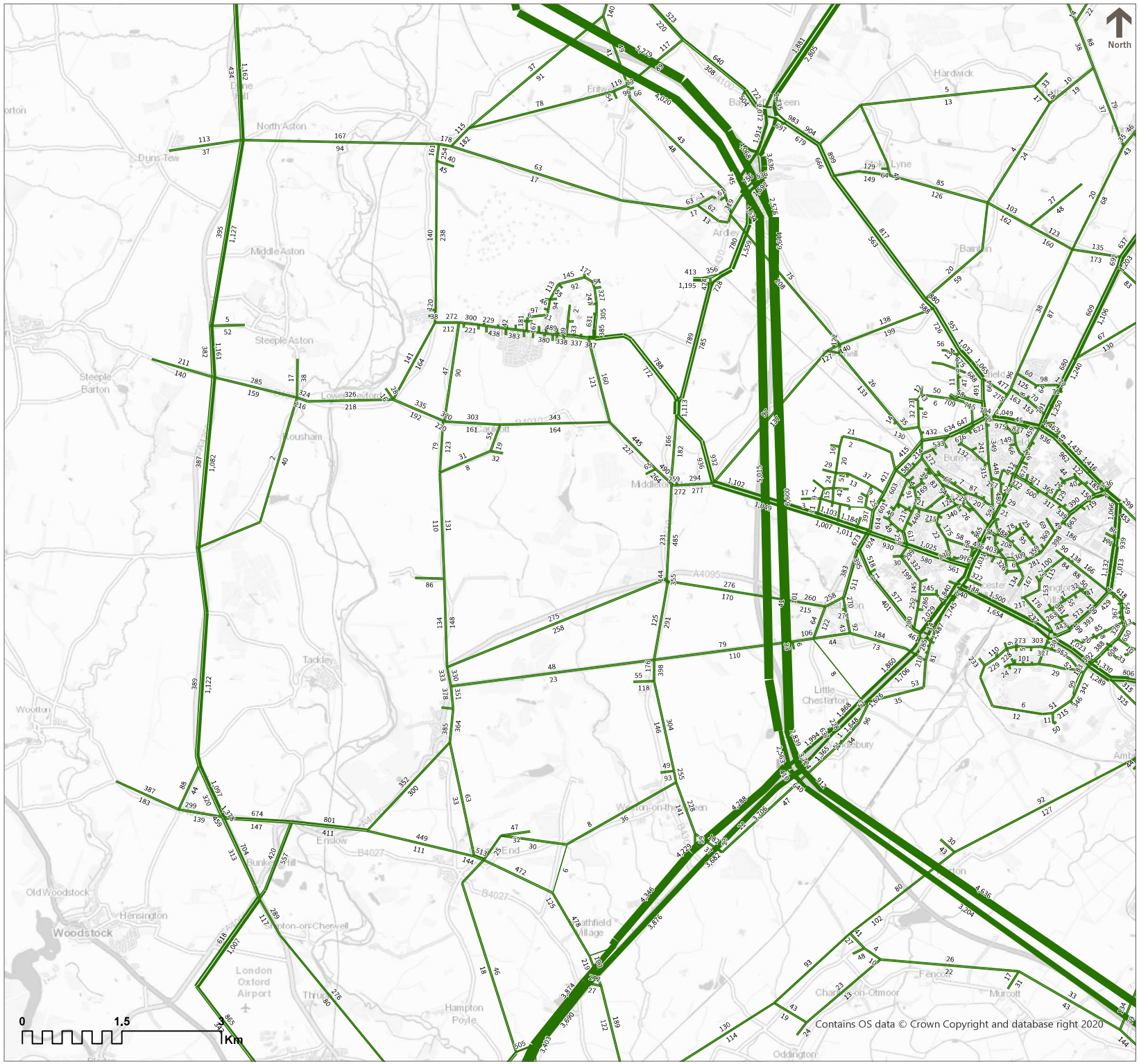
2034 OxSRFI DS3A (AM)
Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	29/01/26	CW	29/01/26	CW	29/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	54	-

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2034 OxSRFI DS3A (AM)
Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	55	-

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Actual_Total_PCU	
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500	6000
1000	7000
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3000	9000
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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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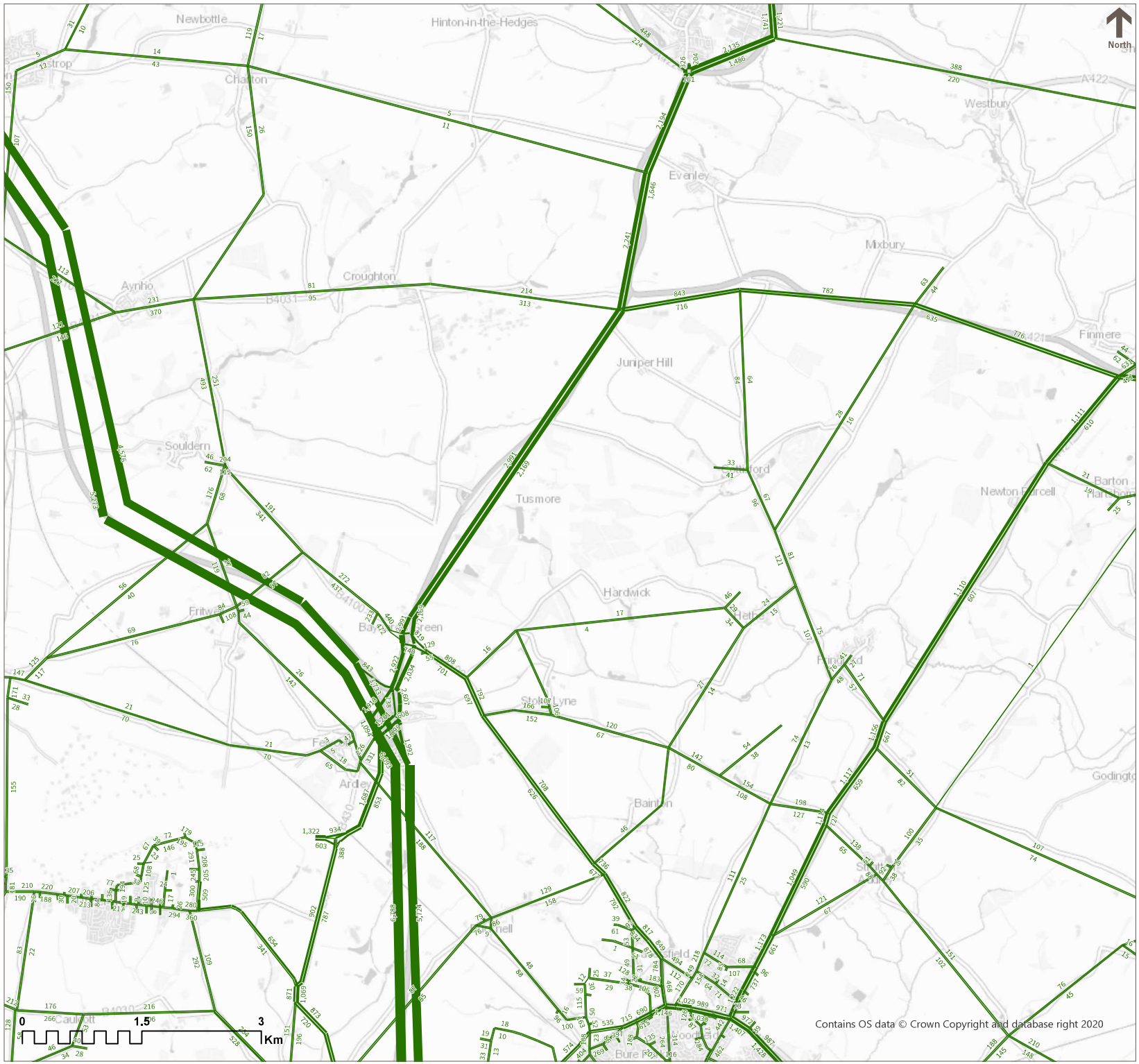
2034 OxSRFI DS3A (AM)
Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	56	-

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Actual_Total_PCU

0	5000
500	6000
1000	7000
2000	8000
3000	9000
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PRELIMINARY ISSUE

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OxSRFI
Oxfordshire Railfreight Ltd

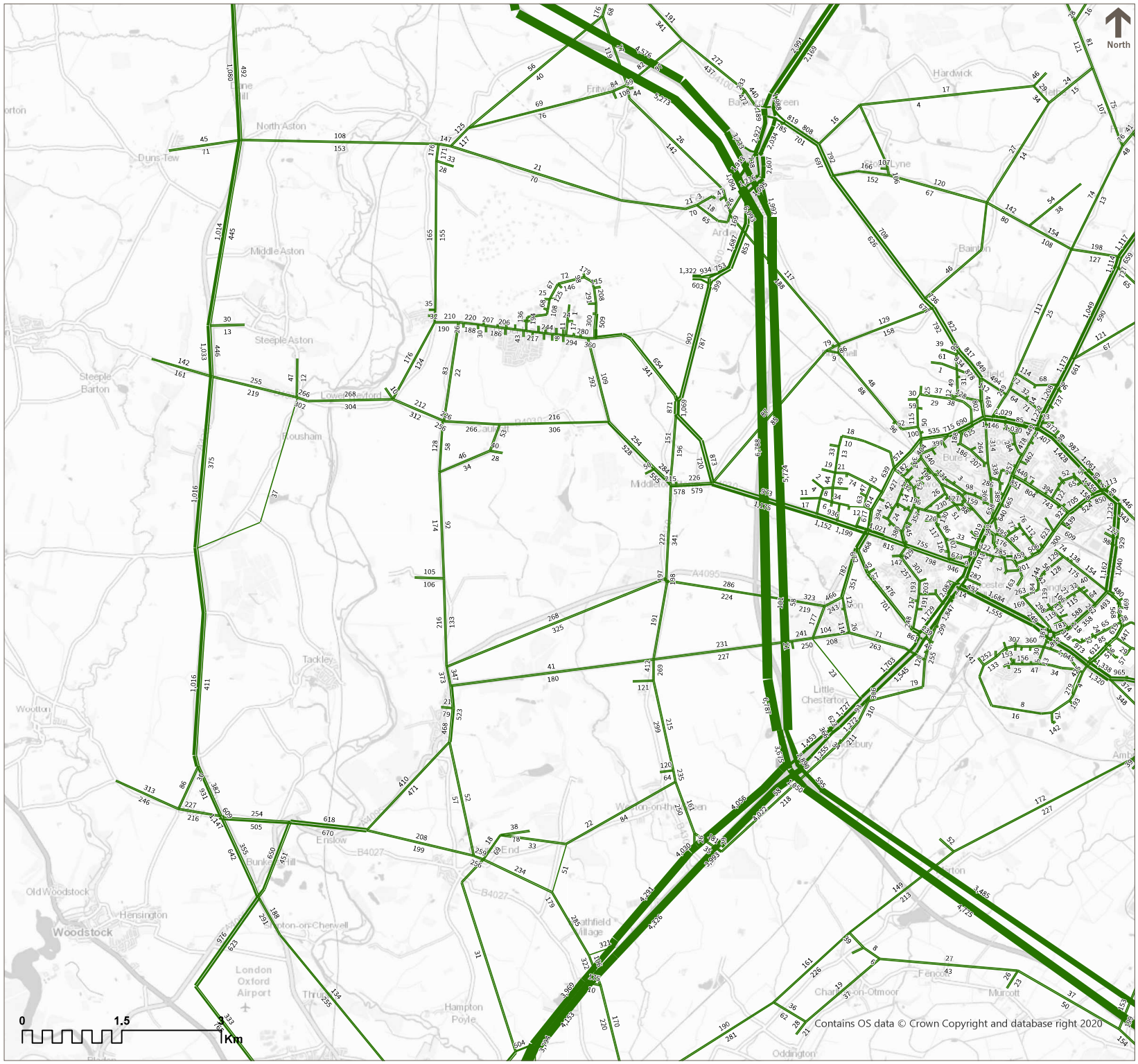
2034 OxSRFI DS3A (PM)
Actual Total PCU Flow
North

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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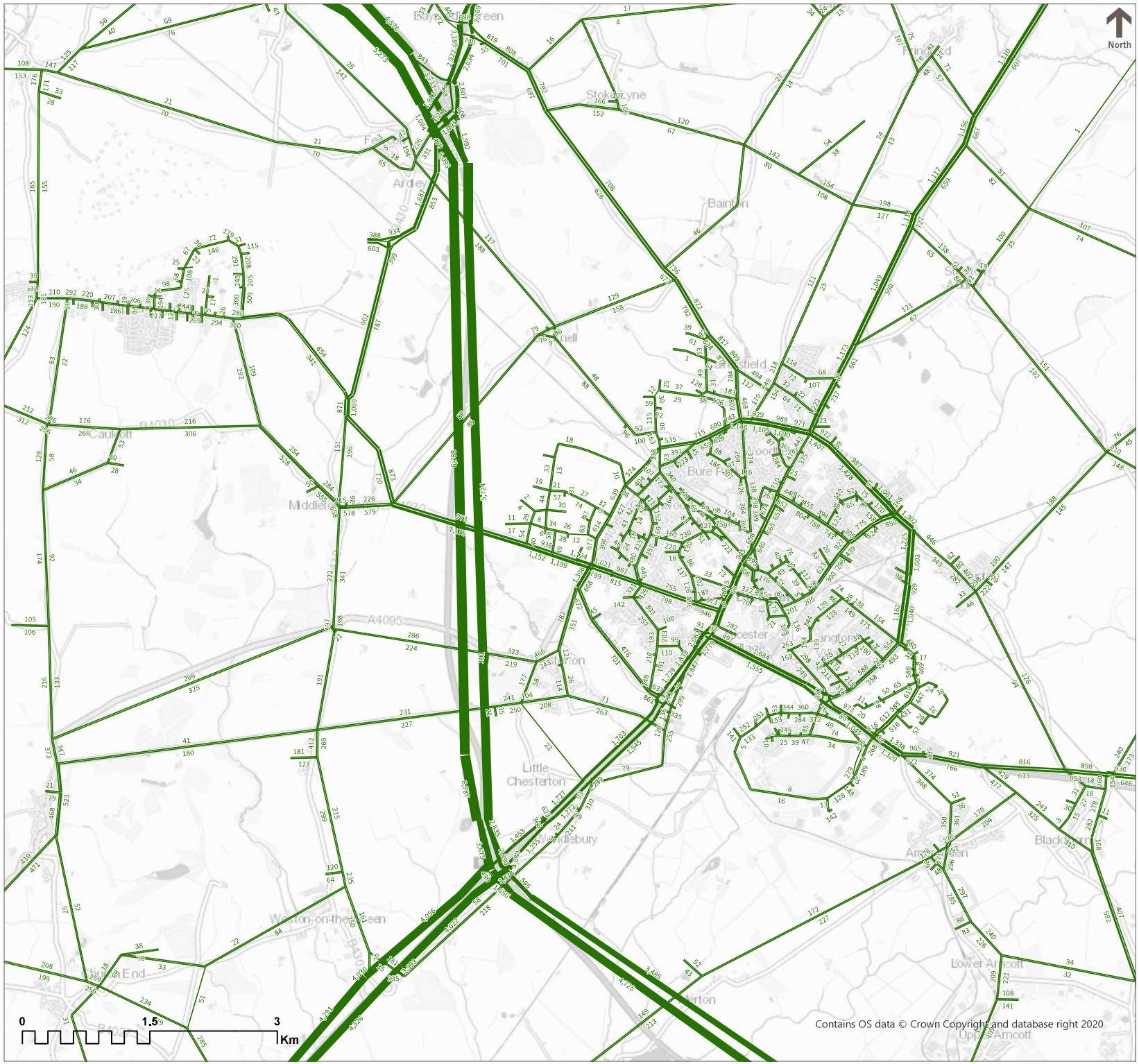
2034 OxSRFI DS3A (PM)
Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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Actual_Total_PCU

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- 500
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- 2000
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PRELIMINARY ISSUE

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OxSRFI
Oxfordshire Railfreight Ltd

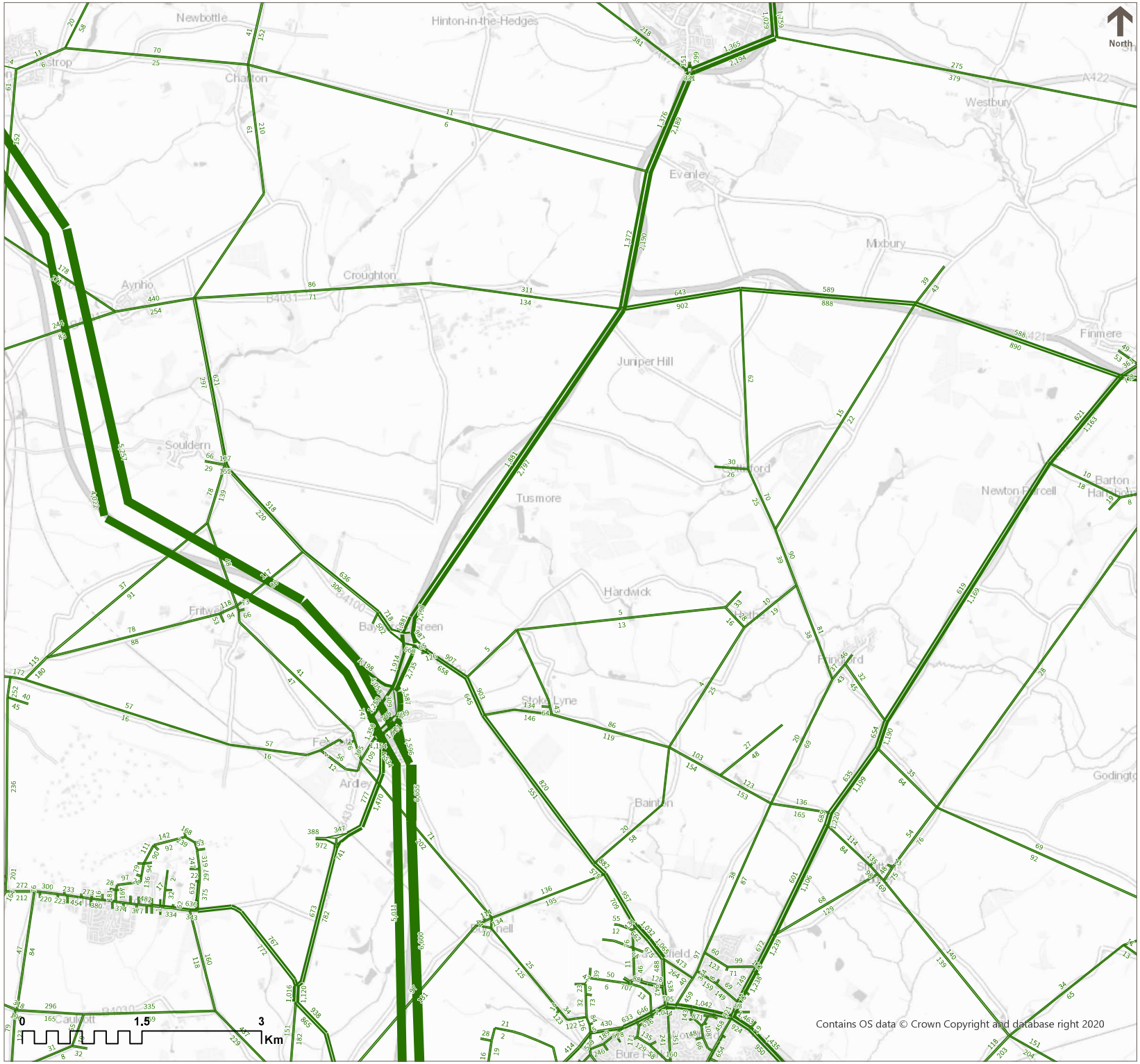
2034 OxSRFI DS3A (PM)
Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	52	-

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Key

Actual_Total_PCU

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500	6000
1000	7000
2000	8000
3000	9000
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PRELIMINARY ISSUE

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OxSRFI
Oxfordshire Railfreight Ltd

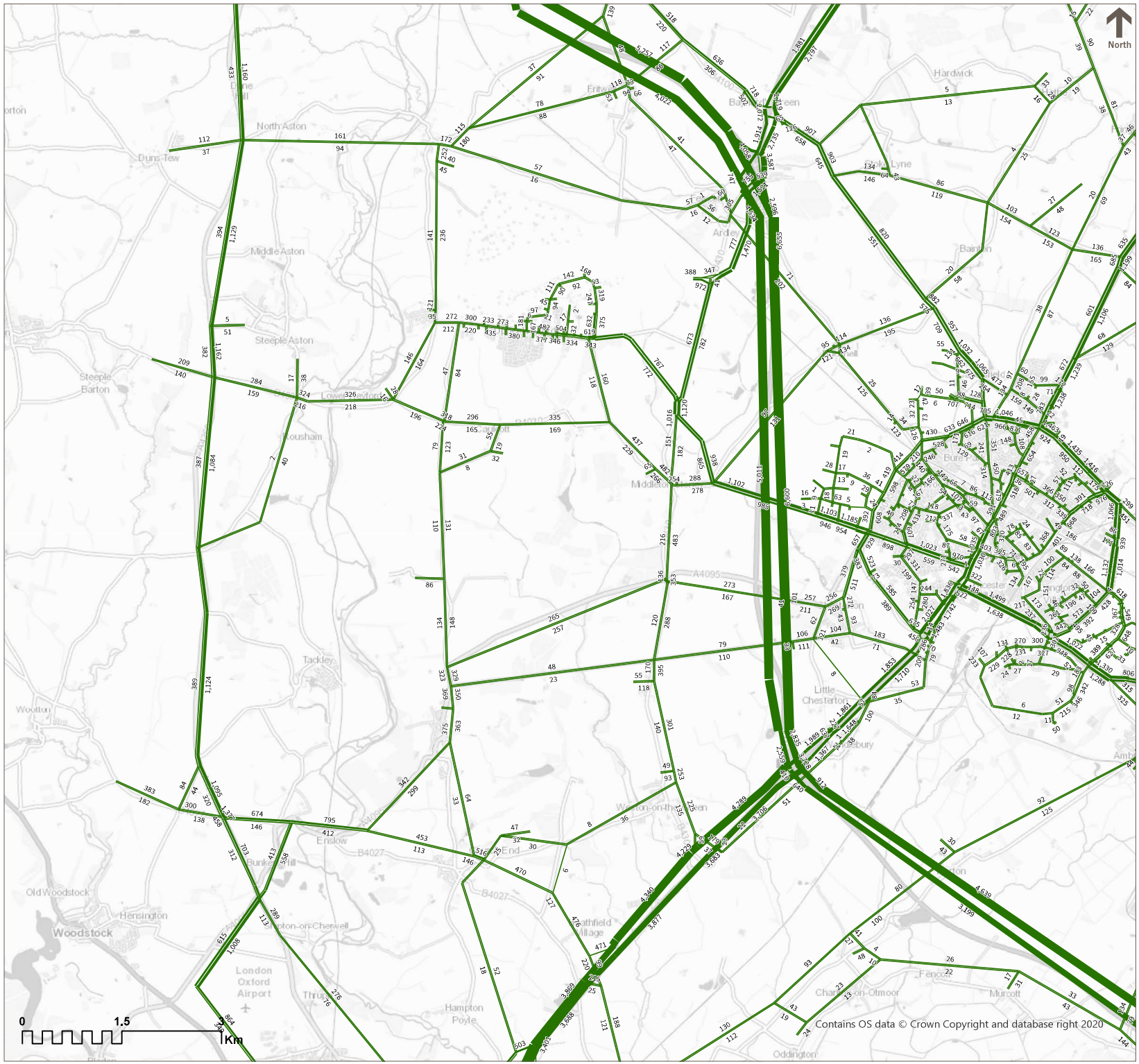
2034 OxSRFI DS3AwTP (AM)
Actual Total PCU Flow
North

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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2034 OxSRFI DS3AwTP (AM)
Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	63	-

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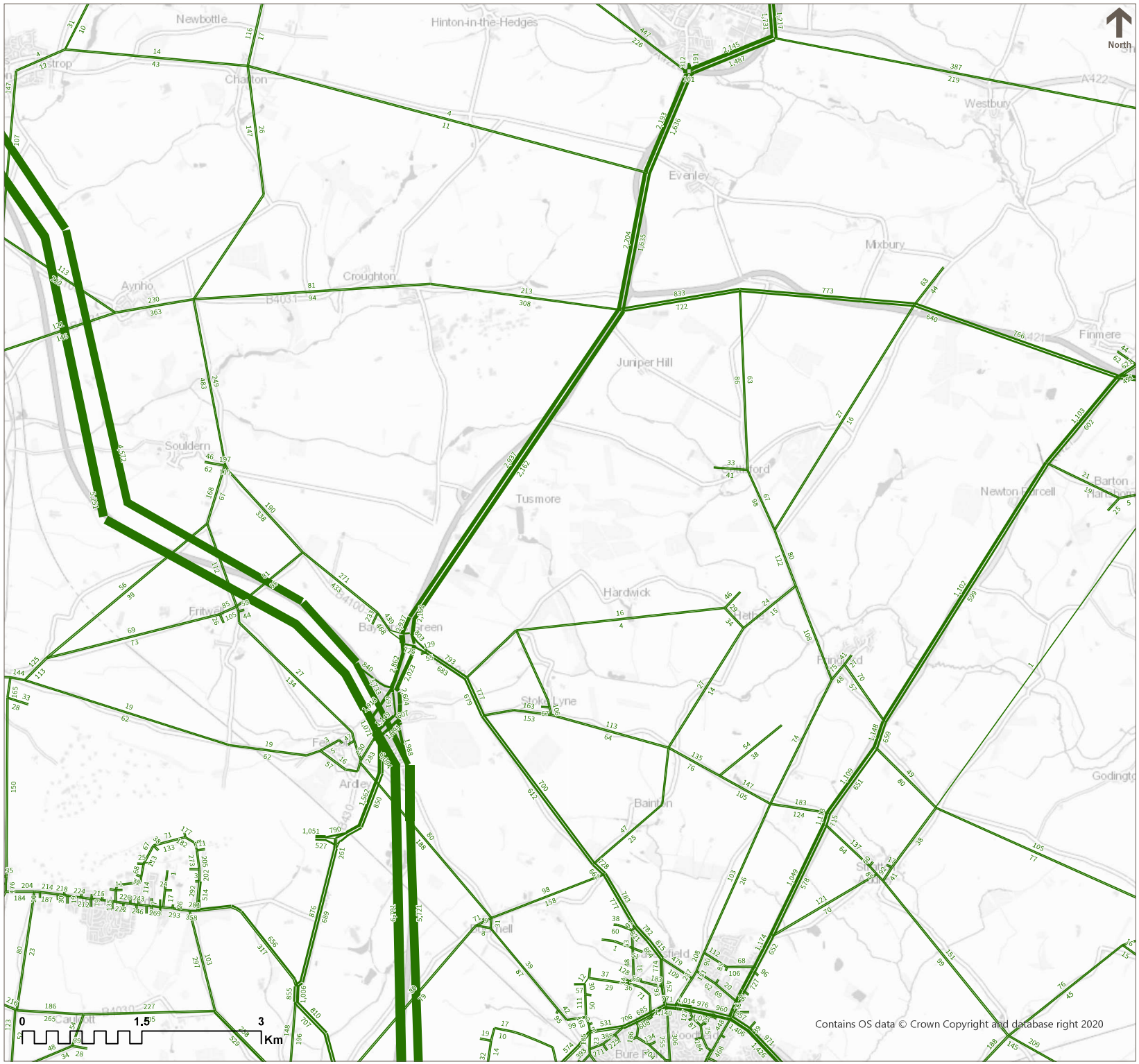
2034 OxSRFI DS3AwTP (AM)
Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	64	-

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Actual_Total_PCU

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- 500
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- 3000
- 4000
- 5000
- 6000
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- 8000
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PRELIMINARY ISSUE

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OxSRFI
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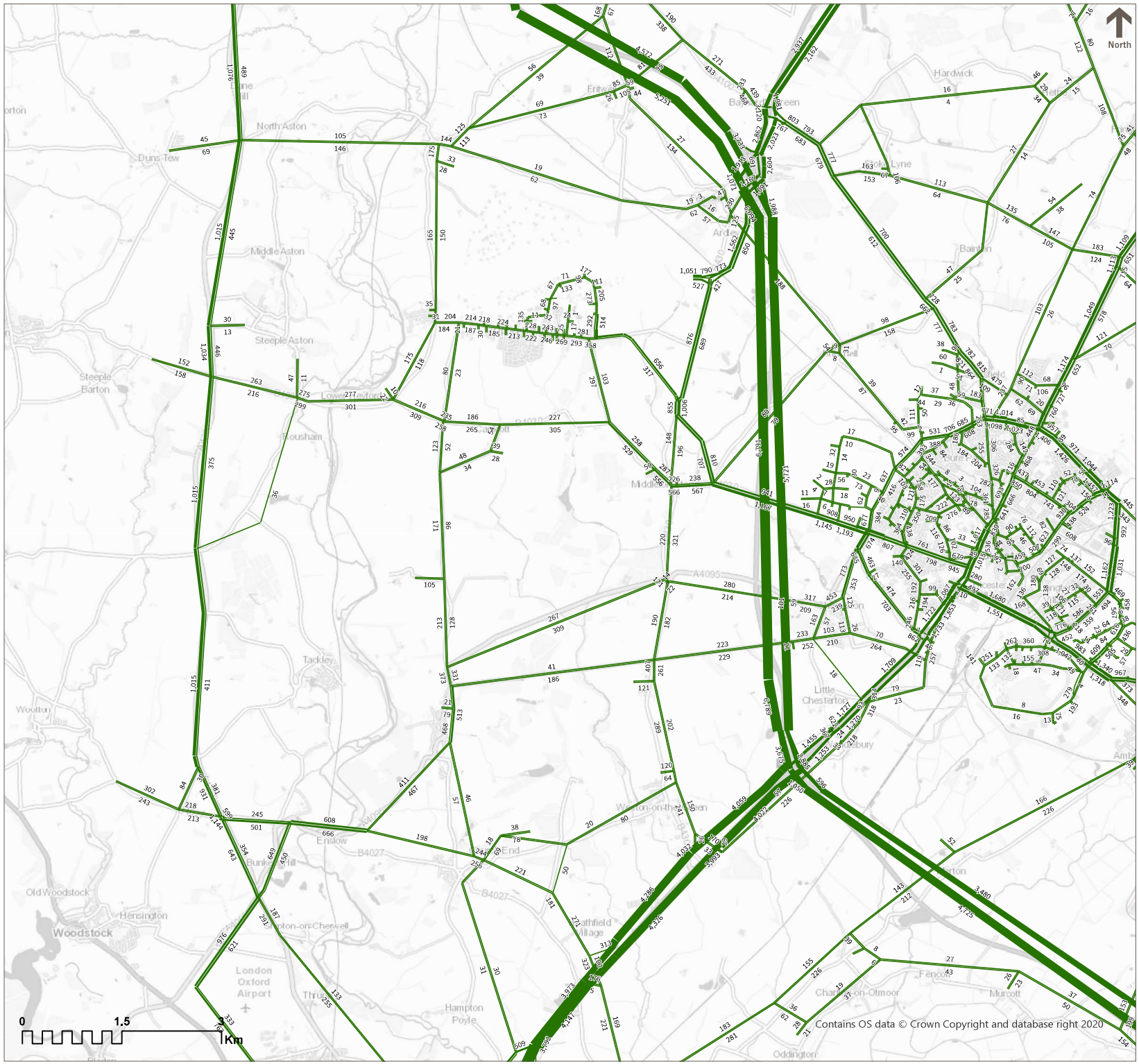
2034 OxSRFI DS3AwTP (PM)
Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	58	-

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Actual_Total_PCU

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- 500
- 1000
- 2000
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- 4000
- 5000
- 6000
- 7000
- 8000
- 9000
- 10000
- Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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2034 OxSRFI DS3AwTP (PM)
Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	59	-

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Actual_Total_PCU	
0	5000
500	6000
1000	7000
2000	8000
3000	9000
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PRELIMINARY ISSUE

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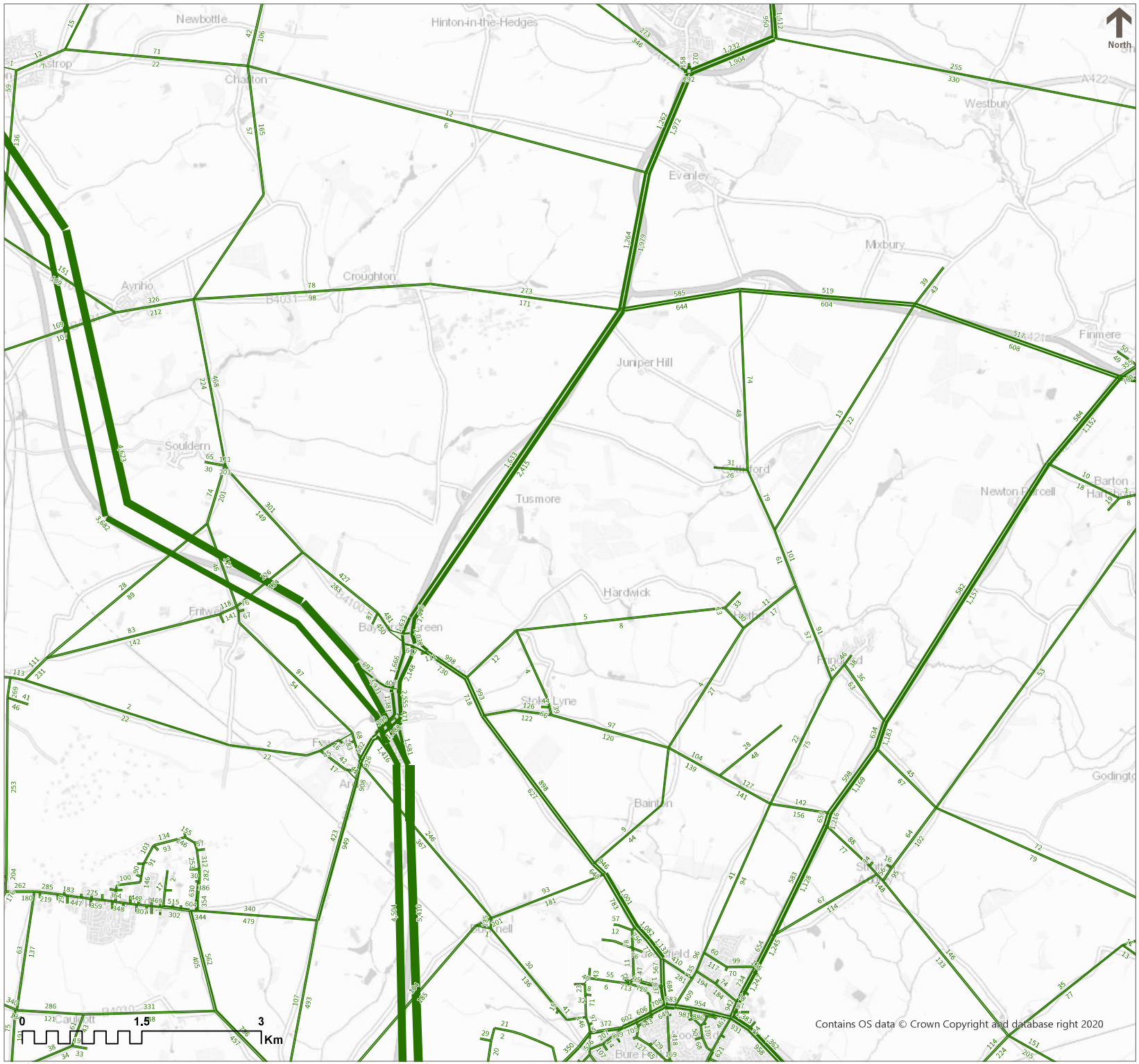
2034 OxSRFI DS3AwTP (PM)
Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	60	-

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Actual_Total_Veh

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500	6000
1000	7000
2000	8000
3000	9000
4000	10000
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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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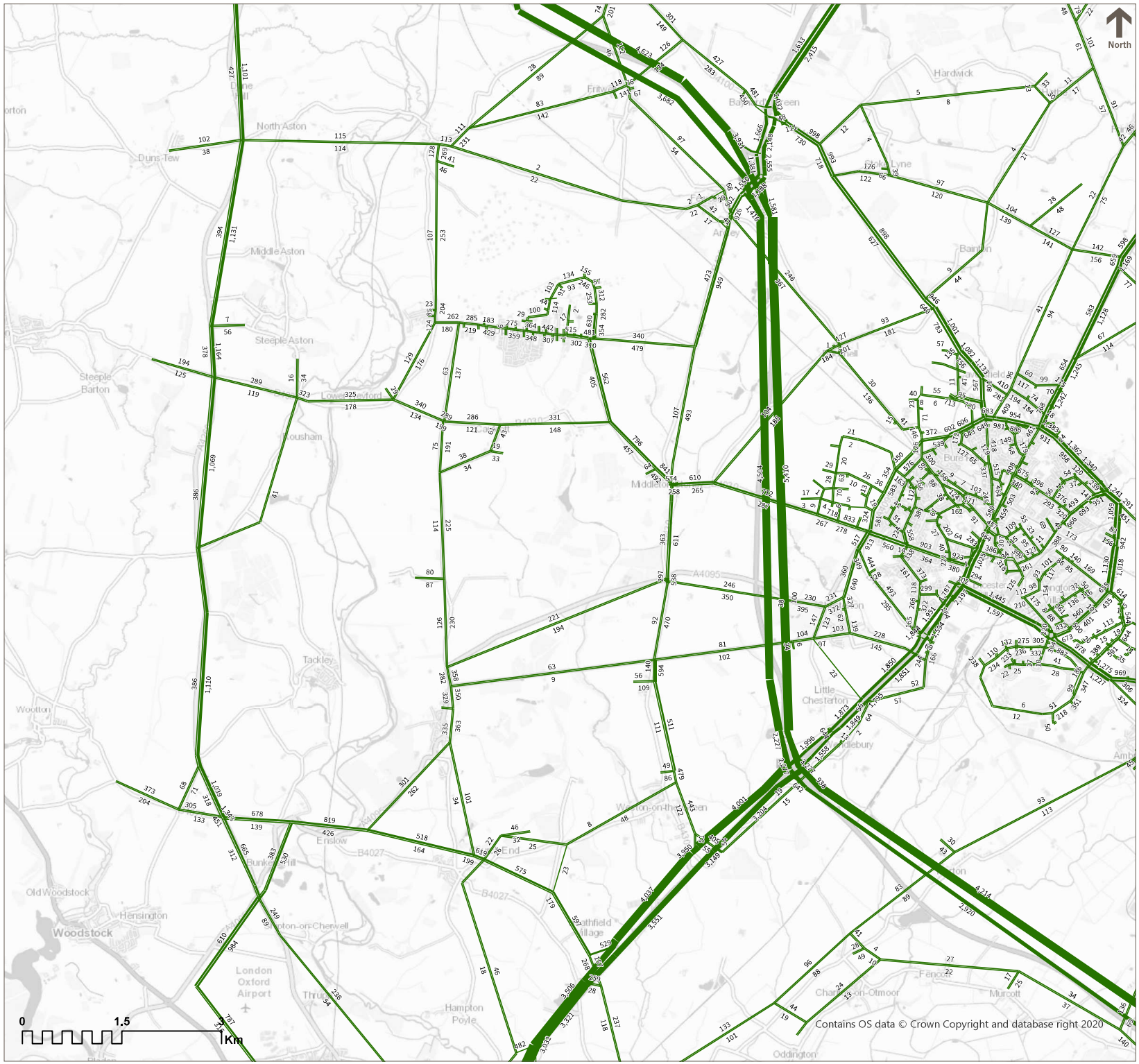
2034 OxSRFI RC3A (AM)
Actual Total Veh Flow
North

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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2034 OxSRFI RC3A (AM)
Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	107	-

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Actual_Total_Veh

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500	6000
1000	7000
2000	8000
3000	9000
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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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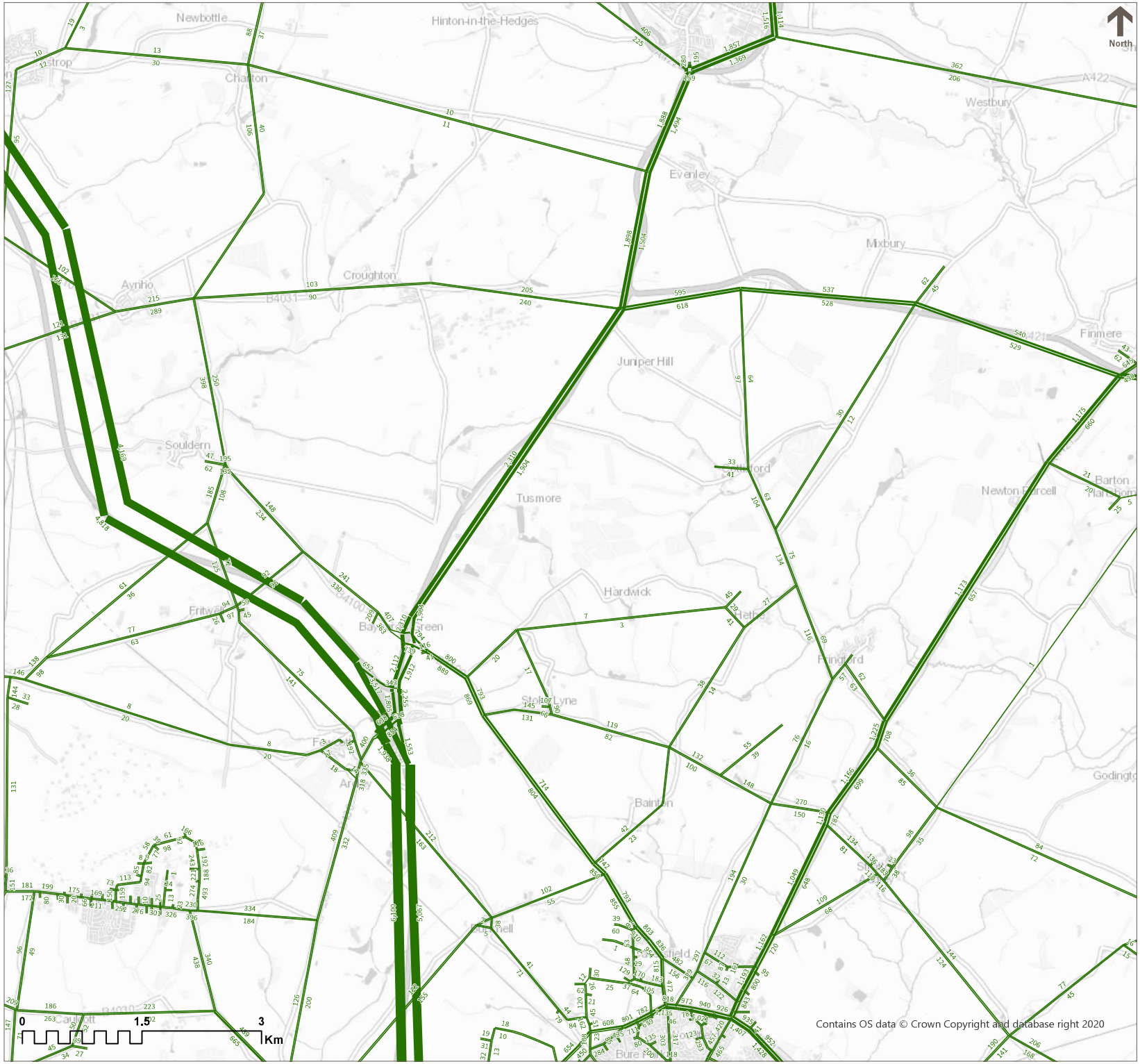
2034 OxSRFI RC3A (AM)
Actual Total Veh Flow
Centre

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	108	-

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Actual_Total_Veh

0	5000
500	6000
1000	7000
2000	8000
3000	9000
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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

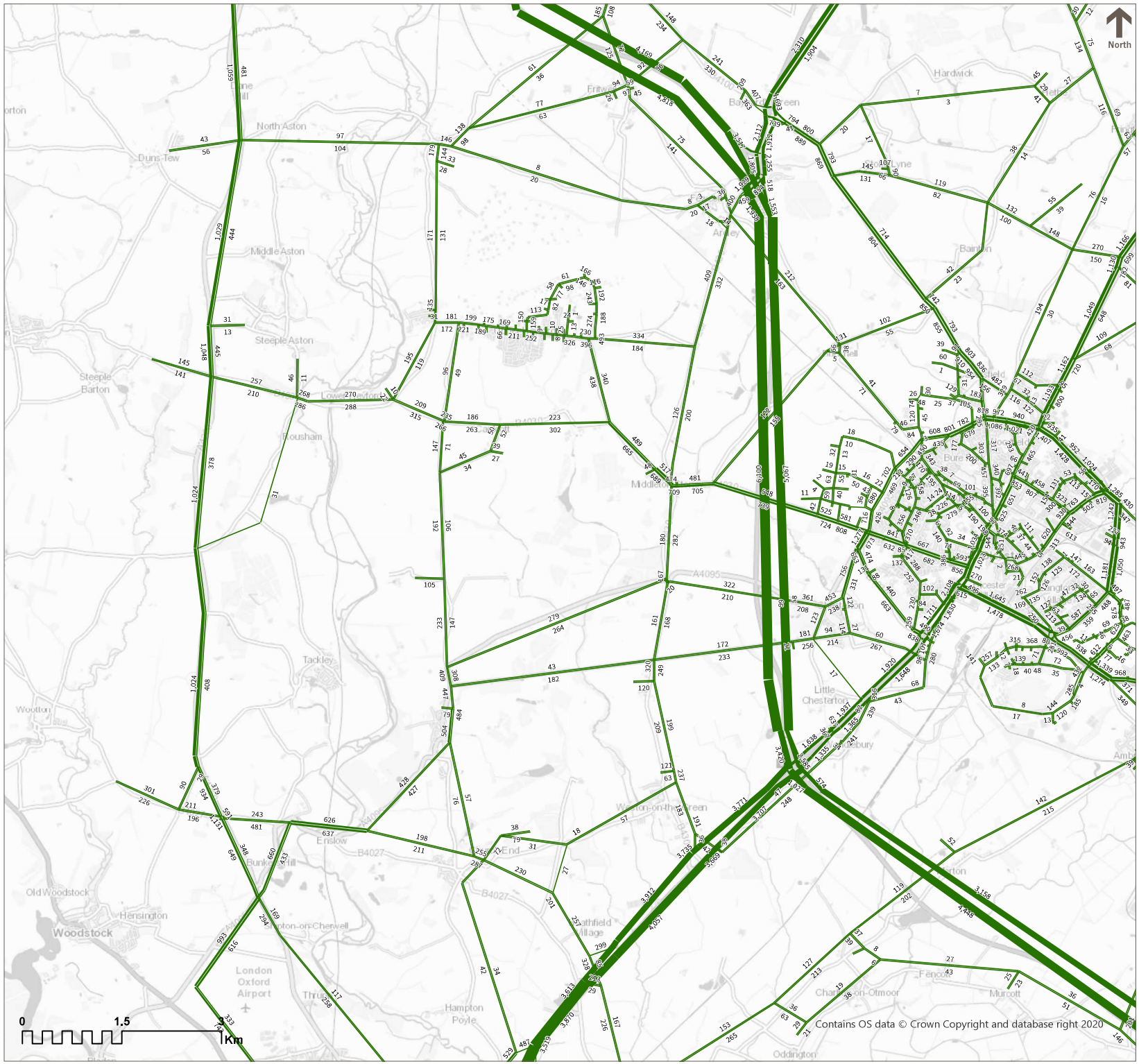
2034 OxSRFI RC3A (PM)
Actual Total Veh Flow
North

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	102	-

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Actual_Total_Veh	
0	5000
500	6000
1000	7000
2000	8000
3000	9000
4000	10000
	Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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2034 OxSRFI RC3A (PM)
Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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Actual_Total_Veh	
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3000	9000
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	Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

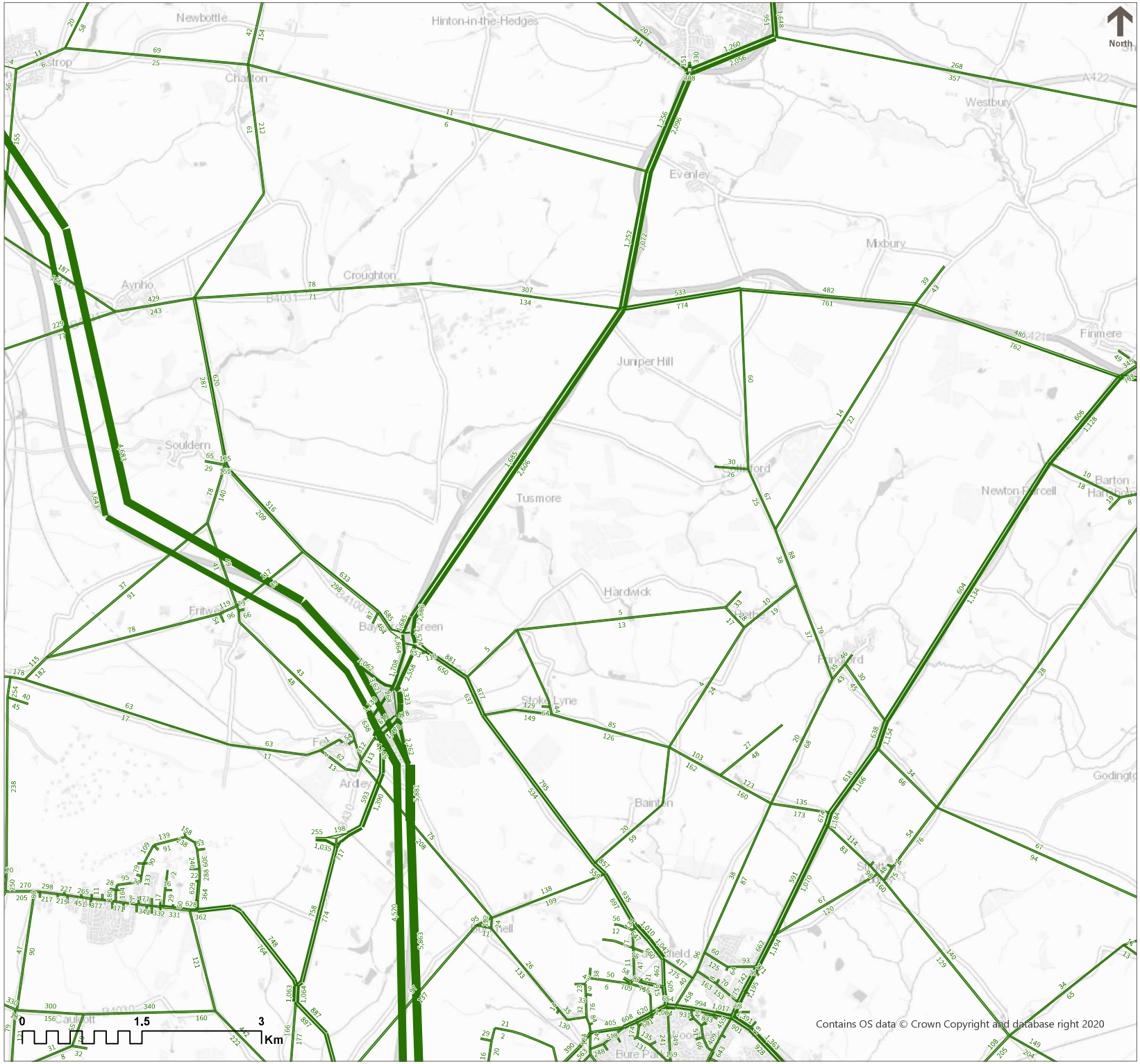
2034 OxSRFI RC3A (PM)
Actual Total Veh Flow
Centre

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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Actual_Total_Veh

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- 500
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- 3000
- 4000
- 5000
- 6000
- 7000
- 8000
- 9000
- 10000
- Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

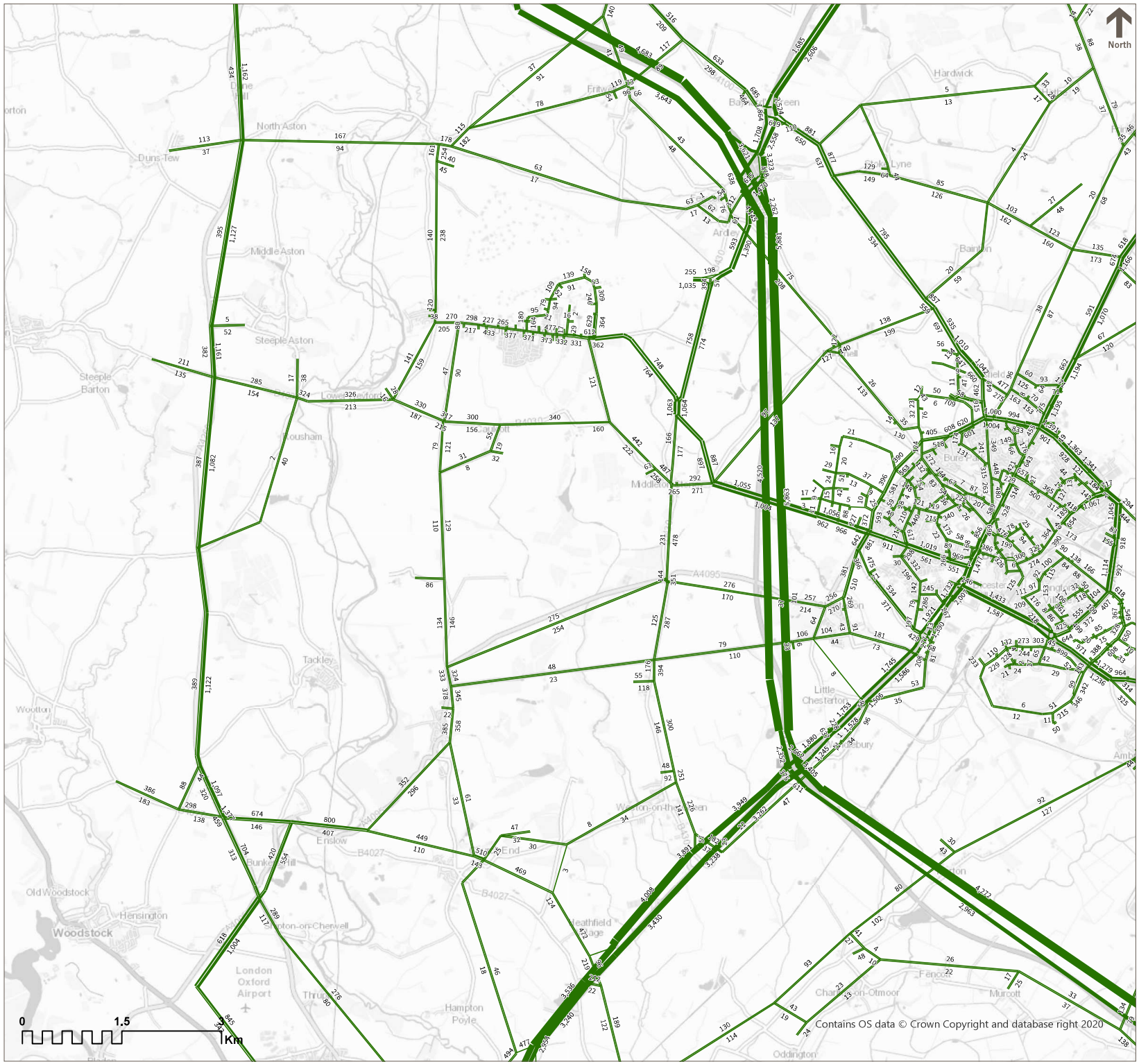
2034 OxSRFI DS3A (AM)
Actual Total Veh Flow
North

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B071478	HJ	29/01/26	CW	29/01/26	CW	29/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	54	-

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-	-	-	-	-	-

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2034 OxSRFI DS3A (AM)
Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	55	-

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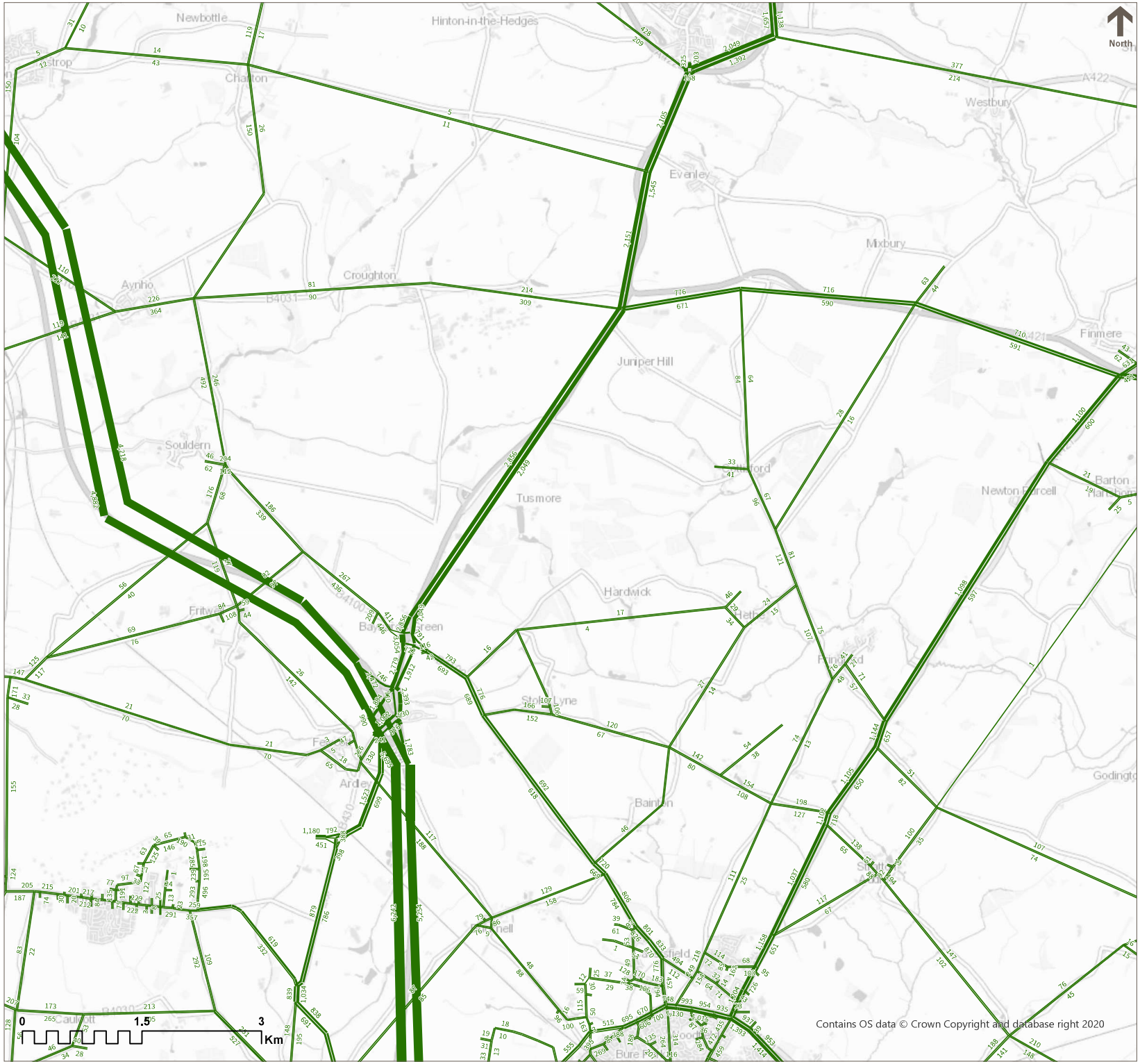
2034 OxSRFI DS3A (AM)
Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	29/01/26	CW	29/01/26	CW	29/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	56	-

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Key

Actual_Total_Veh

0	5000
500	6000
1000	7000
2000	8000
3000	9000
4000	10000
	Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
Oxfordshire Railfreight Ltd

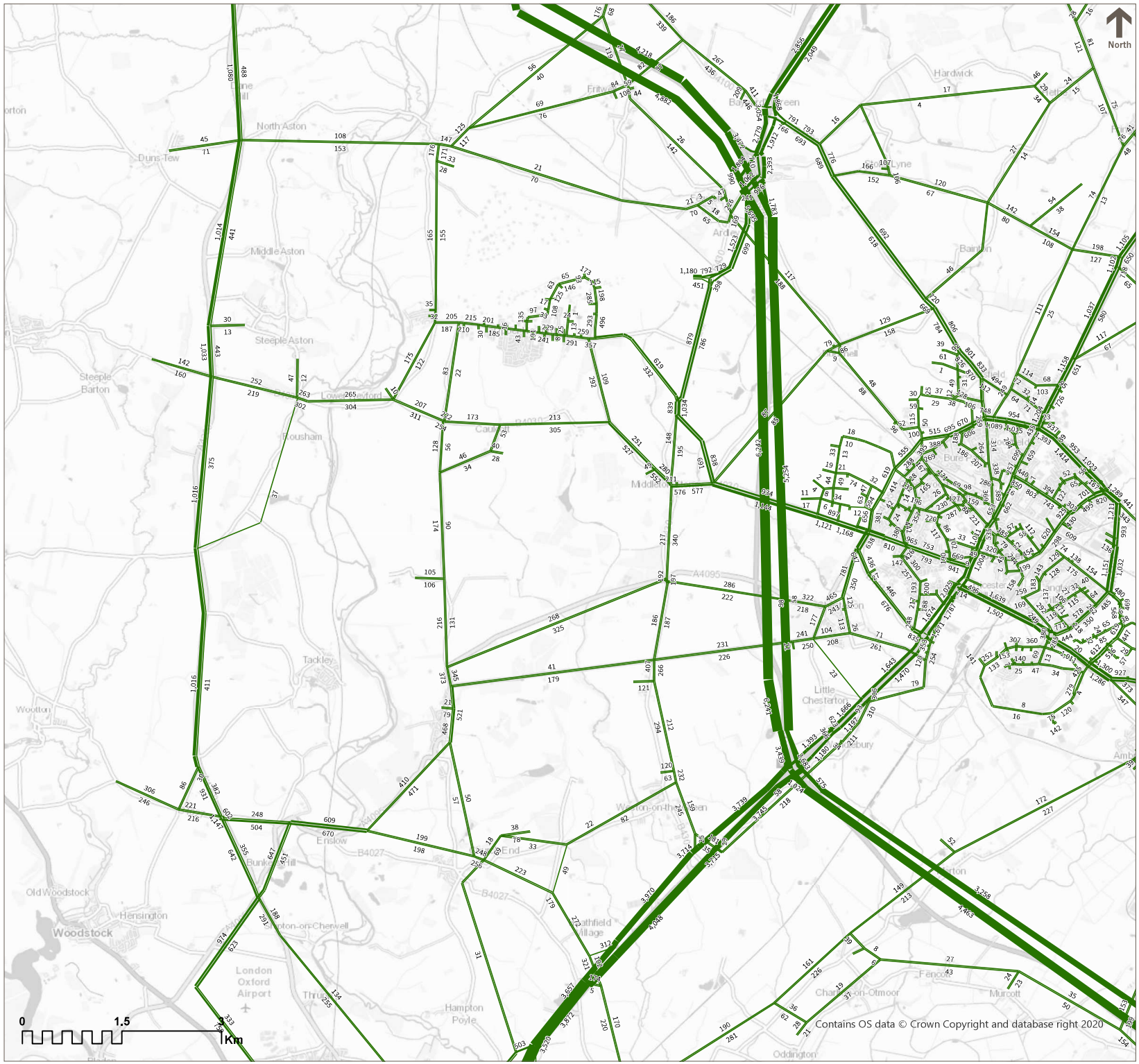
2034 OxSRFI DS3A (PM)
Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	29/01/26	CW	29/01/26	CW	29/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	50	-

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Key

Actual_Total_Veh

- 0
- 500
- 1000
- 2000
- 3000
- 4000
- 5000
- 6000
- 7000
- 8000
- 9000
- 10000
- Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

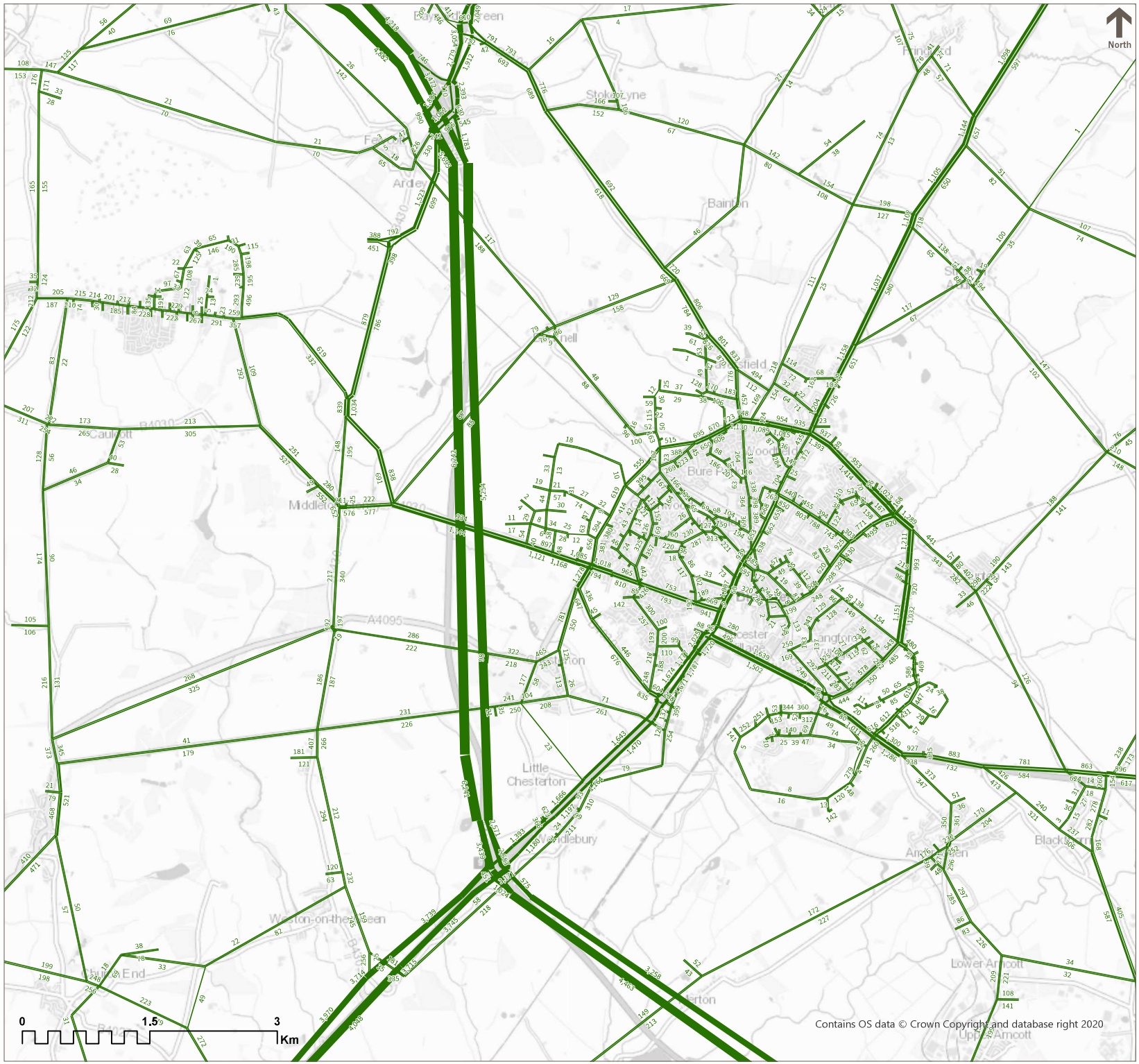
2034 OxSRFI DS3A (PM)
Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	51	-

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Actual_Total_Veh	
0	5000
500	6000
1000	7000
2000	8000
3000	9000
4000	10000
	Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

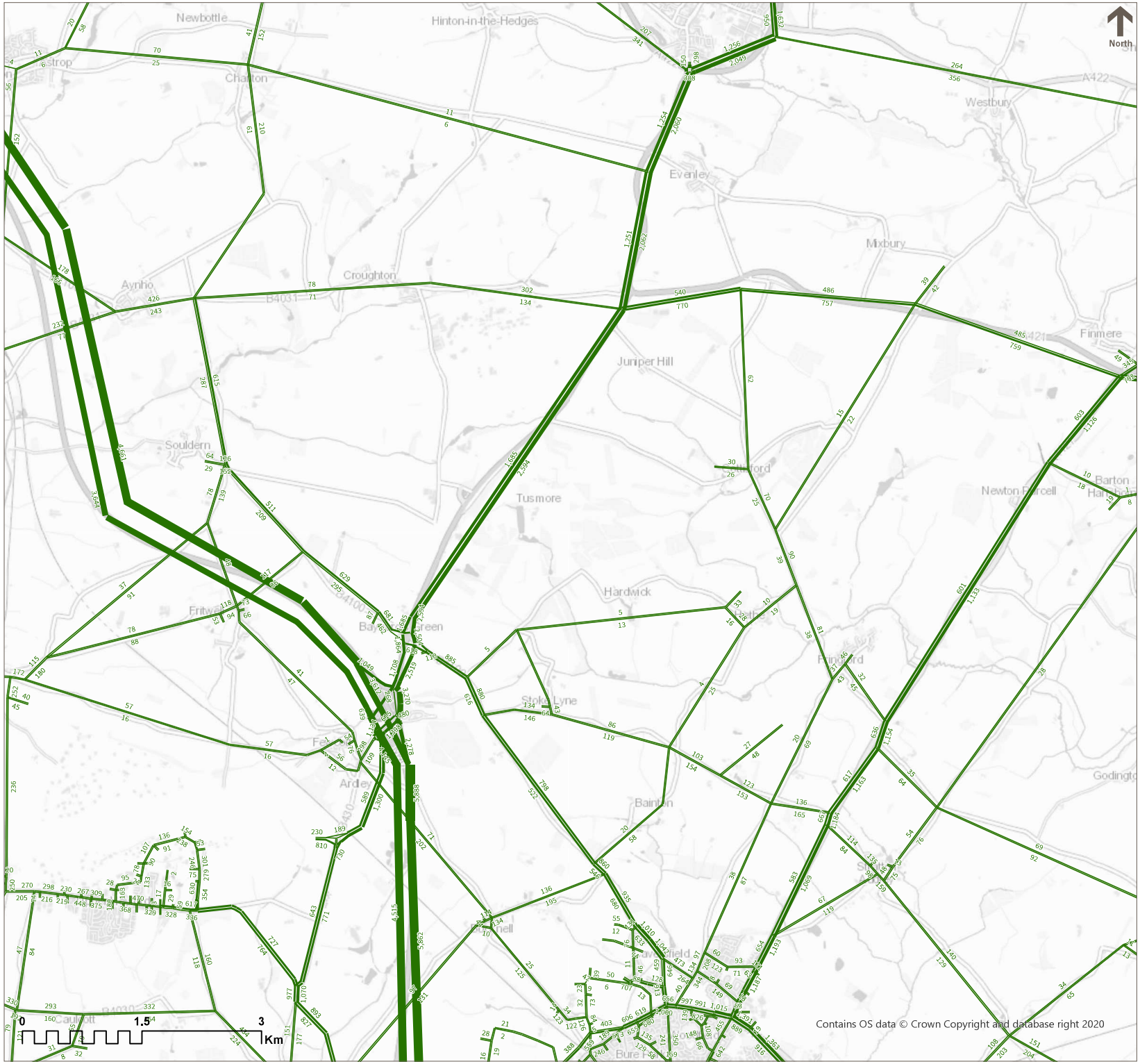
2034 OxSRFI DS3A (PM)
Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	29/01/26	CW	29/01/26	CW	29/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	52	-

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Actual_Total_Veh

0	5000
500	6000
1000	7000
2000	8000
3000	9000
4000	10000
	Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

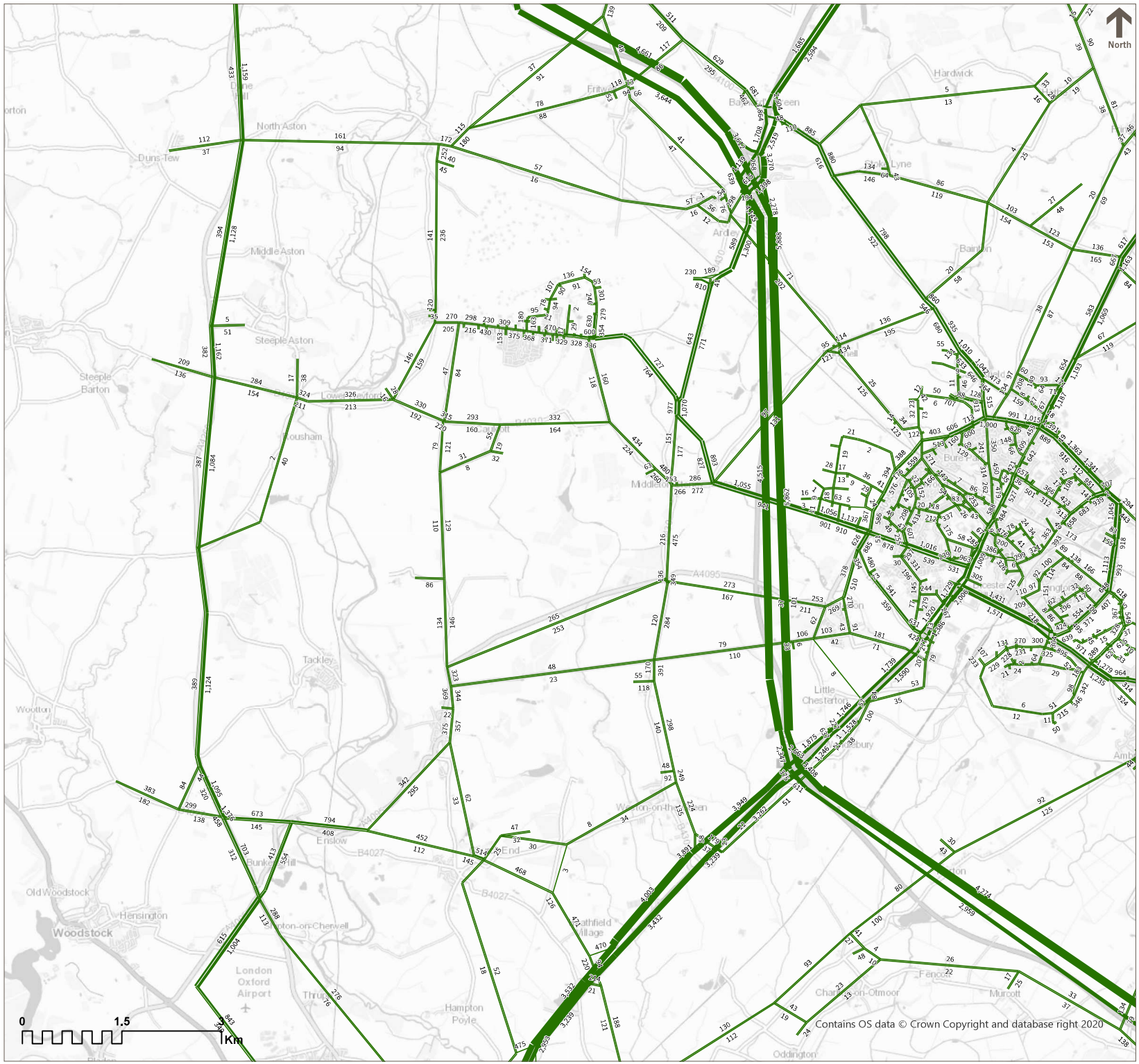
2034 OxSRFI DS3AwTP (AM)
Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	29/01/26	CW	29/01/26	CW	29/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	62	-

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-	-	-	-	-	-

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2034 OxSRFI DS3AwTP (AM)
Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	63	-

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Rev	Description	Date	Dwn	Chk	App
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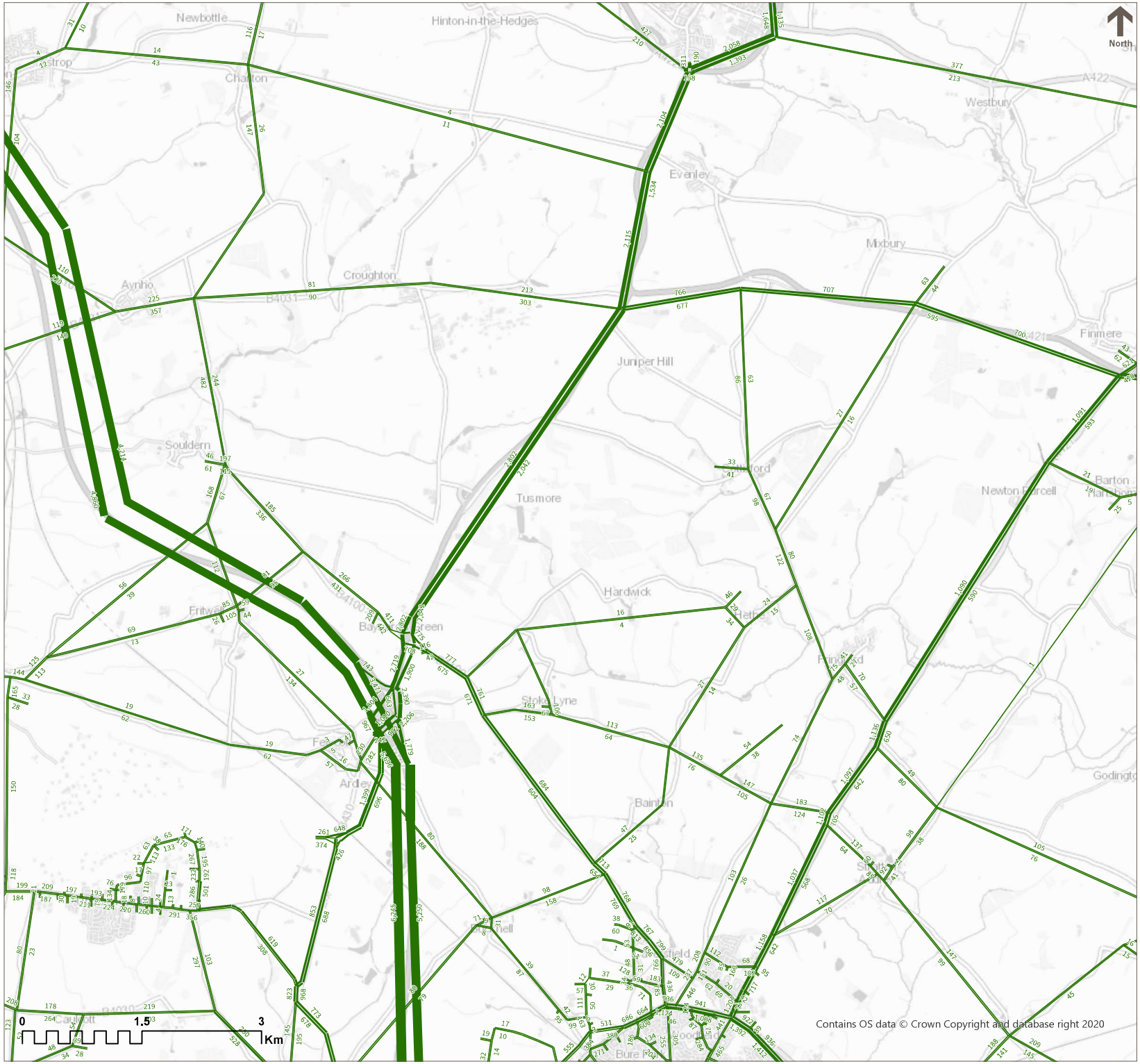
2034 OxSRFI DS3AwTP (AM)
Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	29/01/26	CW	29/01/26	CW	29/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	64	-

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Key

Actual_Total_Veh	
0	5000
500	6000
1000	7000
2000	8000
3000	9000
4000	10000
	Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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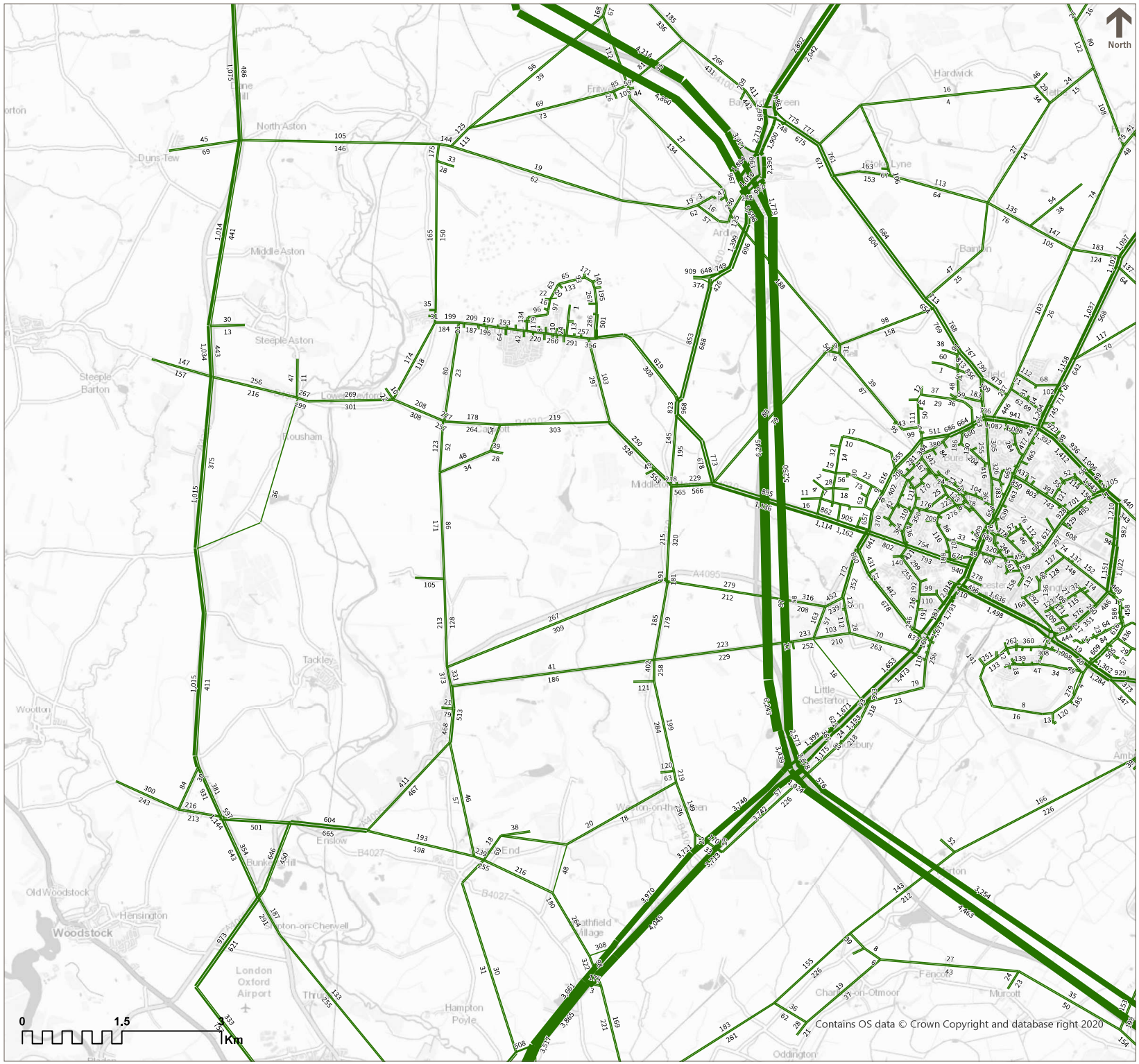
2034 OxSRFI DS3AwTP (PM)
Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	29/01/26	CW	29/01/26	CW	29/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	58	-

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Key

Actual_Total_Veh

- 0
- 500
- 1000
- 2000
- 3000
- 4000
- 5000
- 6000
- 7000
- 8000
- 9000
- 10000
- Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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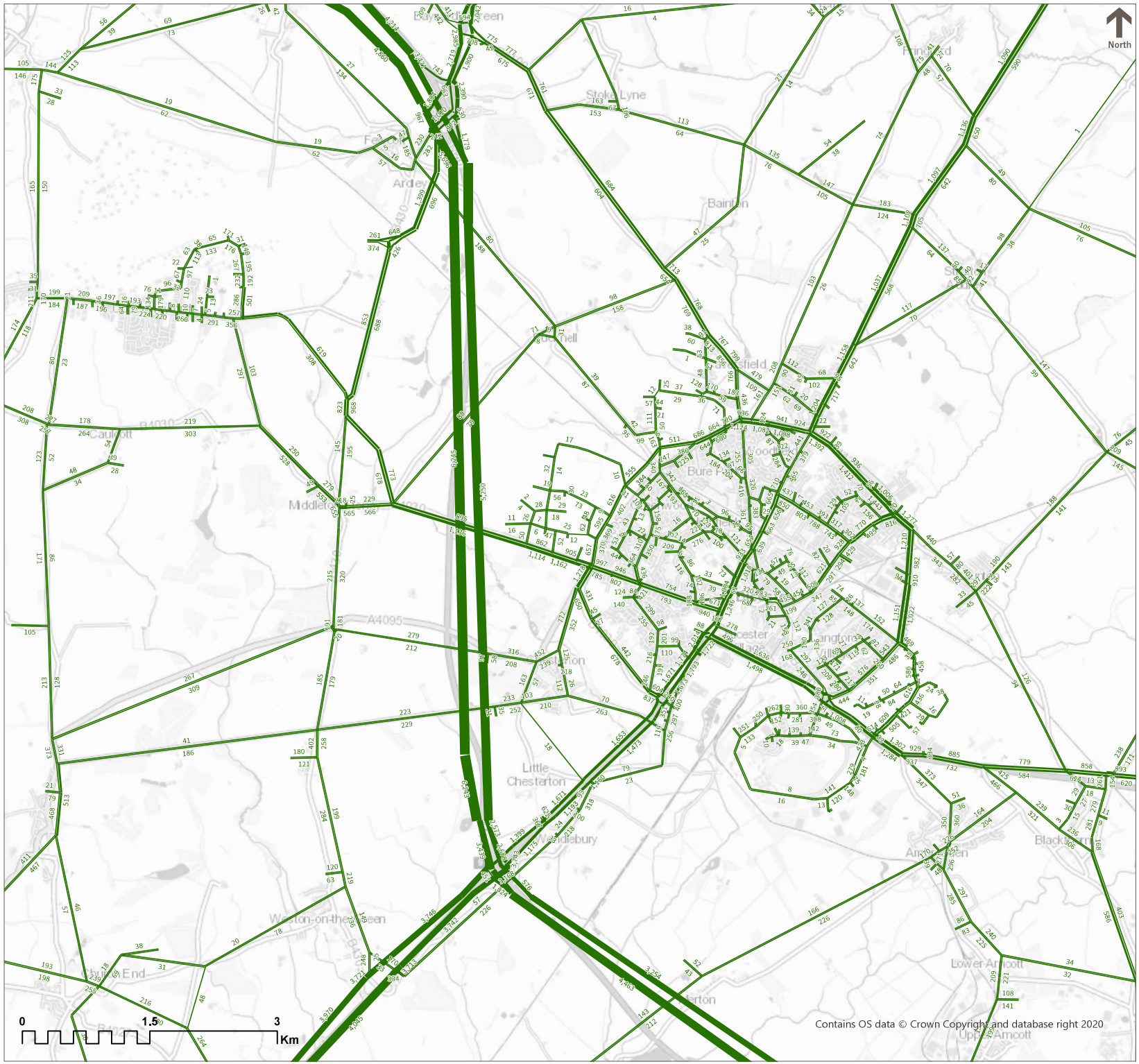
2034 OxSRFI DS3AwTP (PM)
Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	59	-

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Key

Actual_Total_Veh

0	5000
500	6000
1000	7000
2000	8000
3000	9000
4000	10000
	Over 10000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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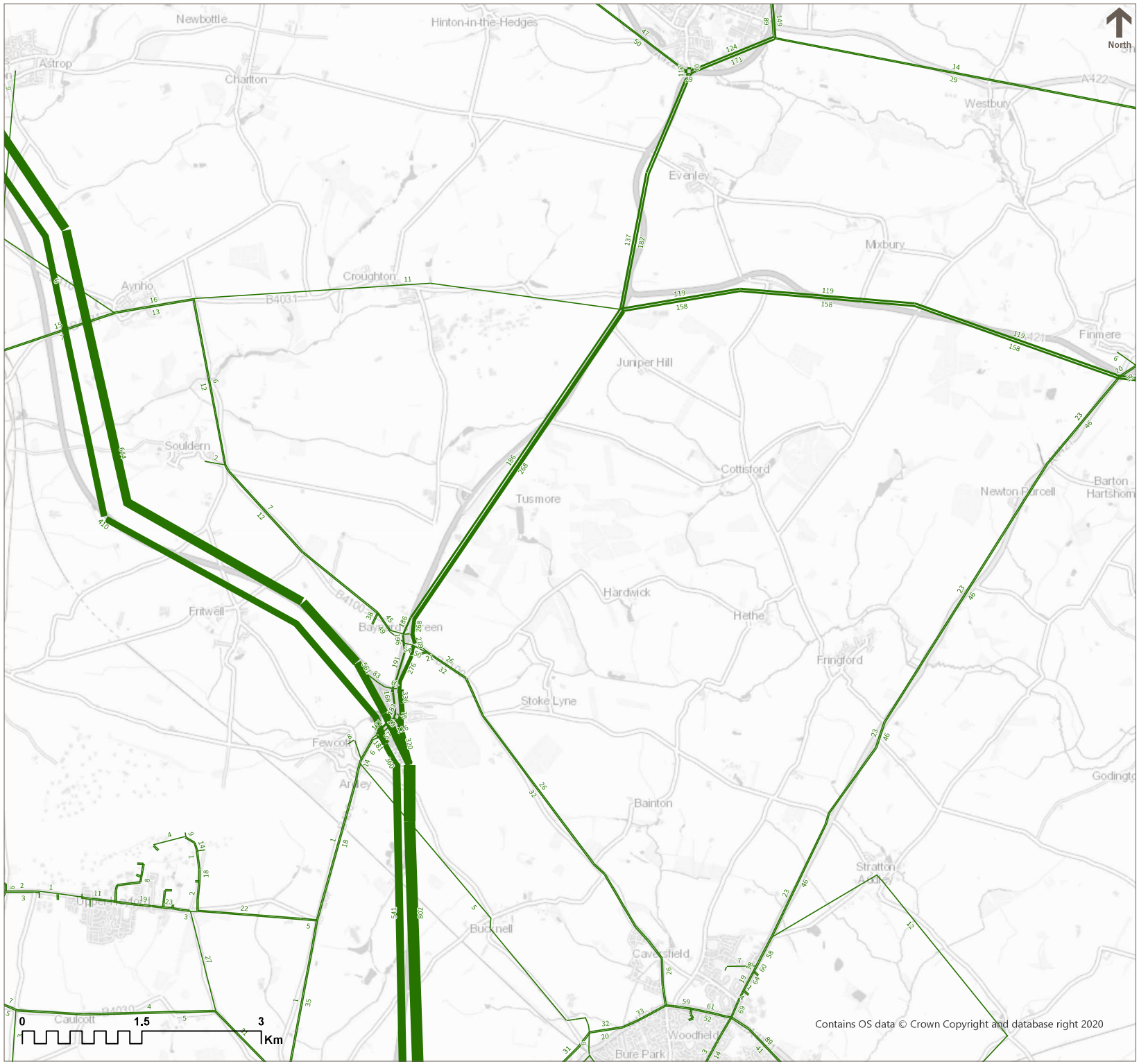
2034 OxSRFI DS3AwTP (PM)
Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	29/01/26	CW	29/01/26	CW	29/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	60	-

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Key

Actual_HV_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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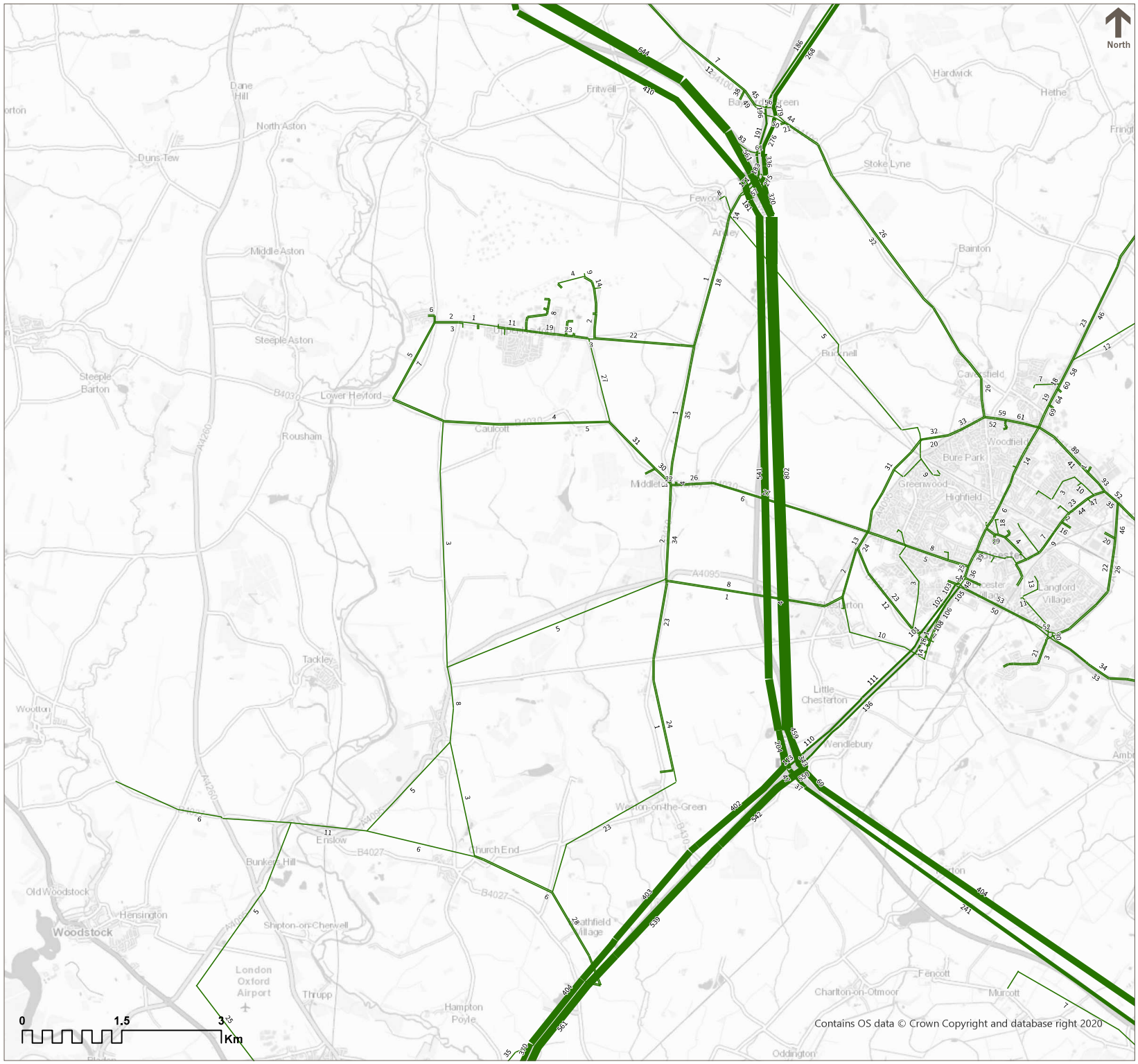
2034 OxSRFI RC3A (AM)
Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	106	-

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Actual_HV_Veh

0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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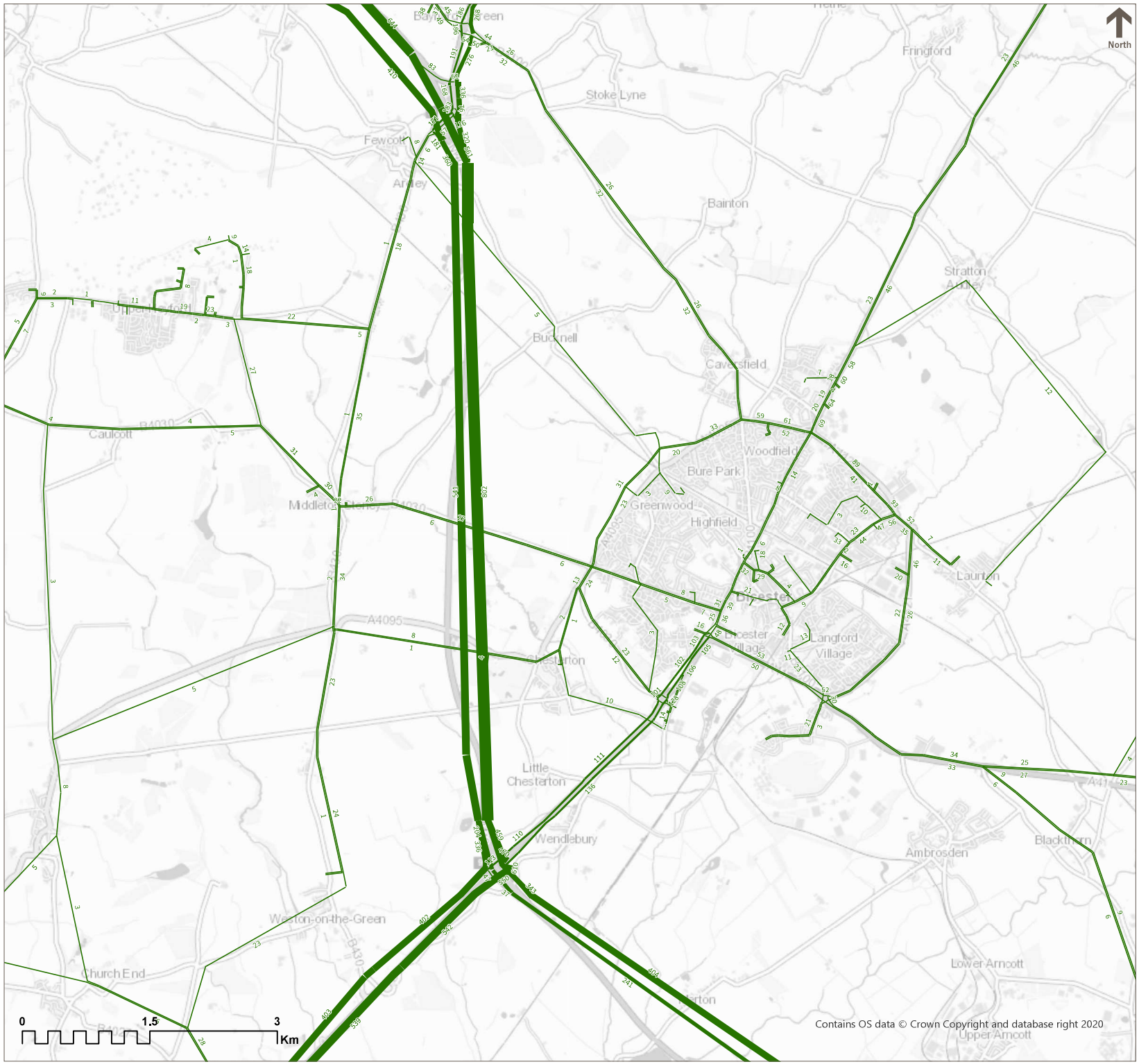
2034 OxSRFI RC3A (AM)
Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	107	-

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Actual_HV_Veh

0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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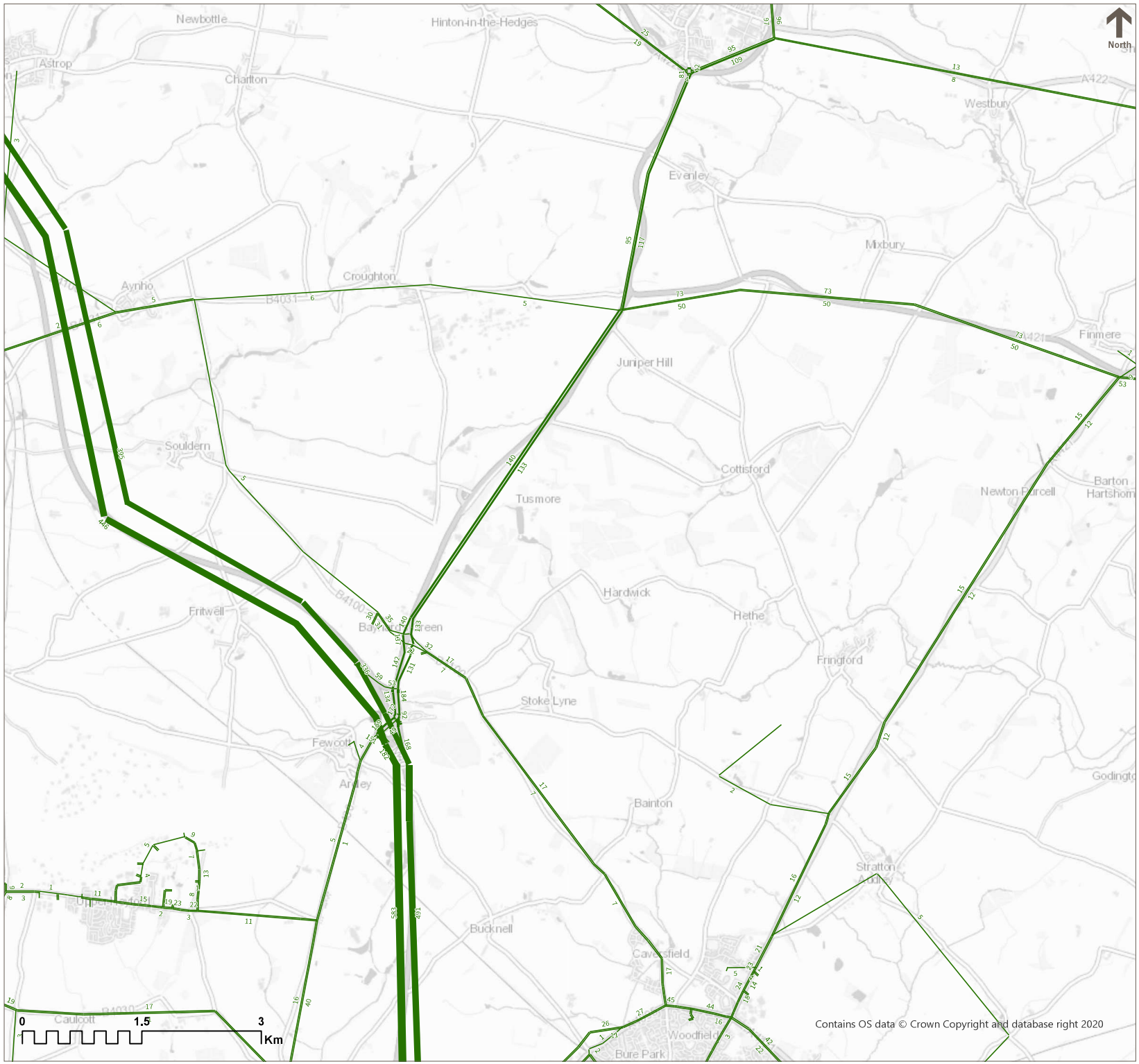
2034 OxSRFI RC3A (AM)
Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	108	-

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Actual_HV_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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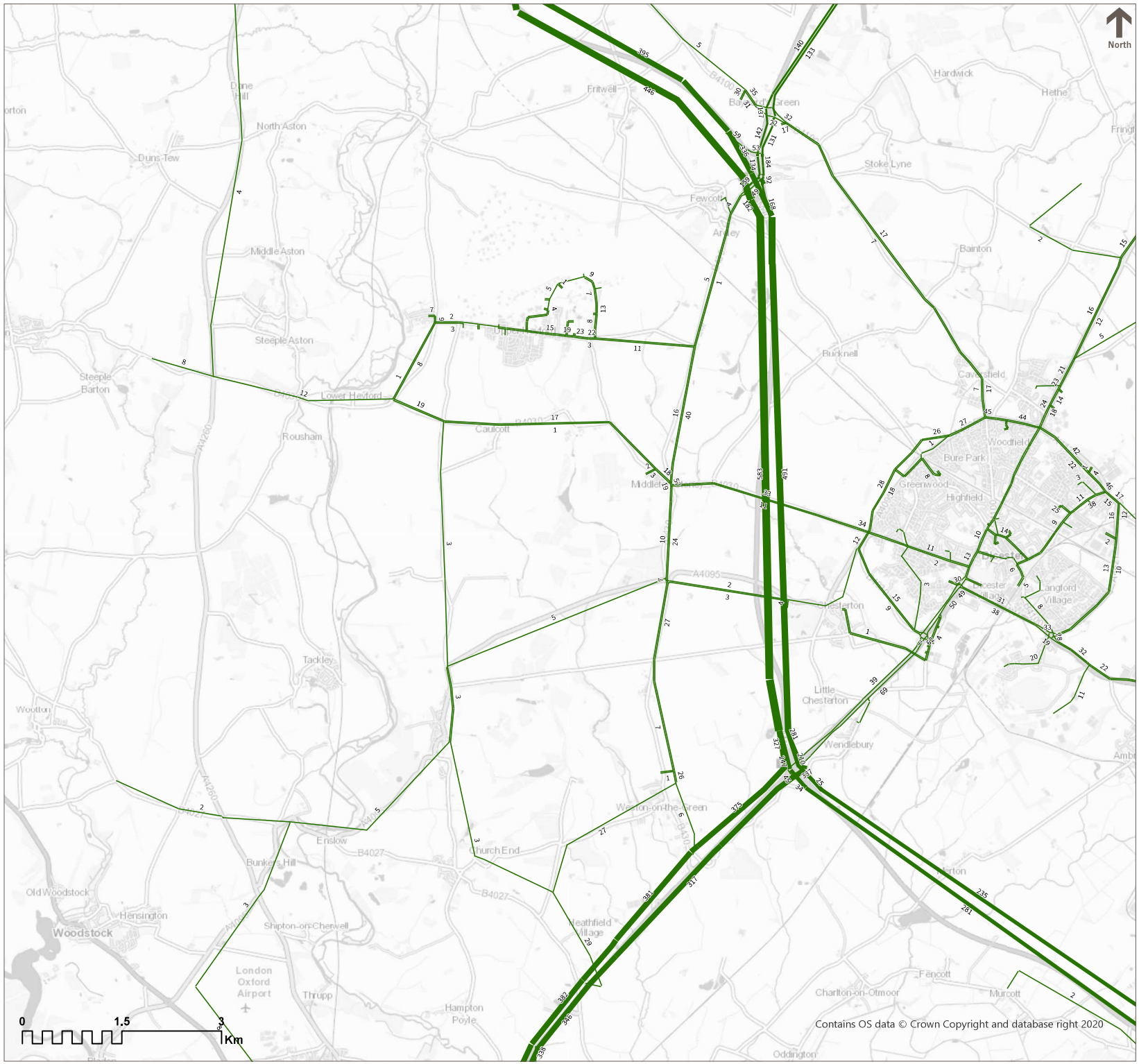
2034 OxSRFI RC3A (PM)
Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	102	-

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Actual_HV_Veh

0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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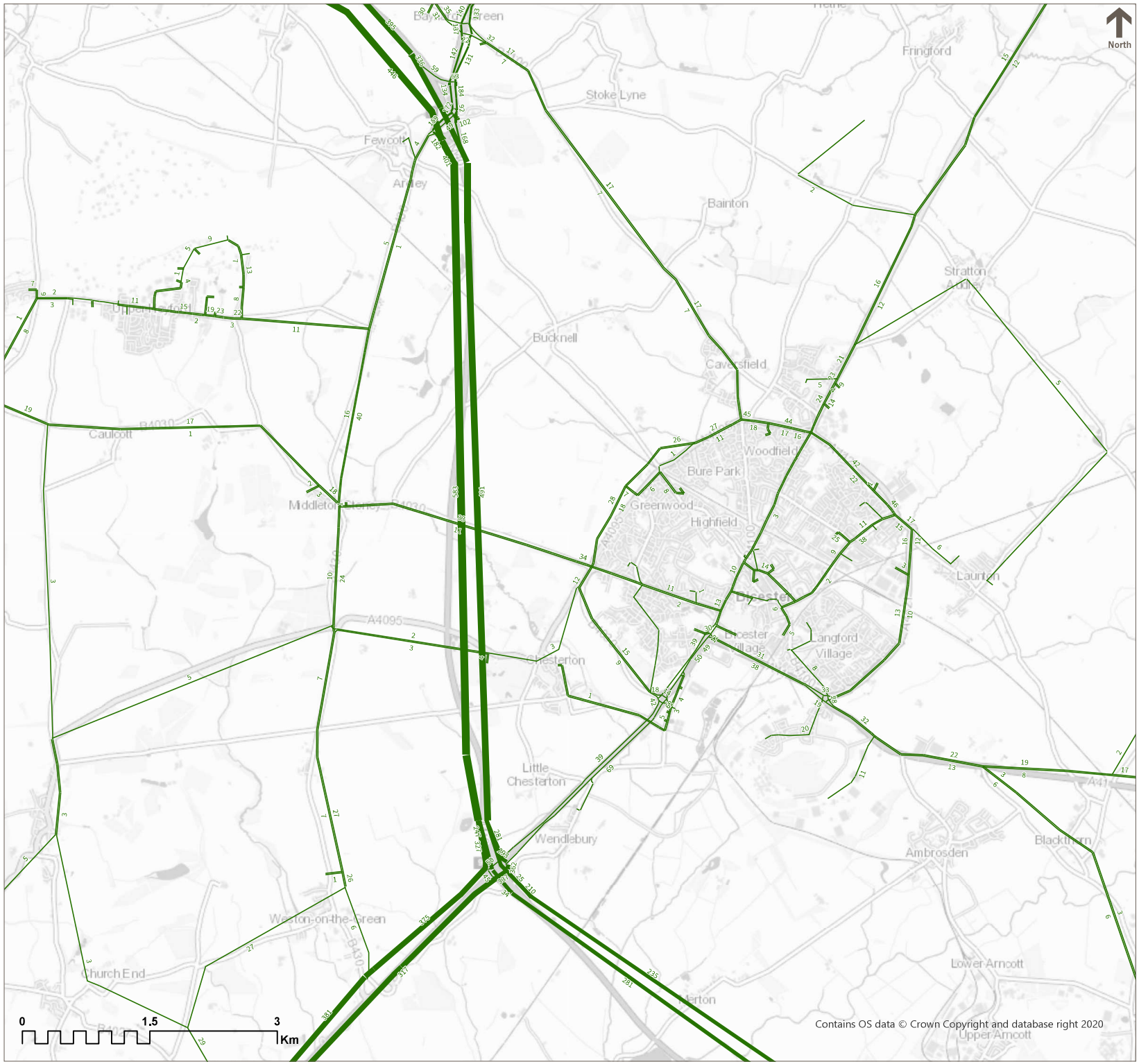
2034 OxSRFI RC3A (PM)
Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	103	-

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Actual_HV_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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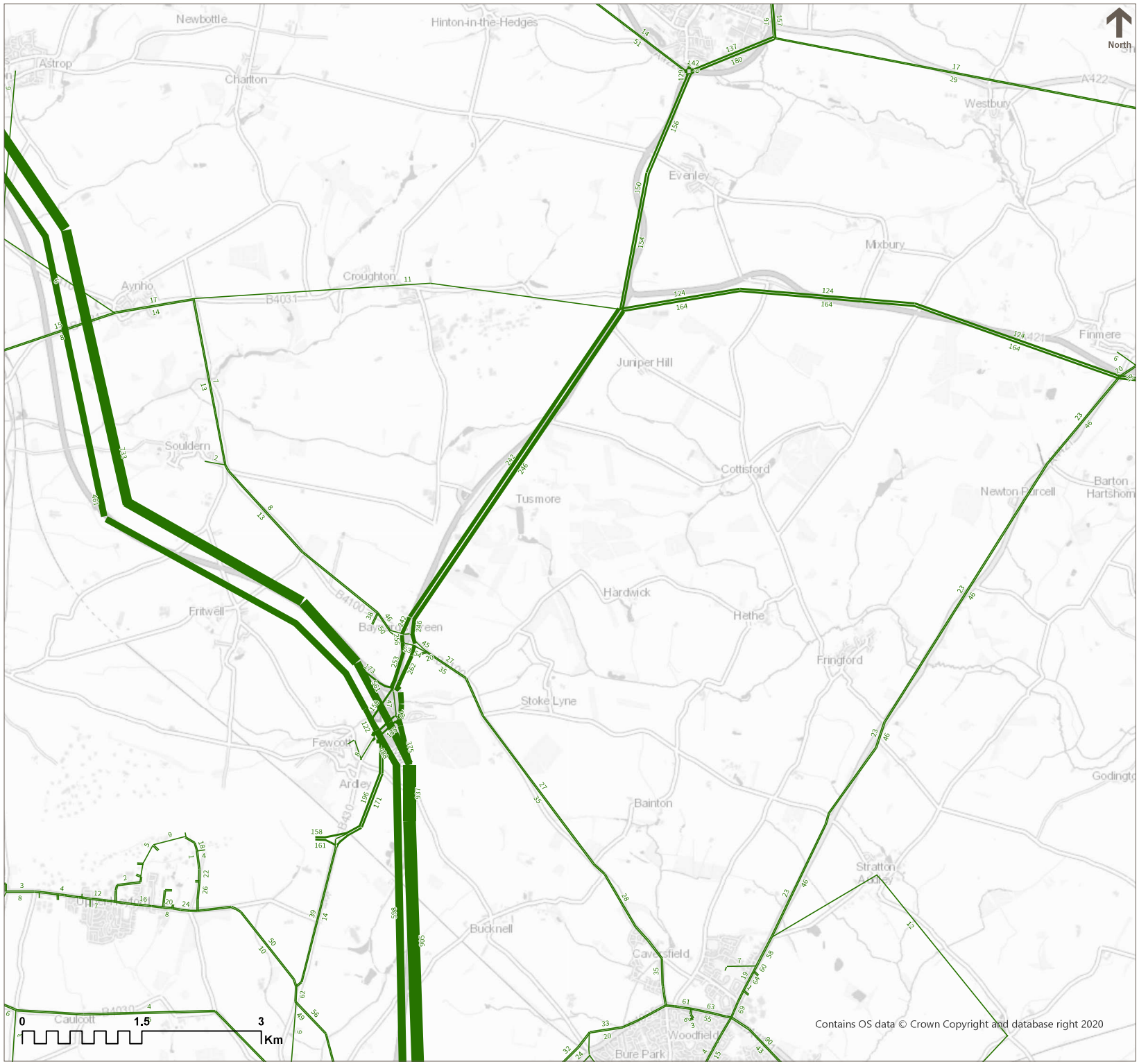
2034 OxSRFI RC3A (PM)
Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	104	-

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Actual_HV_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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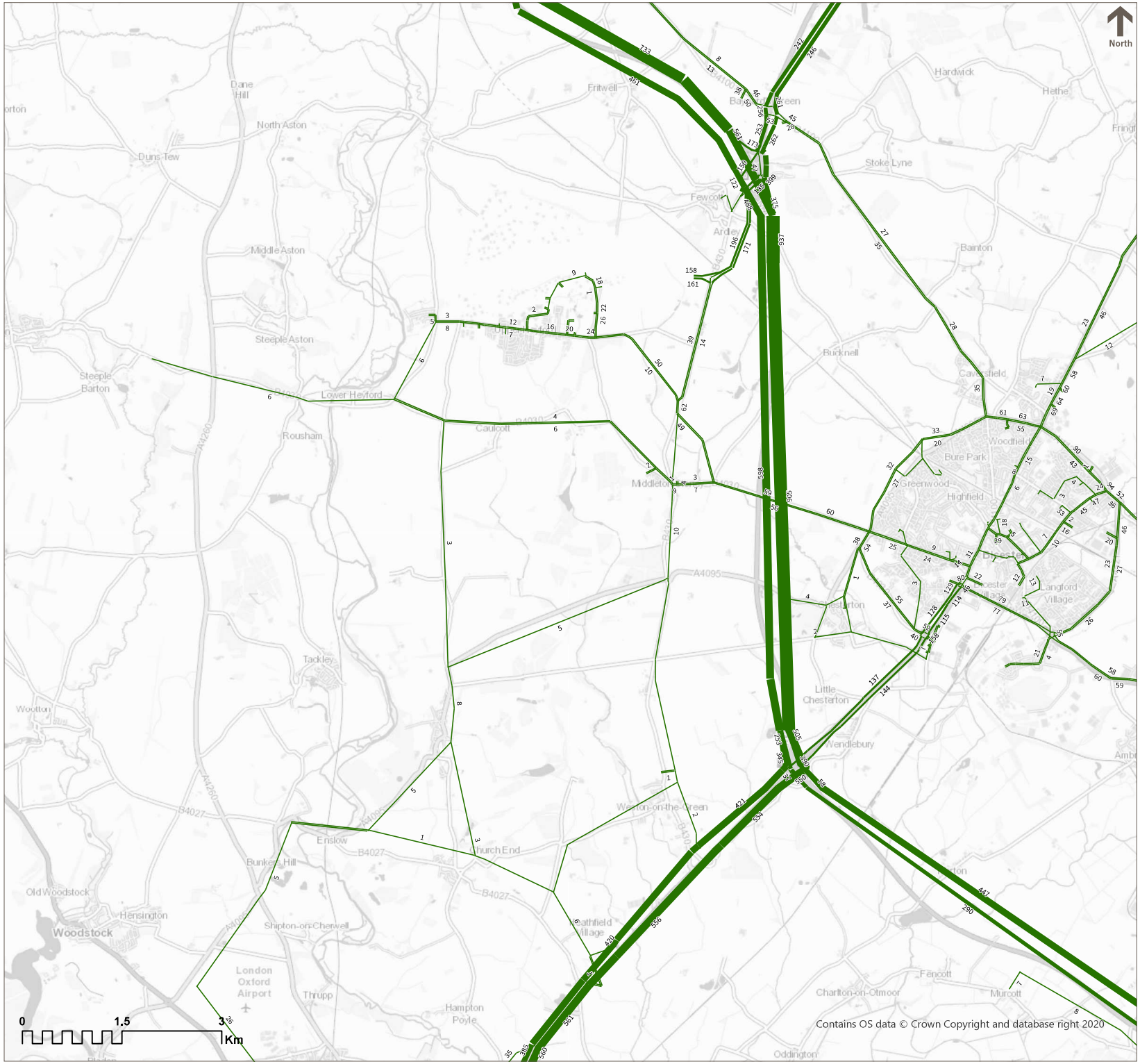
2034 OxSRFI DS3A (AM)
Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	54	-

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Actual_HV_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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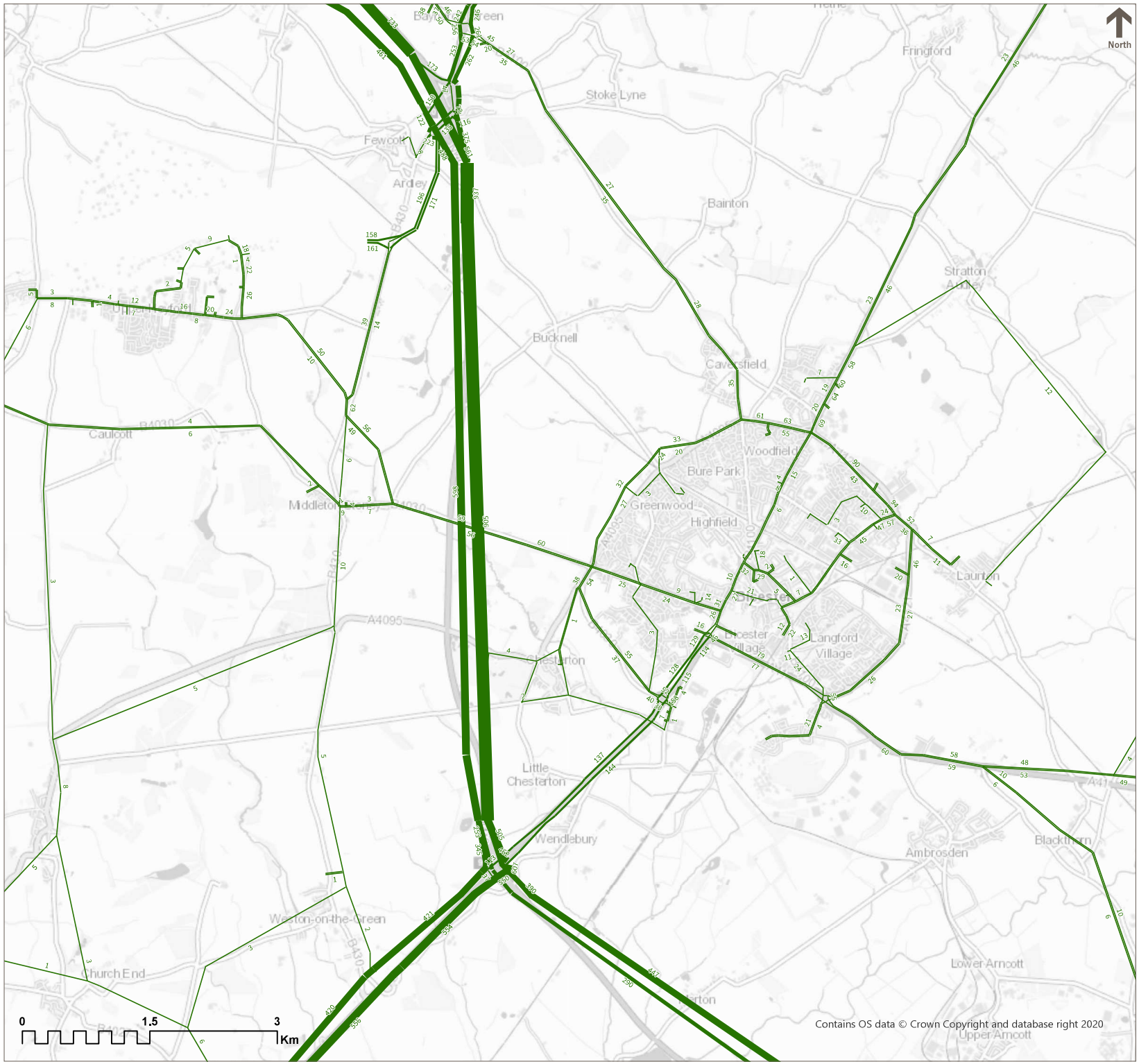
2034 OxSRFI DS3A (AM)
Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	55	-

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Key

Actual_HV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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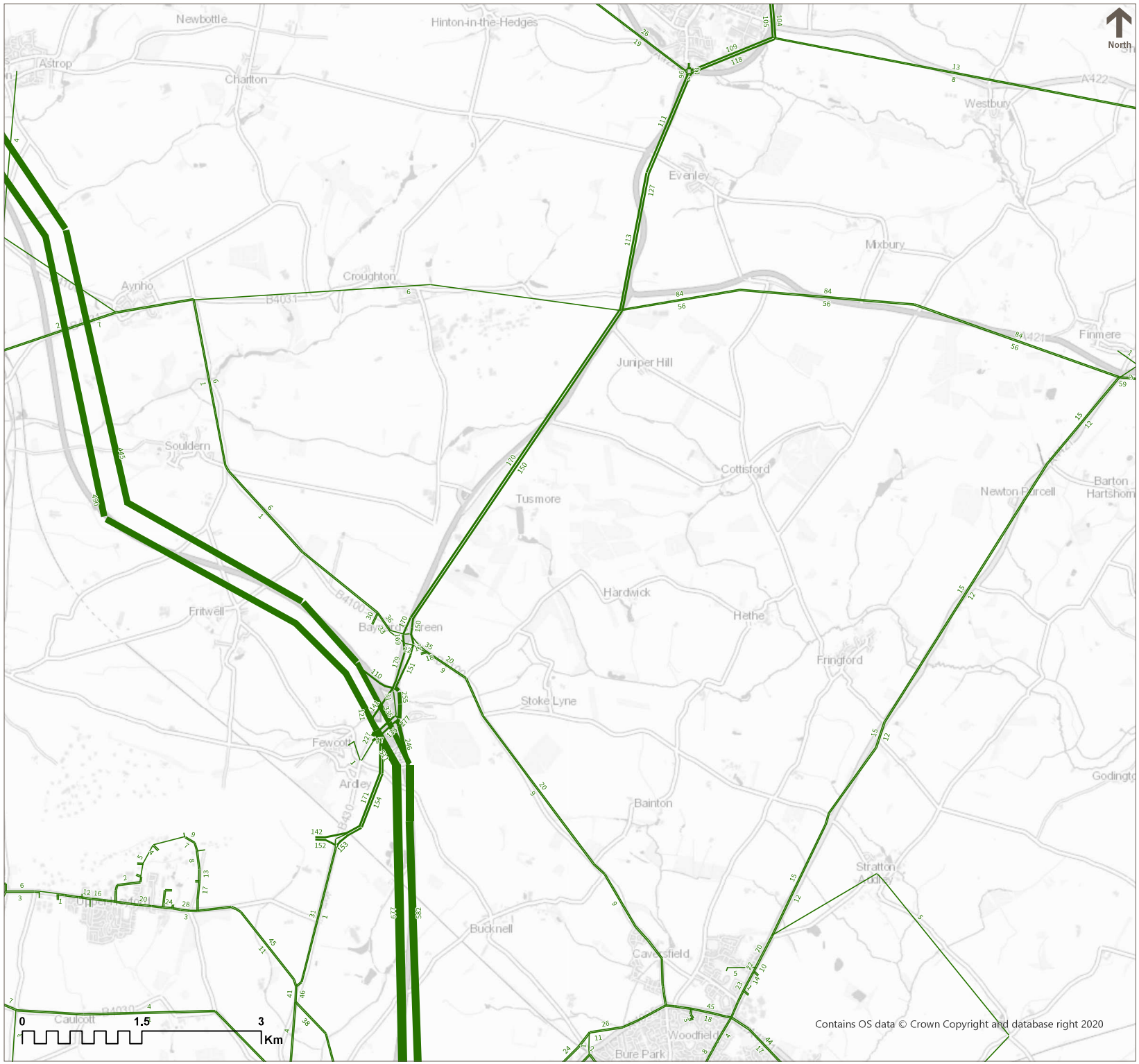
2034 OxSRFI DS3A (AM)
Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	56	-

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Key

Actual_HV_Veh

0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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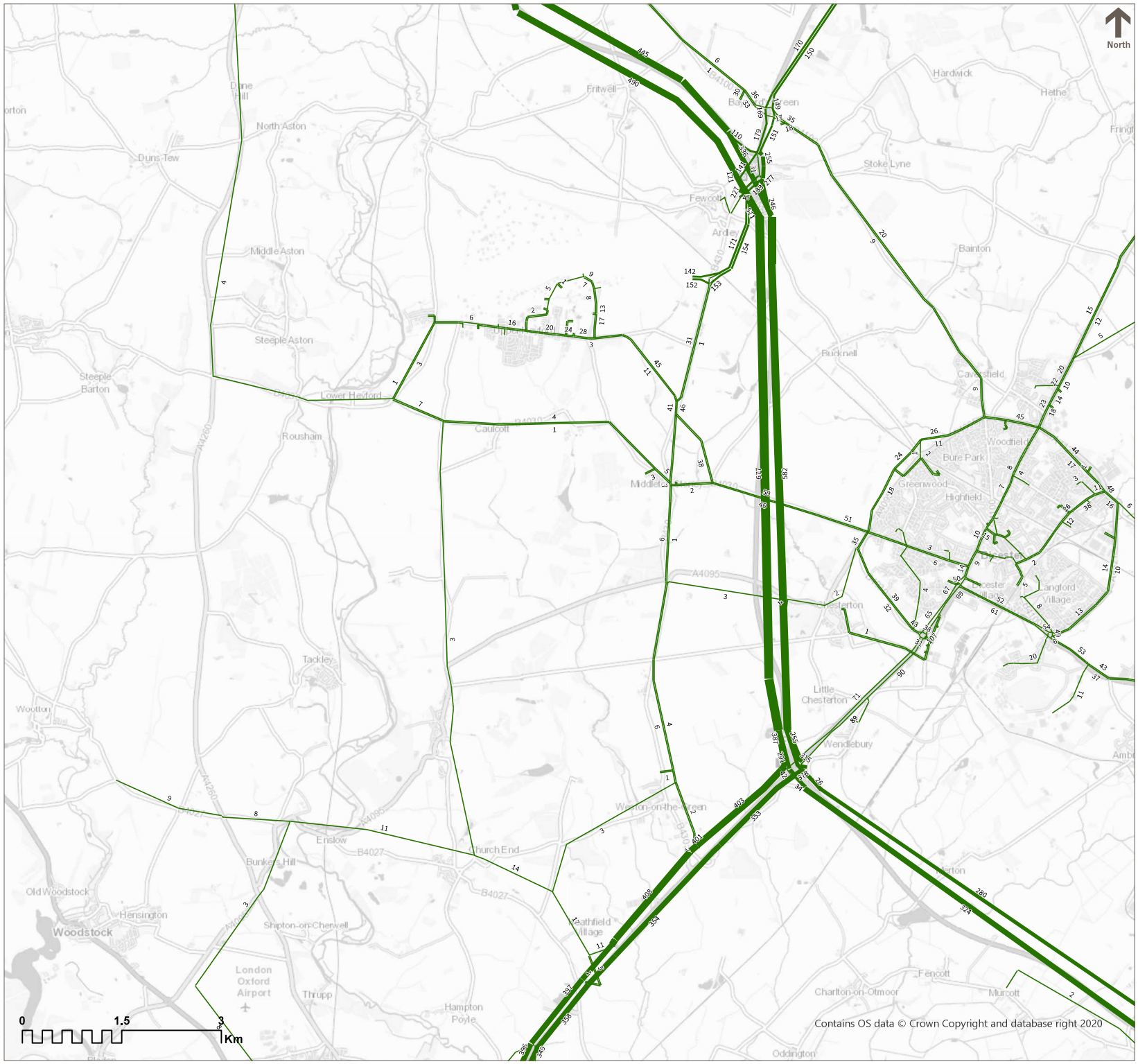
2034 OxSRFI DS3A (PM)
Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	50	-

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Key

Actual_HV_Veh

0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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Oxfordshire Railfreight Ltd

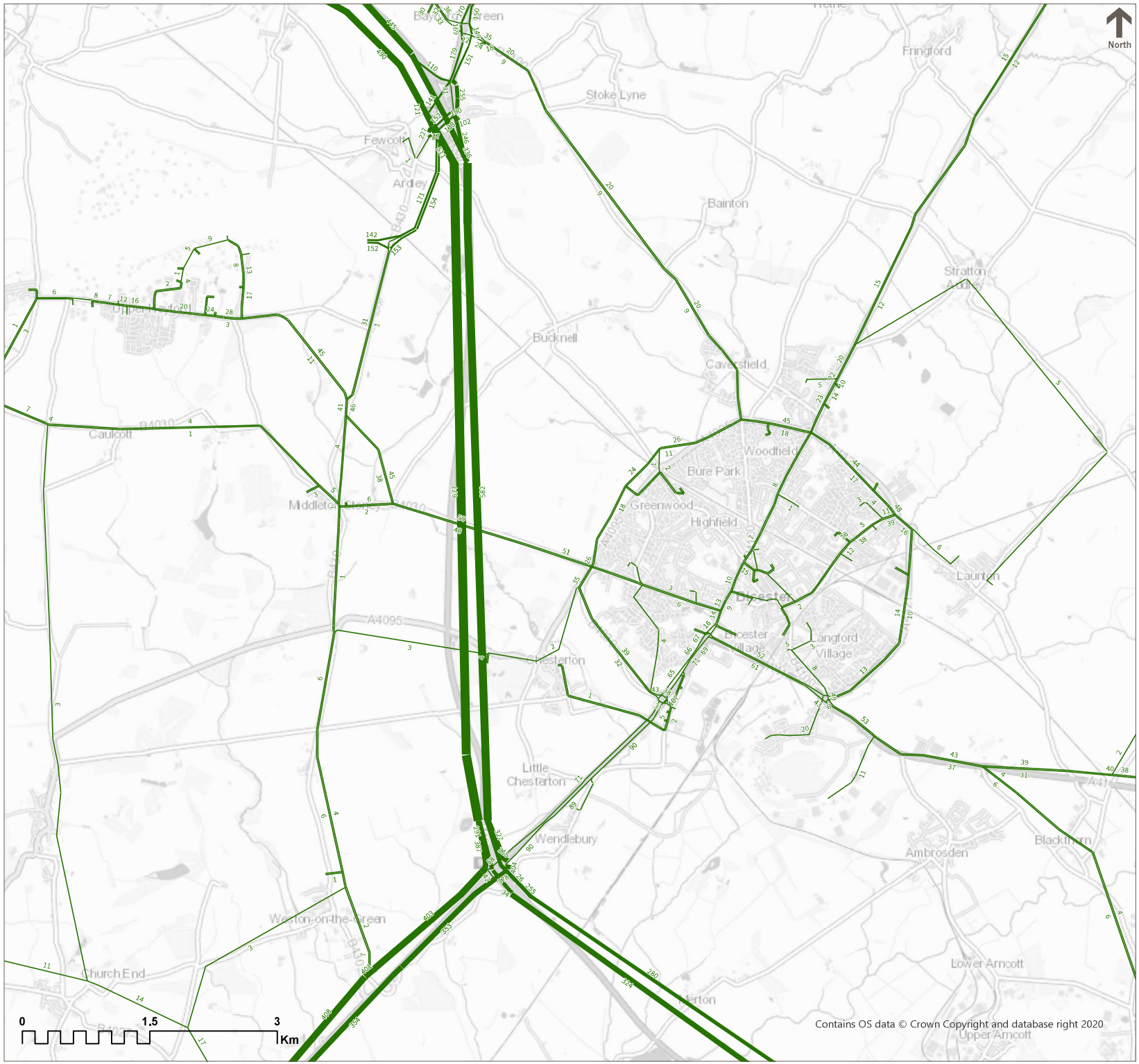
2034 OxSRFI DS3A (PM)
Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	51	-

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Key

Actual_HV_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
Oxfordshire Railfreight Ltd

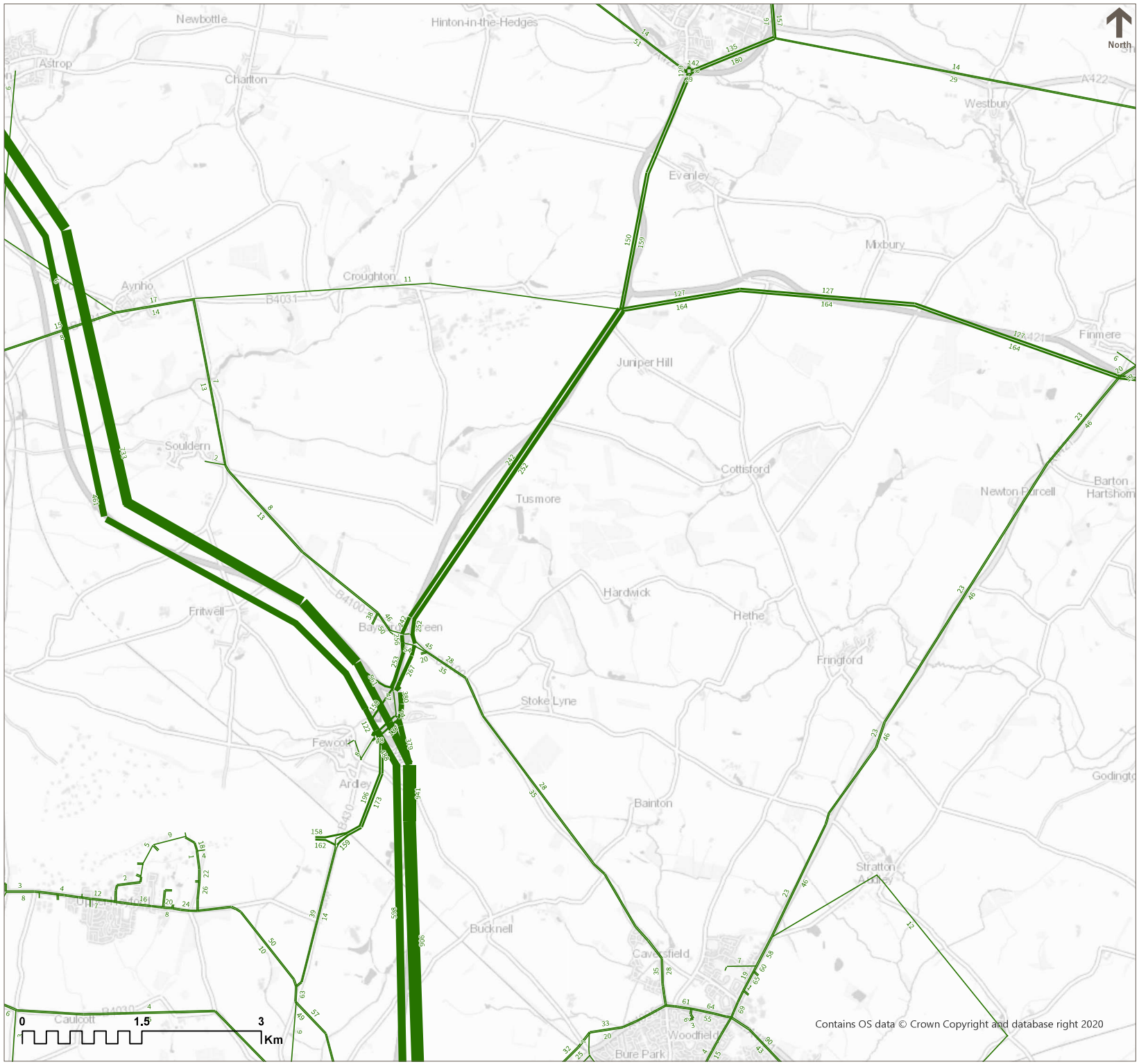
2034 OxSRFI DS3A (PM)
Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	52	-

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Key

Actual_HV_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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Oxfordshire Railfreight Ltd

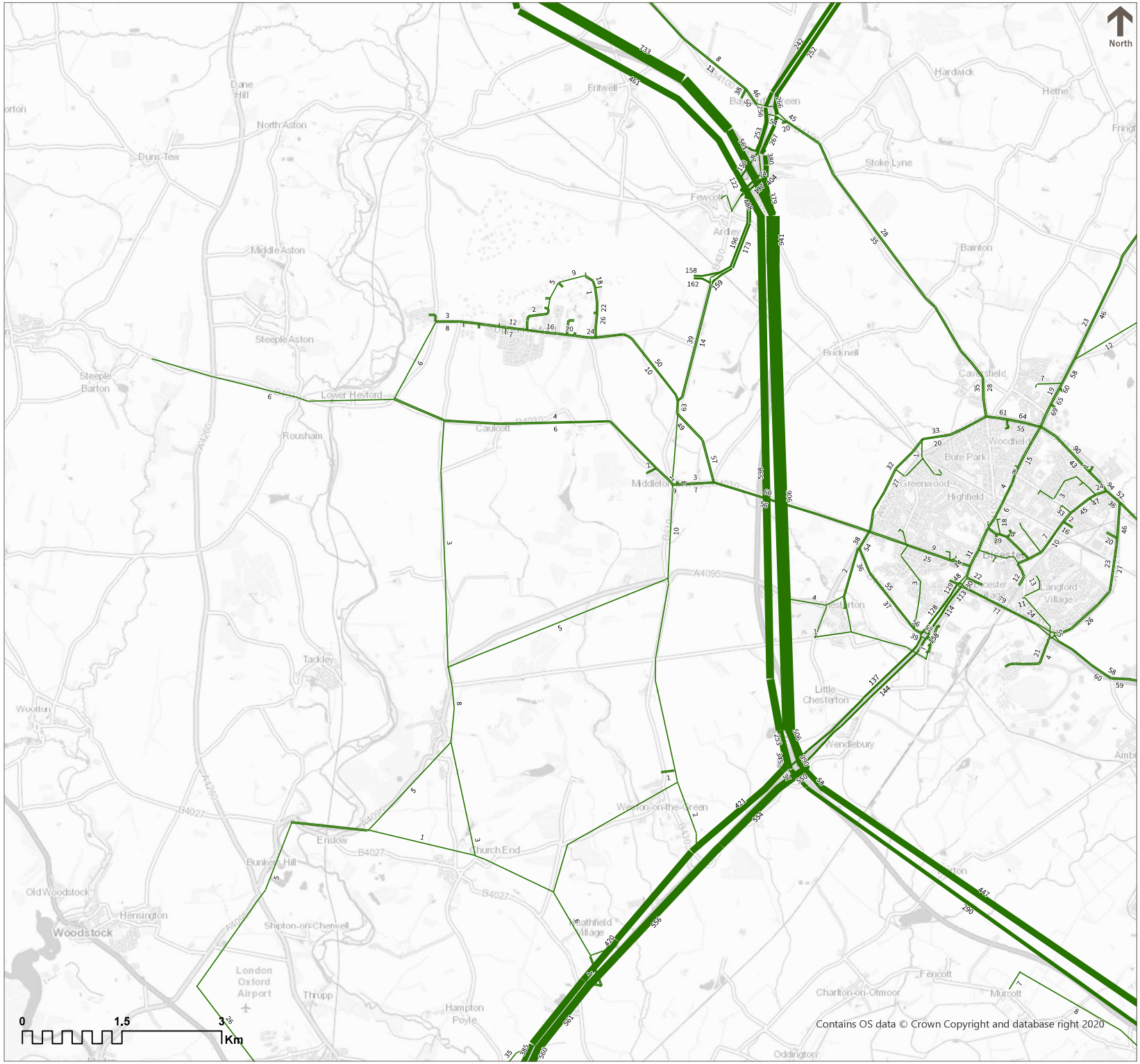
2034 OxSRFI DS3AwTP (AM)
Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	62	-

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Actual_HV_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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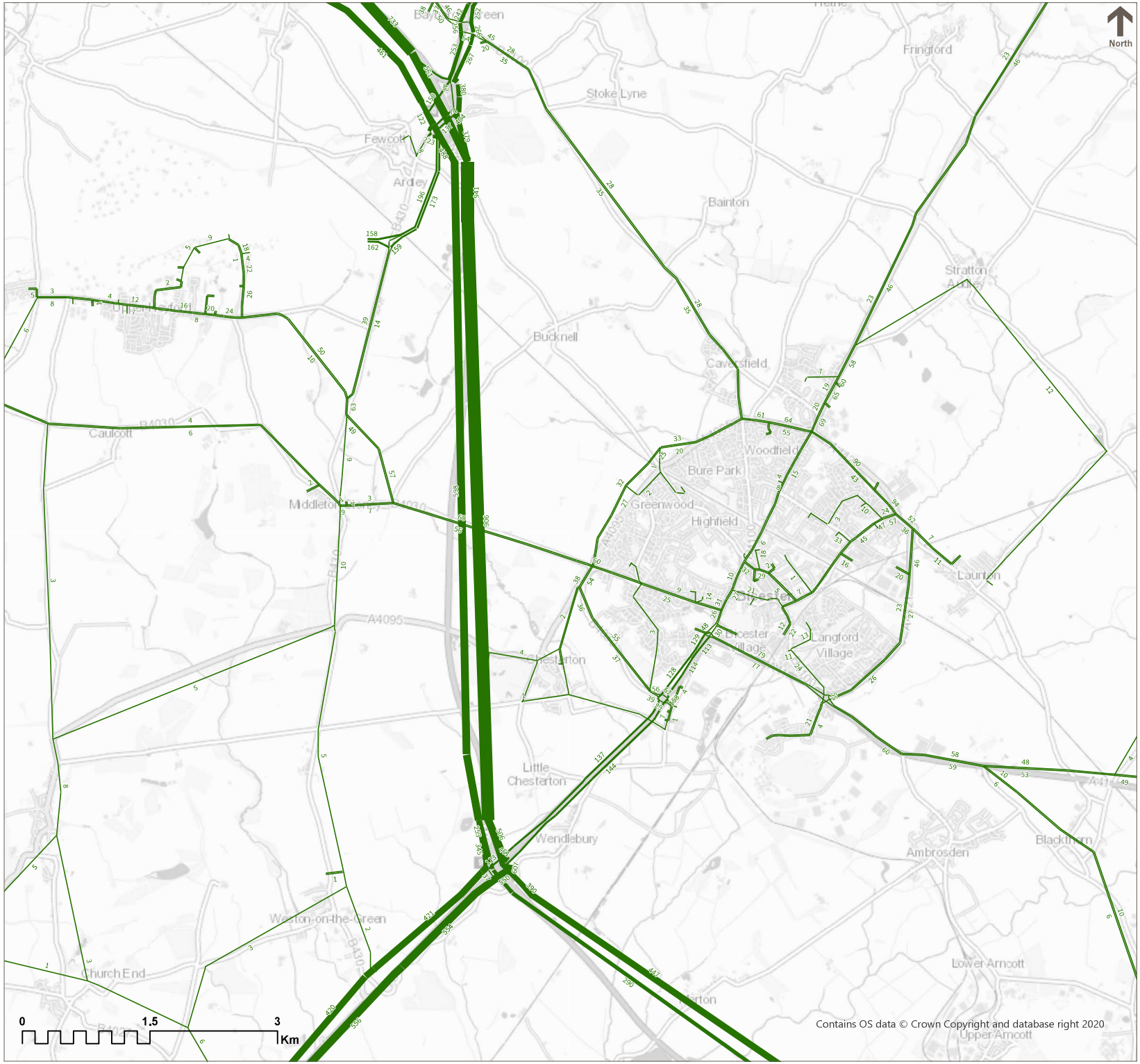
2034 OxSRFI DS3AwTP (AM)
Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	63	-

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Actual_HV_Veh

0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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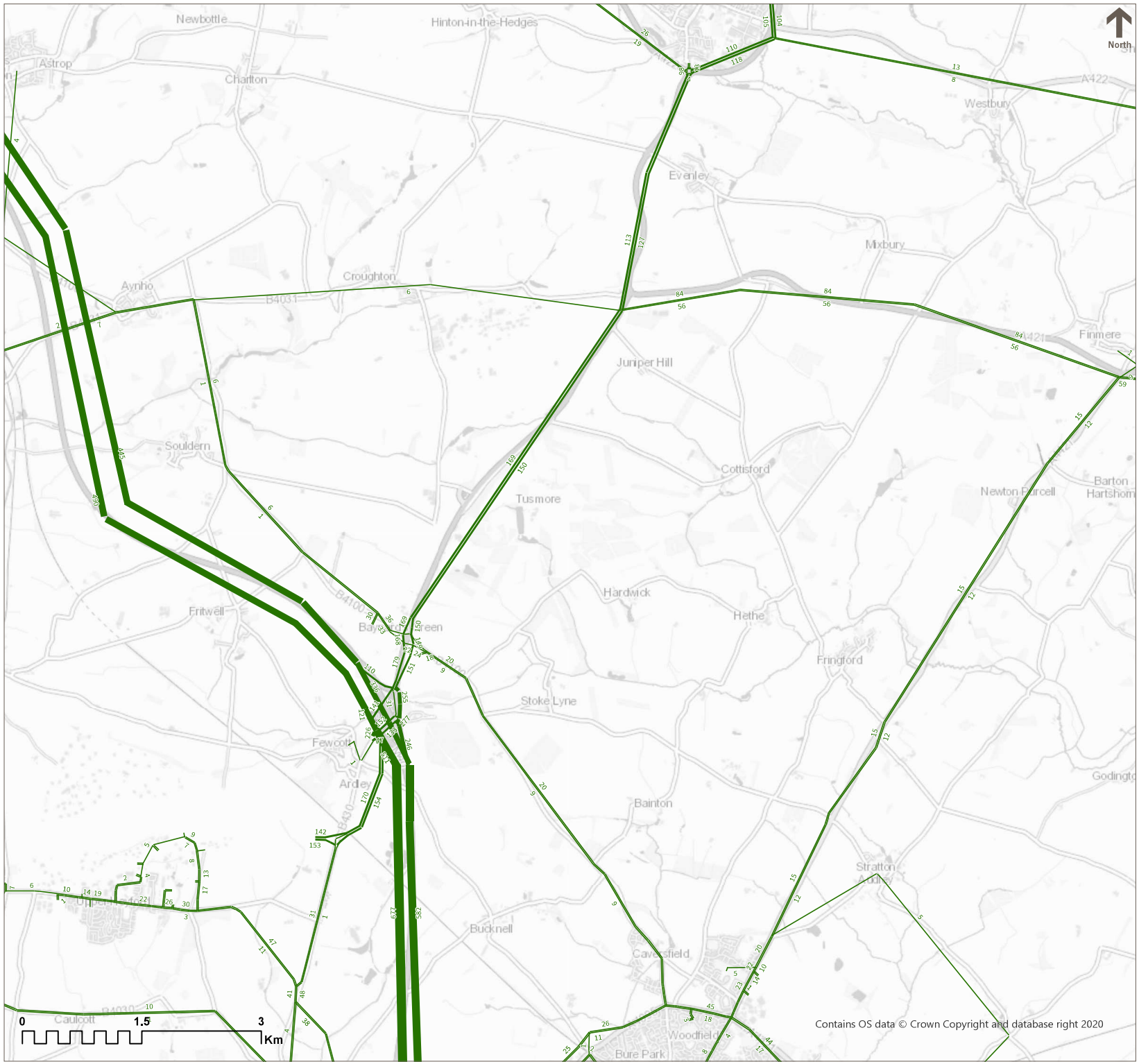
2034 OxSRFI DS3AwTP (AM)
Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	64	-

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Actual_HV_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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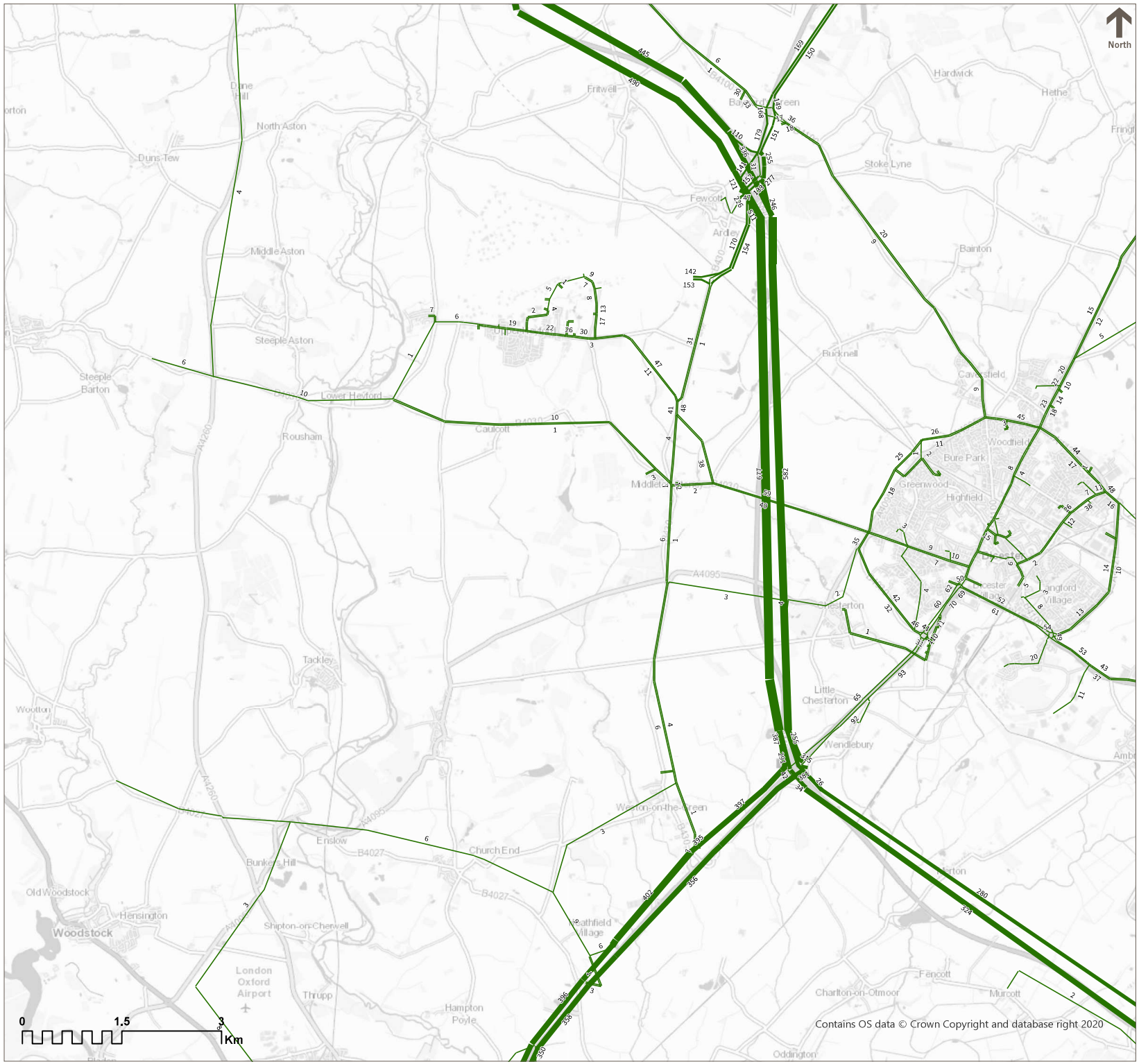
2034 OxSRFI DS3AwTP (PM)
Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	58	-

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Actual_HV_Veh

0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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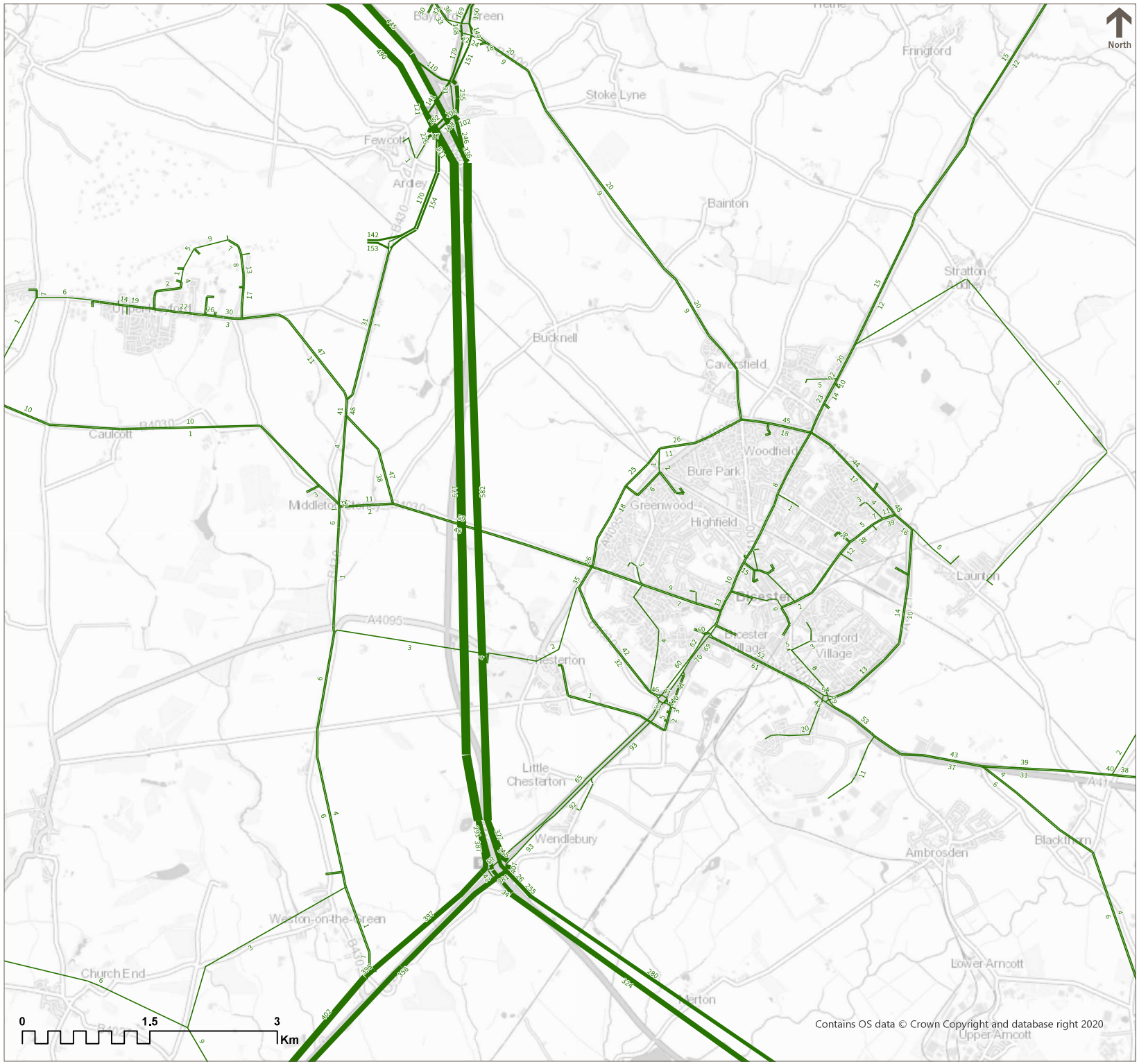
2034 OxSRFI DS3AwTP (PM)
Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	59	-

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Key

Actual_HV_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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2034 OxSRFI DS3AwTP (PM)
Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	60	-

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Appendix F: M40J10 Cordon Turning Movements (RC3A, DS3A and DS3AwTP)

Bicester Transport Model: M40 Junction 10 Turning Movements
(2034 OxSRFI RC3A Scenario)

From Zone		To Zone		AM Peak								PM Peak							
				Car	LGV	HGV (PCU)	HGV (Veh)	HGV% of Total (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	HGV (PCU)	HGV (Veh)	HGV% of Total (Veh)	Bus (Veh)	Total Veh	Total PCUs
1	A43 North	2	B4100 East	327	69	0	0	0%	0	395	395	249	26	18	10	3%	0	284	292
1	A43 North	3	Cherwell Services	23	37	4	2	3%	0	62	64	100	9	3	2	1%	0	110	112
1	A43 North	4	M40 South	874	187	427	238	18%	0	1298	1487	919	189	180	101	8%	0	1209	1288
1	A43 North	5	B430 South	417	50	9	5	1%	0	472	476	148	10	0	0	0%	0	158	158
1	A43 North	6	M40 North	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
1	A43 North	7	B4100 West	34	9	0	0	0%	0	43	43	42	0	0	0	0%	0	42	42
1	A43 North	8	Ardley Road West	2	0	0	0	0%	0	2	2	2	0	0	0	0%	0	2	2
1	A43 North	9	Ardley Road East	39	0	0	0	0%	0	39	39	55	0	0	0	0%	0	55	55
1	A43 North	10	Albion Land West Access	49	0	27	15	23%	0	64	76	12	0	24	13	53%	0	25	36
1	A43 North	11	Albion Land East Access	27	0	15	8	23%	0	36	42	7	0	13	7	53%	0	14	20
2	B4100 East	3	Cherwell Services	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
2	B4100 East	4	M40 South	1	0	0	0	0%	0	1	1	3	0	0	0	0%	0	3	3
2	B4100 East	5	B430 South	9	0	0	0	0%	0	9	9	2	0	0	0	0%	0	2	2
2	B4100 East	6	M40 North	119	77	0	0	0%	0	195	195	187	53	8	4	2%	0	244	248
2	B4100 East	7	B4100 West	176	31	22	12	6%	0	220	230	226	3	1	0	0%	0	229	230
2	B4100 East	8	Ardley Road West	0	0	0	0	0%	0	0	0	1	4	0	0	0%	0	4	4
2	B4100 East	9	Ardley Road East	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
2	B4100 East	10	Albion Land West Access	42	0	4	2	5%	0	44	46	17	0	3	2	10%	0	18	20
2	B4100 East	11	Albion Land East Access	29	0	2	1	4%	0	30	31	11	0	2	1	8%	0	12	12
2	B4100 East	1	A43 North	191	22	29	16	7%	0	228	241	337	37	0	0	0%	0	374	374
3	Cherwell Services	4	M40 South	131	26	103	57	27%	0	214	260	200	21	87	49	18%	0	270	308
3	Cherwell Services	5	B430 South	33	49	0	0	0%	0	82	82	0	0	0	0	0%	0	0	0
3	Cherwell Services	6	M40 North	97	11	83	46	30%	0	153	190	128	17	70	39	21%	0	185	216
3	Cherwell Services	7	B4100 West	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	8	Ardley Road West	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	9	Ardley Road East	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	10	Albion Land West Access	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	11	Albion Land East Access	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	1	A43 North	46	6	23	13	20%	0	65	76	69	8	24	14	15%	0	91	101
3	Cherwell Services	2	B4100 East	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
4	M40 South	5	B430 South	3	0	0	0	0%	0	3	3	14	0	0	0	0%	0	14	14
4	M40 South	6	M40 North	2278	445	652	363	12%	0	3086	3375	3151	580	756	425	10%	0	4155	4486
4	M40 South	7	B4100 West	7	0	0	0	0%	0	7	7	1	0	0	0	0%	0	1	1
4	M40 South	8	Ardley Road West	15	0	0	0	0%	0	15	15	61	0	0	0	0%	0	61	61
4	M40 South	9	Ardley Road East	0	5	0	0	0%	0	5	5	0	0	0	0	0%	0	0	0
4	M40 South	10	Albion Land West Access	13	0	28	15	55%	0	28	40	2	0	24	13	88%	0	15	26
4	M40 South	11	Albion Land East Access	6	0	16	9	59%	0	15	22	1	0	13	7	87%	0	8	14
4	M40 South	1	A43 North	793	172	254	142	13%	0	1107	1220	1220	268	225	127	8%	0	1615	1713
4	M40 South	2	B4100 East	2	0	0	0	0%	0	2	2	1	0	0	0	0%	0	1	1
4	M40 South	3	Cherwell Services	194	22	30	17	7%	0	233	246	153	20	82	46	21%	0	219	254
5	B430 South	6	M40 North	107	0	1	1	1%	0	108	108	108	4	0	0	0%	0	113	113
5	B430 South	7	B4100 West	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	8	Ardley Road West	31	0	0	0	0%	0	31	31	64	0	2	1	2%	0	65	66
5	B430 South	9	Ardley Road East	78	2	0	0	0%	0	80	80	71	0	0	0	0%	0	71	71
5	B430 South	10	Albion Land West Access	11	0	1	1	6%	0	12	12	3	0	1	1	16%	0	4	4
5	B430 South	11	Albion Land East Access	7	0	1	0	5%	0	7	8	2	0	1	0	18%	0	2	2
5	B430 South	1	A43 North	166	9	0	0	0%	0	175	175	152	2	5	3	2%	0	157	159
5	B430 South	2	B4100 East	9	0	0	0	0%	0	9	9	2	0	0	0	0%	0	2	2
5	B430 South	3	Cherwell Services	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	4	M40 South	0	0	3	1	100%	0	1	3	0	0	0	0	100%	0	0	0
6	M40 North	7	B4100 West	3	0	0	0	0%	0	3	3	7	0	0	0	0%	0	7	7
6	M40 North	8	Ardley Road West	12	0	0	0	0%	0	12	12	15	0	0	0	0%	0	15	15
6	M40 North	9	Ardley Road East	35	20	0	0	0%	0	55	55	35	0	0	0	0%	0	35	35
6	M40 North	10	Albion Land West Access	19	0	7	4	17%	0	23	26	3	0	6	3	57%	0	6	9
6	M40 North	11	Albion Land East Access	10	0	4	2	18%	0	13	14	2	0	3	2	52%	0	4	5
6	M40 North	1	A43 North	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
6	M40 North	2	B4100 East	200	31	28	16	6%	0	246	259	234	58	0	0	0%	0	292	292
6	M40 North	3	Cherwell Services	110	22	109	61	31%	0	193	241	112	36	95	53	27%	0	201	243
6	M40 North	4	M40 South	2770	600	1009	561	14%	0	3931	4378	2679	503	597	336	10%	0	3517	3779
6	M40 North	5	B430 South	148	0	0	0	0%	0	148	148	88	3	0	0	0%	0	91	91
7	B4100 West	8	Ardley Road West	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	9	Ardley Road East	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	10	Albion Land West Access	26	0	0	0	0%	0	26	26	6	0	0	0	0%	0	6	6
7	B4100 West	11	Albion Land East Access	11	0	0	0	0%	0	11	11	2	0	0	0	0%	0	2	2
7	B4100 West	1	A43 North	61	0	0	0	0%	0	61	61	48	1	0	0	0%	0	50	50
7	B4100 West	2	B4100 East	285	22	13	7	2%	0	314	320	136	7	9	5	3%	0	149	153
7	B4100 West	3	Cherwell Services	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	4	M40 South	16	0	0	0	0%	0	16	16	34	0	0	0	0%	0	34	34
7	B4100 West	5	B430 South	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	6	M40 North	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	9	Ardley Road East	64	0	0	0	0%	0	64	64	45	2	0	0	0%	0	47	47
8	Ardley Road West	10	Albion Land West Access	1	0	0	0	0%	0	1	1	0	0	0	0	0%	0	0	0
8	Ardley Road West	11	Albion Land East Access	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	1	A43 North	4	0	0	0	0%	0	4	4	8	0	0	0	0%	0	8	8
8	Ardley Road West	2	B4100 East	0	1	0	0	0%	0	1	1	0	0	0	0	0%	0	0	0
8	Ardley Road West	3	Cherwell Services	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	4	M40 South	14	0	0	0	0%	0	14	14	2	0	0	0	0%	0	2	2
8	Ardley Road West	5	B430 South	5	0	14	8	62%	0	13	19	37	0	0	0	0%	0	37	37
8	Ardley Road West	6	M40 North	11	0	0	0	0%	0	11	11	9	0	0	0	0%	0	9	9
8	Ardley Road West	7	B4100 West	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	10	Albion Land West Access	3	0	0	0	0%	0	3	3	1	0	0	0	0%	0	1	1
9	Ardley Road East	11	Albion Land East Access	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	1	A43 North	19	0	0	0	0%	0	19	19	15	0	0	0	0%	0	15	15
9	Ardley Road East	2	B4100 East	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	3	Cherwell Services	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	4	M40 South	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	5	B430 South	130	51	8	5	2%	0	185	188	15	3	0	0	0%	0	18	18
9	Ardley Road East	6	M40 North	112	24	0	0	0%	0	136	136	81	6	0	0	0%	0	87	87
9	Ardley Road East	7	B4100 West	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	8	Ardley Road West	23	1	0	0	0%	0	24	24	43	0	0	0	0%	0	43	43
10	Albion Land West Access	11	Albion Land East Access	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
10	Albion Land West Access	1	A43 North	5	0	28	16	74%	0	21	33	50	0	22	12	20%	0	62	72
10	Albion Land West Access	2	B4100 East	21	0	4	2	9%	0	23	25	50	0	3	2	3%	0	52	53
10	Albion Land West Access	3	Cherwell Services	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
10	Albion Land West Access	4	M40 South	2	0	28	15	88%	0	17	30	10	0	22	12	55%	0	23	32
10	Albion Land West Access	5	B430 South	7	0	1	1	9%	0	8	9	11	0	1	1	5%	0	12	12
10	Albion Land West Access	6	M40 North	1	0	7	4	79%	0	5	8	13	0	6	3	20%	0	16	19
10	Albion Land West Access	7	B4100 West	8	0	0	0	0%	0	8	8	37	0	0	0	0%	0	37	37
10	Albion Land West Access	8	Ardley Road West	0	0	0	0	0%	0	0	0	1	0	0	0	0%	0	1	1
10	Albion Land West Access	9	Ardley Road East	4	0	0	0	0%	0	4	4	8	0	0	0	0%	0	8	8
11	Albion Land East Access	1	A43 North	3	0	16	9	76%	0	11	18	27	0	12	7	20%	0	34	39
11	Albion Land East Access	2	B4100 East	14	0	2	1	8%	0	15	16	34	0	2	1	3%	0	35	36
11	Albion Land East Access	3	Cherwell Services	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
11	Albion Land East Access	4	M40 South	1	0	15	9	89%	0	10	17	6	0	12	7	54%	0	13	18
11	Albion Land East Access	5	B430 South	4	0	1	0	9%	0	5	5	9	0	1	0	4%	0	9	9
11	Albion Land East Access	6	M40 North	1	0	4	2	79%	0	3	5	8	0	3	2	18%	0	10	11
11	Albion Land East Access	7	B4100 West	3	0	0	0	0%	0	3	3	14	0	0	0	0%	0	14	14
11	Albion Land East Access	8	Ardley Road West	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
11	Albion Land East Access	9	Ardley Road East	1	0	0	0	0%	0	1	1	1	0	0	0	0%	0	1	1
11	Albion Land East Access	10	Albion Land West Access	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0

Bicester Transport Model: M40 Junction 10 Turning Movements
(2034 OxSRFI RC3A Scenario)

Bicester Transport Model: M40 Junction 10 Turning Movements
(2034 OxSRFI DS3A Scenario)

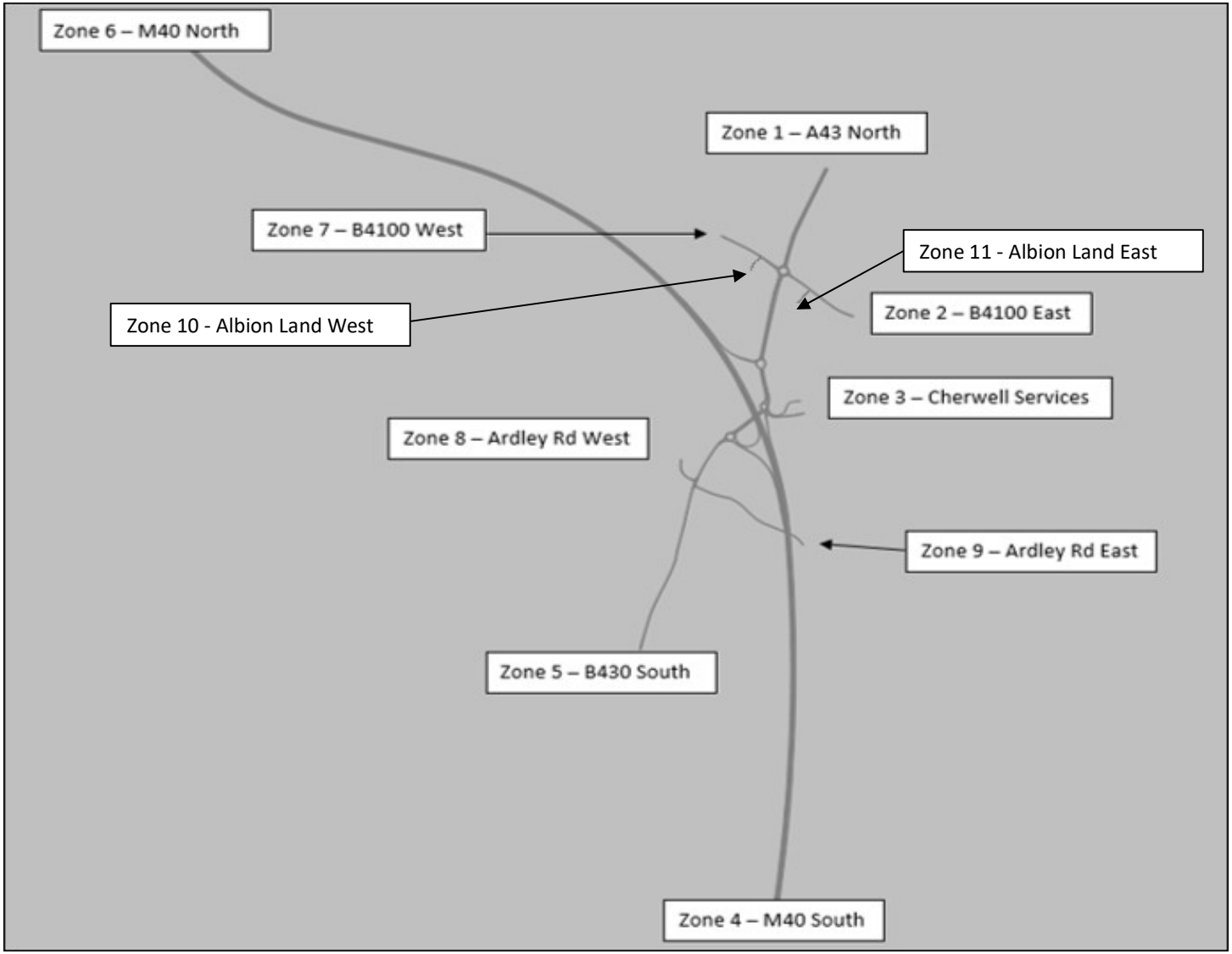
From Zone		To Zone		AM Peak									PM Peak								
				Car	LGV	HGV [no OxSRFI] (PCU)	OxSRFI HGV (PCU)	HGV (PCU)	HGV (Veh)	HGV% of Total (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	HGV [no OxSRFI] (PCU)	OxSRFI HGV (PCU)	HGV (PCU)	HGV (Veh)	HGV% of Total (Veh)	Bus (Veh)	Total Veh	Total PCUs
1	A43 North	2	B4100 East	247	43	0	0	0	0	0%	0	290	290	242	26	18	0	18	10	4%	0	277	285
1	A43 North	3	Cherwell Services	22	34	4	0	4	2	4%	0	58	60	100	9	3	0	3	2	1%	0	111	112
1	A43 North	4	M40 South	1221	191	408	0	408	227	14%	0	1639	1820	976	221	180	0	180	101	8%	0	1299	1378
1	A43 North	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
1	A43 North	6	M40 North	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
1	A43 North	7	B4100 West	26	8	0	0	0	0	0%	0	34	34	48	0	0	0	0	0	0%	0	48	48
1	A43 North	8	Ardley Road West	1	0	0	0	0	0	0%	0	1	1	2	0	0	0	0	0	0%	0	2	2
1	A43 North	9	Ardley Road East	3	0	0	0	0	0	0%	0	3	3	8	0	0	0	0	0	0%	0	8	8
1	A43 North	10	Albion Land West Access	44	0	26	0	26	14	24%	0	59	70	9	0	24	0	24	13	59%	0	23	33
1	A43 North	11	Albion Land East Access	25	0	14	0	14	8	24%	0	33	39	6	0	13	0	13	7	54%	0	14	20
1	A43 North	12	OxSRFI South	209	53	8	0	8	5	2%	0	267	270	175	3	0	0	0	0	0%	0	178	178
1	A43 North	13	OxSRFI Site Access	216	0	0	30	30	15	7%	0	231	246	72	0	0	32	32	16	18%	0	89	105
2	B4100 East	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
2	B4100 East	4	M40 South	4	0	0	0	0	0	0%	0	4	4	7	0	0	0	0	0	0%	0	7	7
2	B4100 East	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
2	B4100 East	6	M40 North	22	20	0	0	0	0	0%	0	42	42	14	27	5	0	5	3	6%	0	44	46
2	B4100 East	7	B4100 West	174	55	22	0	22	13	5%	0	241	251	264	13	1	0	1	0	0%	0	277	277
2	B4100 East	8	Ardley Road West	0	0	0	0	0	0	0%	0	0	0	1	4	0	0	0	0	0%	0	4	4
2	B4100 East	9	Ardley Road East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
2	B4100 East	10	Albion Land West Access	42	0	4	0	4	2	5%	0	44	45	13	0	3	0	3	2	12%	0	15	16
2	B4100 East	11	Albion Land East Access	30	0	2	0	2	1	4%	0	31	32	11	0	2	0	2	1	9%	0	12	12
2	B4100 East	12	OxSRFI South	2	0	0	0	0	0	0%	0	2	2	1	0	0	0	0	0	0%	0	1	1
2	B4100 East	13	OxSRFI Site Access	55	0	0	7	7	4	6%	0	59	62	20	0	0	7	7	3	15%	0	24	27
2	B4100 East	1	A43 North	185	24	29	0	29	16	7%	0	225	238	281	27	0	0	0	0	0%	0	308	308
3	Cherwell Services	4	M40 South	164	75	103	0	103	57	19%	0	296	342	200	21	87	0	87	49	18%	0	270	308
3	Cherwell Services	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	6	M40 North	97	11	83	0	83	46	30%	0	153	190	128	17	70	0	70	39	21%	0	185	216
3	Cherwell Services	7	B4100 West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	8	Ardley Road West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	9	Ardley Road East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	10	Albion Land West Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	11	Albion Land East Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	12	OxSRFI South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	13	OxSRFI Site Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	1	A43 North	46	6	23	0	23	13	20%	0	65	76	69	8	24	0	24	14	15%	0	91	101
3	Cherwell Services	2	B4100 East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
4	M40 South	5	B430 South	3	0	0	0	0	0	0%	0	3	3	12	0	0	0	0	0	0%	0	12	12
4	M40 South	6	M40 North	2228	439	607	0	607	338	11%	0	3004	3273	3038	581	705	0	705	396	10%	0	4015	4324
4	M40 South	7	B4100 West	6	0	0	0	0	0	0%	0	6	6	39	0	0	0	0	0	0%	0	39	39
4	M40 South	8	Ardley Road West	13	0	0	0	0	0	0%	0	13	13	43	0	0	0	0	0	0%	0	43	43
4	M40 South	9	Ardley Road East	0	5	0	0	0	0	0%	0	5	5	0	0	0	0	0	0	0%	0	0	0
4	M40 South	10	Albion Land West Access	12	0	29	0	29	16	58%	0	28	41	2	0	25	0	25	14	86%	0	16	27
4	M40 South	11	Albion Land East Access	6	0	16	0	16	9	60%	0	15	22	1	0	14	0	14	8	87%	0	9	15
4	M40 South	12	OxSRFI South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
4	M40 South	13	OxSRFI Site Access	28	0	0	188	188	94	77%	0	121	215	5	0	0	169	169	85	95%	0	89	174
4	M40 South	1	A43 North	791	172	225	0	225	125	11%	0	1088	1188	1382	279	230	0	230	130	7%	0	1791	1892
4	M40 South	2	B4100 East	1	0	0	0	0	0	0%	0	1	1	8	0	0	0	0	0	0%	0	8	8
4	M40 South	3	Cherwell Services	193	22	30	0	30	16	7%	0	232	245	155	20	82	0	82	46	21%	0	221	257
5	B430 South	6	M40 North	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	7	B4100 West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	8	Ardley Road West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	9	Ardley Road East	17	2	0	0	0	0	0%	0	19	19	5	0	0	0	0	0	0%	0	5	5
5	B430 South	10	Albion Land West Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	11	Albion Land East Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	12	OxSRFI South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	13	OxSRFI Site Access	37	0	0	0	0	0	0%	0	37	37	10	0	0	0	0	0	0%	0	10	10
5	B430 South	1	A43 North	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	2	B4100 East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	4	M40 South	6	0	0	0	0	0	0%	0	6	6	2	0	0	0	0	0	0%	0	2	2
6	M40 North	7	B4100 West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
6	M40 North	8	Ardley Road West	12	0	0	0	0	0	0%	0	12	12	15	0	0	0	0	0	0%	0	15	15
6	M40 North	9	Ardley Road East	22	1	0	0	0	0	0%	0	23	23	15	1	0	0	0	0	0%	0	16	16
6	M40 North	10	Albion Land West Access	19	0	7	0	7	4	17%	0	23	26	2	0	6	0	6	3	60%	0	6	8
6	M40 North	11	Albion Land East Access	10	0	4	0	4	2	18%	0	12	14	2	0	3	0	3	2	53%	0	4	5
6	M40 North	12	OxSRFI South	316	40	1	0	1	1	0%	0	356	356	155	12	0	0	0	0	0%	0	168	168
6	M40 North	13	OxSRFI Site Access	122	0	0	112	112	56	31%	0	177	233	29	0	0	101	101	51	63%	0	80	130
6	M40 North	1	A43 North	0	0	60	0	60	34	100%	0	34	60	0	0	0	0	0	0	0%	0	0	0
6	M40 North	2	B4100 East	186	31	28	0	28	16	7%	0	233	245	207	50	0	0	0	0	0%	0	256	256
6	M40 North	3	Cherwell Services	110	22	109	0	109	61	31%	0	193	241	112	36	95	0	95	53	27%	0	201	243
6	M40 North	4	M40 South	2509	551	1007	0	1007	561	15%	0	3621	4068	2636	500	597	0	597	336	10%	0	3472	3733
6	M40 North	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	8	Ardley Road West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	9	Ardley Road East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	10	Albion Land West Access	27	0	0	0	0	0	0%	0	27	27	8	0	0	0	0	0	0%	0	8	8
7	B4100 West	11	Albion Land East Access	12	0	0	0	0	0	0%	0	12	12	2	0	0	0	0	0	0%	0	2	2
7	B4100 West	12	OxSRFI South	47	0	0	0	0	0	0%	0	47	47	23	0	0	0	0	0	0%	0	23	23
7	B4100 West	13	OxSRFI Site Access	35	0	0	2	2	1	3%	0	36	37	5	0	0	2	2	1	16%	0	6	7
7	B4100 West	1	A43 North	72	0	0	0	0	0	0%	0	73	73	45	2	0	0	0	0	0%	0	46	46
7	B4100 West	2	B4100 East	268	42	13	0	13	7	2%	0	318	323	133	7	9	0	9	5	4%	0	145	149
7	B4100 West	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	4	M40 South	121	0	0	0	0	0	0%	0	121	121	37	0	0	0	0	0	0%	0	37	37
7	B4100 West	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	6	M40 North	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	9	Ardley Road East	14	0	0	0	0	0	0%	0	14	14	21	2	0	0	0	0	0%	0	23	23
8	Ardley Road West	10	Albion Land West Access	1	0	0	0	0	0	0%	0	1	1	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	11	Albion Land East Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	12	OxSRFI South	26	0	14	0	14	8	23%	0	34	41	3	0	0	0	0	0	0%	0	3	3
8	Ardley Road West	13	OxSRFI Site Access	7	0	0	0	0	0	1%	0	7	7	3	0	0	0	0	0	2%	0	3	3
8	Ardley Road West	1	A43 North	4	0	0	0	0	0	0%	0	4	4	8	0	0	0	0	0	0%	0	8	8
8	Ardley Road West	2	B4100 East	0	1	0	0	0	0	0%	0	1	1	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	4	M40 South	23	0	0	0	0	0	0%	0	23	23	20	0	0	0	0	0	0%	0	20	20
8	Ardley Road West	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	6	M40 North	10	0	0	0	0	0	0%	0	10	10	9	0	0	0	0	0	0%	0	9	9
8	Ardley Road West	7	B4100 West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	10	Albion Land West Access	1	0	0	0	0	0	0%	0	1	1	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	11	Albion Land East Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	12	OxSRFI South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	13	OxSRFI Site Access	7	0	0	0	0	0	0%	0	7	7	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	1	A43 North	6	0	0	0	0	0	0%	0	6	6	11	0	0	0	0	0	0%	0	11	11
9	Ardley Road East	2	B4100 East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	4	M40 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	5	B430 South	5	3	0	0	0	0	0%	0	8	8	5	3	0	0	0	0	0%	0	7	7
9	Ardley Road East	6	M40 North	138	37	0	0	0	0	0%	0	176	176	131	28	0	0	0	0	0%	0	160	160
9	Ardley Road East	7	B4100 West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	8	Ardley Road West	9	1	0	0	0	0	0%	0	11	11	10	0	0	0	0	0	0%	0	10	10
10	Albion Land West Access	11	Albion Land East Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
10	Albion Land West Access	12	OxSRFI South	12	0	1	0	1	1	6%	0	13	14	18	0	1	0	1	1	3%	0	19	19
10	Albion Land West Access	13	OxSRFI Site Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
10	Albion Land West Access	1	A43 North	5	0	28	0	28	16	75%	0	21	33	43	0	22	0	22	12	22%	0	56	65
10	Albion Land West Access	2	B4100 East	19	0	4	0	4	2	10%	0	21	23	47	0	3	0	3	2	3%	0	49	50
10	Albion Land West Access	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
10	Albion Land West Access	4	M40 South	4	0	28	0	28	15	80%	0	19	31	12	0	22	0	22	12	50%	0	25	34

10	Albion Land West Access	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
10	Albion Land West Access	6	M40 North	1	0	7	0	7	4	79%	0	5	8	0	0	6	0	6	3	100%	0	3	6
10	Albion Land West Access	7	B4100 West	7	0	0	0	0	0	0%	0	7	7	57	0	0	0	0	0	0%	0	57	57
10	Albion Land West Access	8	Ardley Road West	0	0	0	0	0	0	0%	0	0	0	1	0	0	0	0	0	0%	0	1	1
10	Albion Land West Access	9	Ardley Road East	0	0	0	0	0	0	0%	0	0	0	1	0	0	0	0	0	0%	0	1	1
11	Albion Land East Access	12	OxSRFI South	6	0	1	0	1	0	6%	0	7	7	10	0	1	0	1	0	3%	0	10	11
11	Albion Land East Access	13	OxSRFI Site Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
11	Albion Land East Access	1	A43 North	3	0	16	0	16	9	76%	0	11	18	27	0	12	0	12	7	21%	0	34	39
11	Albion Land East Access	2	B4100 East	13	0	2	0	2	1	9%	0	14	15	31	0	2	0	2	1	3%	0	32	33
11	Albion Land East Access	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
11	Albion Land East Access	4	M40 South	2	0	15	0	15	9	81%	0	11	18	8	0	12	0	12	7	46%	0	15	20
11	Albion Land East Access	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
11	Albion Land East Access	6	M40 North	1	0	4	0	4	2	80%	0	3	5	7	0	3	0	3	2	20%	0	9	10
11	Albion Land East Access	7	B4100 West	3	0	0	0	0	0	0%	0	3	3	15	0	0	0	0	0	0%	0	15	15
11	Albion Land East Access	8	Ardley Road West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
11	Albion Land East Access	9	Ardley Road East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
11	Albion Land East Access	10	Albion Land West Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
12	OxSRFI South	13	OxSRFI Site Access	365	0	0	0	0	0	0%	0	365	365	150	0	0	0	0	0	0%	0	150	150
12	OxSRFI South	1	A43 North	110	5	28	0	28	16	12%	0	130	143	258	2	0	0	0	0	0%	0	260	260
12	OxSRFI South	2	B4100 East	1	0	0	0	0	0	0%	0	1	1	2	0	0	0	0	0	0%	0	2	2
12	OxSRFI South	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
12	OxSRFI South	4	M40 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
12	OxSRFI South	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
12	OxSRFI South	6	M40 North	170	9	41	0	41	23	11%	0	202	220	343	14	53	0	53	30	8%	0	387	411
12	OxSRFI South	7	B4100 West	5	0	0	0	0	0	0%	0	5	5	0	0	0	0	0	0	0%	0	0	0
12	OxSRFI South	8	Ardley Road West	35	0	0	0	0	0	0%	0	35	35	68	0	2	0	2	1	2%	0	70	71
12	OxSRFI South	9	Ardley Road East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
12	OxSRFI South	10	Albion Land West Access	14	0	0	0	0	0	0%	0	14	14	8	0	0	0	0	0	0%	0	8	8
12	OxSRFI South	11	Albion Land East Access	6	0	0	0	0	0	0%	0	6	6	2	0	0	0	0	0	0%	0	2	2
13	OxSRFI Site Access	1	A43 North	14	0	0	31	31	16	53%	0	30	45	288	0	0	30	30	15	5%	0	303	318
13	OxSRFI Site Access	2	B4100 East	2	0	0	5	5	3	60%	0	5	7	25	0	0	5	5	2	9%	0	27	30
13	OxSRFI Site Access	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
13	OxSRFI Site Access	4	M40 South	1	0	0	174	174	87	99%	0	88	175	33	0	0	155	155	78	70%	0	111	188
13	OxSRFI Site Access	5	B430 South	2	0	0	0	0	0	0%	0	2	2	47	0	0	0	0	0	0%	0	47	47
13	OxSRFI Site Access	6	M40 North	7	0	0	103	103	51	88%	0	58	110	143	0	0	92	92	46	24%	0	189	235
13	OxSRFI Site Access	7	B4100 West	0	0	0	2	2	1	100%	0	1	2	0	0	0	2	2	1	100%	0	1	2
13	OxSRFI Site Access	8	Ardley Road West	4	0	0	0	0	0	1%	0	4	4	50	0	0	0	0	0	0%	0	50	50
13	OxSRFI Site Access	9	Ardley Road East	11	0	0	0	0	0	0%	0	11	11	64	0	0	0	0	0	0%	0	64	64
13	OxSRFI Site Access	10	Albion Land West Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
13	OxSRFI Site Access	11	Albion Land East Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
13	OxSRFI Site Access	12	OxSRFI South	57	0	0	0	0	0	0%	0	57	57	388	0	0	0	0	0	0%	0	388	388

Bicester Transport Model: M40 Junction 10 Turning Movements
(2034 OxSRFI DS3A Scenario)

Bicester Transport Model: M40 Junction 10 Turning Movements
(2034 OxSRFI DS3A wTP Scenario)

From Zone		To Zone		AM Peak									PM Peak								
				Car	LGV	HGV [no OxSRFI] (PCU)	OxSRFI HGV (PCU)	HGV (PCU)	HGV (Veh)	HGV% of Total (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	HGV [no OxSRFI] (PCU)	OxSRFI HGV (PCU)	HGV (PCU)	HGV (Veh)	HGV% of Total (Veh)	Bus (Veh)	Total Veh	Total PCUs
1	A43 North	2	B4100 East	250	43	0	0	0	0	0%	0	293	293	242	26	18	0	18	10	4%	0	277	285
1	A43 North	3	Cherwell Services	22	35	4	0	4	2	4%	0	59	60	100	9	3	0	3	2	1%	0	111	112
1	A43 North	4	M40 South	1237	193	410	0	410	228	14%	0	1658	1840	977	221	180	0	180	101	8%	0	1299	1378
1	A43 North	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
1	A43 North	6	M40 North	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
1	A43 North	7	B4100 West	26	8	0	0	0	0	0%	0	34	34	46	0	0	0	0	0	0%	0	46	46
1	A43 North	8	Ardley Road West	1	0	0	0	0	0	0%	0	1	1	2	0	0	0	0	0	0%	0	2	2
1	A43 North	9	Ardley Road East	3	0	0	0	0	0	0%	0	3	3	8	0	0	0	0	0	0%	0	8	8
1	A43 North	10	Albion Land West Access	45	0	26	0	26	14	24%	0	59	71	9	0	24	0	24	13	59%	0	23	33
1	A43 North	11	Albion Land East Access	25	0	14	0	14	8	24%	0	33	40	6	0	13	0	13	7	54%	0	14	20
1	A43 North	12	OxSRFI South	213	54	8	0	8	5	2%	0	271	275	185	3	0	0	0	0	0%	0	187	187
1	A43 North	13	OxSRFI Site Access	171	0	0	31	31	15	8%	0	186	201	56	0	0	32	32	16	23%	0	72	88
2	B4100 East	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
2	B4100 East	4	M40 South	4	0	0	0	0	0	0%	0	4	4	7	0	0	0	0	0	0%	0	7	7
2	B4100 East	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
2	B4100 East	6	M40 North	22	20	0	0	0	0	0%	0	42	42	14	27	5	0	5	3	6%	0	44	47
2	B4100 East	7	B4100 West	174	52	22	0	22	13	5%	0	239	249	261	13	1	0	1	0	0%	0	274	274
2	B4100 East	8	Ardley Road West	0	0	0	0	0	0	0%	0	0	0	1	4	0	0	0	0	0%	0	4	4
2	B4100 East	9	Ardley Road East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
2	B4100 East	10	Albion Land West Access	42	0	4	0	4	2	5%	0	44	45	13	0	3	0	3	2	12%	0	15	16
2	B4100 East	11	Albion Land East Access	30	0	2	0	2	1	4%	0	31	32	11	0	2	0	2	1	9%	0	12	12
2	B4100 East	12	OxSRFI South	2	0	0	0	0	0	0%	0	2	2	1	0	0	0	0	0	0%	0	1	1
2	B4100 East	13	OxSRFI Site Access	36	0	0	7	7	4	9%	0	40	43	15	0	0	7	7	4	20%	0	18	22
2	B4100 East	1	A43 North	185	24	29	0	29	16	7%	0	225	238	271	27	0	0	0	0	0%	0	298	298
3	Cherwell Services	4	M40 South	164	75	103	0	103	57	19%	0	296	342	200	21	87	0	87	49	18%	0	270	308
3	Cherwell Services	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	6	M40 North	97	11	83	0	83	46	30%	0	153	190	128	17	70	0	70	39	21%	0	185	216
3	Cherwell Services	7	B4100 West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	8	Ardley Road West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	9	Ardley Road East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	10	Albion Land West Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	11	Albion Land East Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	12	OxSRFI South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	13	OxSRFI Site Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
3	Cherwell Services	1	A43 North	46	6	23	0	23	13	20%	0	65	76	69	8	24	0	24	14	15%	0	91	101
3	Cherwell Services	2	B4100 East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
4	M40 South	5	B430 South	3	0	0	0	0	0	0%	0	3	3	12	0	0	0	0	0	0%	0	12	12
4	M40 South	6	M40 North	2228	439	607	0	607	338	11%	0	3005	3274	3039	581	705	0	705	396	10%	0	4017	4325
4	M40 South	7	B4100 West	6	0	0	0	0	0	0%	0	6	6	39	0	0	0	0	0	0%	0	39	39
4	M40 South	8	Ardley Road West	13	0	0	0	0	0	0%	0	13	13	43	0	0	0	0	0	0%	0	43	43
4	M40 South	9	Ardley Road East	0	5	0	0	0	0	0%	0	5	5	0	0	0	0	0	0	0%	0	0	0
4	M40 South	10	Albion Land West Access	12	0	29	0	29	16	58%	0	28	41	2	0	25	0	25	14	86%	0	16	27
4	M40 South	11	Albion Land East Access	6	0	16	0	16	9	60%	0	15	22	1	0	14	0	14	8	87%	0	9	15
4	M40 South	12	OxSRFI South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
4	M40 South	13	OxSRFI Site Access	23	0	0	188	188	94	80%	0	117	211	4	0	0	169	169	85	96%	0	88	173
4	M40 South	1	A43 North	791	172	225	0	225	125	11%	0	1088	1188	1382	279	230	0	230	130	7%	0	1791	1892
4	M40 South	2	B4100 East	1	0	0	0	0	0	0%	0	1	1	8	0	0	0	0	0	0%	0	8	8
4	M40 South	3	Cherwell Services	193	22	30	0	30	16	7%	0	232	245	155	20	82	0	82	46	21%	0	221	257
5	B430 South	6	M40 North	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	7	B4100 West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	8	Ardley Road West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	9	Ardley Road East	17	2	0	0	0	0	0%	0	19	19	5	0	0	0	0	0	0%	0	5	5
5	B430 South	10	Albion Land West Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	11	Albion Land East Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	12	OxSRFI South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	13	OxSRFI Site Access	31	0	0	0	0	0	0%	0	31	31	8	0	0	0	0	0	0%	0	8	8
5	B430 South	1	A43 North	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	2	B4100 East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
5	B430 South	4	M40 South	6	0	0	0	0	0	0%	0	6	6	2	0	0	0	0	0	0%	0	2	2
6	M40 North	7	B4100 West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
6	M40 North	8	Ardley Road West	12	0	0	0	0	0	0%	0	12	12	15	0	0	0	0	0	0%	0	15	15
6	M40 North	9	Ardley Road East	22	1	0	0	0	0	0%	0	23	23	15	1	0	0	0	0	0%	0	16	16
6	M40 North	10	Albion Land West Access	19	0	7	0	7	4	17%	0	23	26	2	0	6	0	6	3	60%	0	6	8
6	M40 North	11	Albion Land East Access	10	0	4	0	4	2	18%	0	12	14	2	0	3	0	3	2	53%	0	4	5
6	M40 North	12	OxSRFI South	316	46	1	0	1	1	0%	0	363	363	167	13	0	0	0	0	0%	0	181	181
6	M40 North	13	OxSRFI Site Access	102	0	0	112	112	56	35%	0	158	213	24	0	0	101	101	51	67%	0	75	126
6	M40 North	1	A43 North	0	0	60	0	60	34	100%	0	34	60	0	0	0	0	0	0	0%	0	0	0
6	M40 North	2	B4100 East	186	31	28	0	28	16	7%	0	233	245	197	49	0	0	0	0	0%	0	245	245
6	M40 North	3	Cherwell Services	110	22	109	0	109	61	31%	0	193	241	112	36	95	0	95	53	27%	0	201	243
6	M40 North	4	M40 South	2509	542	1007	0	1007	561	16%	0	3612	4058	2636	500	597	0	597	336	10%	0	3471	3733
6	M40 North	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	8	Ardley Road West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	9	Ardley Road East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	10	Albion Land West Access	27	0	0	0	0	0	0%	0	27	27	8	0	0	0	0	0	0%	0	8	8
7	B4100 West	11	Albion Land East Access	12	0	0	0	0	0	0%	0	12	12	2	0	0	0	0	0	0%	0	2	2
7	B4100 West	12	OxSRFI South	48	0	0	0	0	0	0%	0	48	48	23	0	0	0	0	0	0%	0	23	23
7	B4100 West	13	OxSRFI Site Access	29	0	0	2	2	1	3%	0	30	31	4	0	0	2	2	1	18%	0	5	6
7	B4100 West	1	A43 North	72	0	0	0	0	0	0%	0	73	73	45	1	0	0	0	0	0%	0	46	46
7	B4100 West	2	B4100 East	268	42	13	0	13	7	2%	0	318	323	133	7	9	0	9	5	4%	0	145	150
7	B4100 West	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	4	M40 South	121	0	0	0	0	0	0%	0	121	121	37	0	0	0	0	0	0%	0	37	37
7	B4100 West	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
7	B4100 West	6	M40 North	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	9	Ardley Road East	14	0	0	0	0	0	0%	0	14	14	16	2	0	0	0	0	0%	0	18	18
8	Ardley Road West	10	Albion Land West Access	1	0	0	0	0	0	0%	0	1	1	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	11	Albion Land East Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	12	OxSRFI South	26	0	14	0	14	8	23%	0	34	40	8	0	0	0	0	0	0%	0	8	8
8	Ardley Road West	13	OxSRFI Site Access	6	0	0	0	0	0	1%	0	6	6	2	0	0	0	0	0	2%	0	2	2
8	Ardley Road West	1	A43 North	4	0	0	0	0	0	0%	0	4	4	8	0	0	0	0	0	0%	0	8	8
8	Ardley Road West	2	B4100 East	0	1	0	0	0	0	0%	0	1	1	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	4	M40 South	23	0	0	0	0	0	0%	0	23	23	21	0	0	0	0	0	0%	0	21	21
8	Ardley Road West	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
8	Ardley Road West	6	M40 North	10	0	0	0	0	0	0%	0	10	10	9	0	0	0	0	0	0%	0	9	9
8	Ardley Road West	7	B4100 West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	10	Albion Land West Access	1	0	0	0	0	0	0%	0	1	1	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	11	Albion Land East Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	12	OxSRFI South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	13	OxSRFI Site Access	4	0	0	0	0	0	0%	0	4	4	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	1	A43 North	5	0	0	0	0	0	0%	0	5	5	11	0	0	0	0	0	0%	0	11	11
9	Ardley Road East	2	B4100 East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	4	M40 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	5	B430 South	5	3	0	0	0	0	0%	0	7	7	5	3	0	0	0	0	0%	0	7	7
9	Ardley Road East	6	M40 North	136	37	0	0	0	0	0%	0	174	174	131	28	0	0	0	0	0%	0	159	159
9	Ardley Road East	7	B4100 West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
9	Ardley Road East	8	Ardley Road West	9	1	0	0	0	0	0%	0	10	10	9	0	0	0	0	0	0%	0	9	9
10	Albion Land West Access	11	Albion Land East Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
10	Albion Land West Access	12	OxSRFI South	12	0	1	0	1	1	6%	0	13	14	18	0	1	0	1	1	3%	0	19	19
10	Albion Land West Access	13	OxSRFI Site Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
10	Albion Land West Access	1	A43 North	5	0	28	0	28	16	75%	0	21	33	43	0	22	0	22	12	22%	0	56	65
10	Albion Land West Access	2	B4100 East	19	0	4	0	4	2	10%	0	21	23	47	0	3	0	3	2	3%	0	48	50
10	Albion Land West Access	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
10	Albion Land West Access	4	M40 South	4	0	28	0	28	15	80%	0	19	31	12	0	22	0	22	12	50%	0	25	34
10	Albion Land West Access	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
10	Albion Land West Access	6	M40 North	1	0	7	0	7	4	79%	0	5	8	0	0	6	0	6	3	100%	0	3	6
10	Albion Land West Access	7	B4100 West	7	0	0	0	0	0	0%	0	7	7	57	0	0	0	0	0	0%	0	57	57
10	Albion Land West Access	8	Ardley Road West	0	0	0	0	0	0	0%	0	0	0	1	0	0	0	0	0	0%	0	1	1
10	Albion Land West Access	9	Ardley Road East	0	0	0	0	0	0	0%	0	0	0	1	0	0	0	0	0	0%	0	1	1
11	Albion Land East Access	12	OxSRFI South	6	0	1	0	1	0	6%	0	7	7	10	0	1	0	1	0	3%	0	11	11
11	Albion Land East Access	13	OxSRFI Site Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
11	Albion Land East Access	1	A43 North	3	0	16	0	16	9	76%	0	11	18	27	0	12	0	12	7	21%	0	34	39
11	Albion Land East Access	2	B4100 East	13	0	2	0	2	1	9%	0	14	15	31	0	2	0	2	1	3%	0	32	33
11	Albion Land East Access	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
11	Albion Land East Access	4	M40 South	2	0	15	0	15	9	81%	0	11	18	8	0	12	0	12	7	46%	0	15	20
11	Albion Land East Access	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
11	Albion Land East Access	6	M40 North	1	0	4	0	4	2	80%	0	3	5	7	0	3	0	3	2	20%	0	9	10
11	Albion Land East Access	7	B4100 West	3	0	0	0	0	0	0%	0	3	3	15	0	0	0	0	0	0%	0	15	15
11	Albion Land East Access	8	Ardley Road West	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
11	Albion Land East Access	9	Ardley Road East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
11	Albion Land East Access	10	Albion Land West Access	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
12	OxSRFI South	13	OxSRFI Site Access	243	0	0	0	0	0	0%	0	243	243	104	0	0	0	0	0	0%	0	104	104
12	OxSRFI South	1	A43 North	110	8	28	0	28	16	12%	0	134	146	277	2	0	0	0	0	0%	0	279	279
12	OxSRFI South	2	B4100 East	1	0	0	0	0	0	0%	0	1	1	2	0	0	0	0	0	0%	0	2	2
12	OxSRFI South	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
12	OxSRFI South	4	M40 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
12	OxSRFI South	5	B430 South	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
12	OxSRFI South	6	M40 North	173	9	41	0	41	23	11%	0	204	223	344	14	53	0	53	30	8%	0	389	412
12	OxSRFI South	7	B4100 West	5	0	0	0	0	0	0%	0	5	5	0	0	0	0	0	0	0%	0	0	0
12	OxSRFI South	8	Ardley Road West	35	0	0	0	0	0	0%	0	35	35	68	0	2	0	2	1	2%	0	69	70
12	OxSRFI South	9	Ardley Road East	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
12	OxSRFI South	10	Albion Land West Access	14	0	0	0	0	0	0%	0	14	14	8	0	0	0	0	0	0%	0	8	8
12	OxSRFI South	11	Albion Land East Access	6	0	0	0	0	0	0%	0	6	6	2	0	0	0	0	0	0%	0	2	2
13	OxSRFI Site Access	1	A43 North	11	0	0	31	31	16	59%	0	26	42	225	0	0	30	30	15	6%	0	240	255
13	OxSRFI Site Access	2	B4100 East	2	0	0	5	5	3	64%	0	4	7	21	0	0	5	5	2	10%	0	23	25
13	OxSRFI Site Access	3	Cherwell Services	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0%	0	0	0
13	OxSRFI Site Access	4	M40 South	1	0	0	174	174	87	99%	0	88	175	28	0	0	155	155	78	74%	0	105	183
13	OxSRFI Site Access	5	B430 South	2	0	0	0	0	0	0%	0	2	2	39	0	0	0	0	0	0%	0	39	39
13	OxSRFI Site Access	6	M40 North	6	0	0	103	103	51	90%	0	57	109	120	0	0	92	92	46	28%	0	166	212
13	OxSRFI Site Access	7	B4100 West



Key	
1	A43 North
2	B4100 East
3	Cherwell Services
4	M40 South
5	B430 South
6	M40 North
7	B4100 West
8	Ardley Road West
9	Ardley Road East
10	Albion Land West Access
11	Albion Land East Access

Extent of Cordon for Turning Movement Data

LIGHT VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	395	60	1060	467	0	43	2	39	49	27	**2144**
	2	212	0	0	1	9	195	207	0	0	42	29	**696**
	3	53	0	0	157	82	107	0	0	0	0	0	**399**
	4	965	2	216	0	3	2723	7	15	5	13	6	**3955**
	5	175	9	0	0	0	107	0	31	80	11	7	**420**
	6	0	230	132	3370	148	0	3	12	55	19	10	**3979**
	7	61	307	0	16	0	0	0	0	0	26	11	**420**
	8	4	1	0	14	5	11	0	0	64	1	0	**99**
	9	19	0	0	0	180	136	0	24	0	3	0	**363**
	10	5	21	0	2	7	1	8	0	4	0	0	**49**
	11	3	14	0	1	4	1	3	0	1	0	0	**27**
	Total	**1498**	**980**	**409**	**4621**	**905**	**3281**	**272**	**84**	**248**	**164**	**91**	**12552**

Key	
1	A43 North
2	B4100 East
3	Cherwell Services
4	M40 South
5	B430 South
6	M40 North
7	B4100 West
8	Ardley Road West
9	Ardley Road East
10	Albion Land West Access
11	Albion Land East Access

PCU Factors	
AM	1.79665

HEAVY VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	0	4	427	9	0	0	0	0	27	15	**481**
	2	29	0	0	0	0	0	22	0	0	4	2	**57**
	3	23	0	0	103	0	83	0	0	0	0	0	**208**
	4	254	0	30	0	0	652	0	0	0	28	16	**979**
	5	0	0	0	3	0	1	0	0	0	1	1	**6**
	6	0	28	109	1009	0	0	0	0	0	7	4	**1157**
	7	0	13	0	0	0	0	0	0	0	0	0	**13**
	8	0	0	0	0	14	0	0	0	0	0	0	**14**
	9	0	0	0	0	8	0	0	0	0	0	0	**8**
	10	28	4	0	28	1	7	0	0	0	0	0	**68**
	11	16	2	0	15	1	4	0	0	0	0	0	**38**
	Total	**350**	**48**	**142**	**1584**	**33**	**746**	**22**	**0**	**0**	**67**	**37**	**3030**

HEAVY VEHICLES (vehs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	0	2	238	5	0	0	0	0	15	8	**268**
	2	16	0	0	0	0	0	12	0	0	2	1	**32**
	3	13	0	0	57	0	46	0	0	0	0	0	**116**
	4	142	0	17	0	0	363	0	0	0	15	9	**545**
	5	0	0	0	1	0	1	0	0	0	1	0	**3**
	6	0	16	61	561	0	0	0	0	0	4	2	**644**
	7	0	7	0	0	0	0	0	0	0	0	0	**7**
	8	0	0	0	0	8	0	0	0	0	0	0	**8**
	9	0	0	0	0	5	0	0	0	0	0	0	**5**
	10	16	2	0	15	1	4	0	0	0	0	0	**38**
	11	9	1	0	9	0	2	0	0	0	0	0	**21**
	Total	**195**	**26**	**79**	**882**	**18**	**415**	**12**	**0**	**0**	**37**	**21**	**1687**

TOTAL VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	395	64	1487	476	0	43	2	39	76	42	**2625**
	2	241	0	0	1	9	195	230	0	0	46	31	**754**
	3	76	0	0	260	82	190	0	0	0	0	0	**607**
	4	1220	2	246	0	3	3375	7	15	5	40	22	**4935**
	5	175	9	0	3	0	108	0	31	80	12	8	**426**
	6	0	259	241	4378	148	0	3	12	55	26	14	**5136**
	7	61	320	0	16	0	0	0	0	0	26	11	**433**
	8	4	1	0	14	19	11	0	0	64	1	0	**114**
	9	19	0	0	0	188	136	0	24	0	3	0	**371**
	10	33	25	0	30	9	8	8	0	4	0	0	**117**
	11	18	16	0	17	5	5	3	0	1	0	0	**65**
	Total	**1848**	**1027**	**551**	**6205**	**938**	**4027**	**294**	**84**	**248**	**231**	**128**	**15582**

TOTAL VEHICLES (vehs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	395	62	1298	472	0	43	2	39	64	36	**2412**
	2	228	0	0	1	9	195	220	0	0	44	30	**728**
	3	65	0	0	214	82	153	0	0	0	0	0	**515**
	4	1107	2	233	0	3	3086	7	15	5	28	15	**4500**
	5	175	9	0	1	0	108	0	31	80	12	7	**423**
	6	0	246	193	3931	148	0	3	12	55	23	13	**4623**
	7	61	314	0	16	0	0	0	0	0	26	11	**427**
	8	4	1	0	14	13	11	0	0	64	1	0	**107**
	9	19	0	0	0	185	136	0	24	0	3	0	**367**
	10	21	23	0	17	8	5	8	0	4	0	0	**87**
	11	11	15	0	10	5	3	3	0	1	0	0	**48**
	Total	**1693**	**1006**	**488**	**5503**	**924**	**3696**	**285**	**84**	**248**	**201**	**111**	**14238**

M40 Junction 10 Trip Matrices - 2034 OxSRFI RC3A Scenario - AM Peak Hour

LIGHT VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	274	109	1108	158	0	42	2	55	12	7	**1767**
	2	374	0	0	3	2	240	229	4	0	17	11	**879**
	3	77	0	0	221	0	146	0	0	0	0	0	**444**
	4	1488	1	173	0	14	3731	1	61	0	2	1	**5472**
	5	154	2	0	0	0	113	0	64	71	3	2	**409**
	6	0	292	148	3182	91	0	7	15	35	3	2	**3775**
	7	50	143	0	34	0	0	0	0	0	6	2	**235**
	8	8	0	0	2	37	9	0	0	47	0	0	**103**
	9	15	0	0	0	18	87	0	43	0	1	0	**163**
	10	50	50	0	10	11	13	37	1	8	0	0	**179**
	11	27	34	0	6	9	8	14	0	1	0	0	**99**
	Total	**2242**	**798**	**429**	**4565**	**340**	**4346**	**330**	**191**	**216**	**43**	**24**	**13525**

Key	
1	A43 North
2	B4100 East
3	Cherwell Services
4	M40 South
5	B430 South
6	M40 North
7	B4100 West
8	Ardley Road West
9	Ardley Road East
10	Albion Land West Access
11	Albion Land East Access

PCU Factors	
PM	1.77857

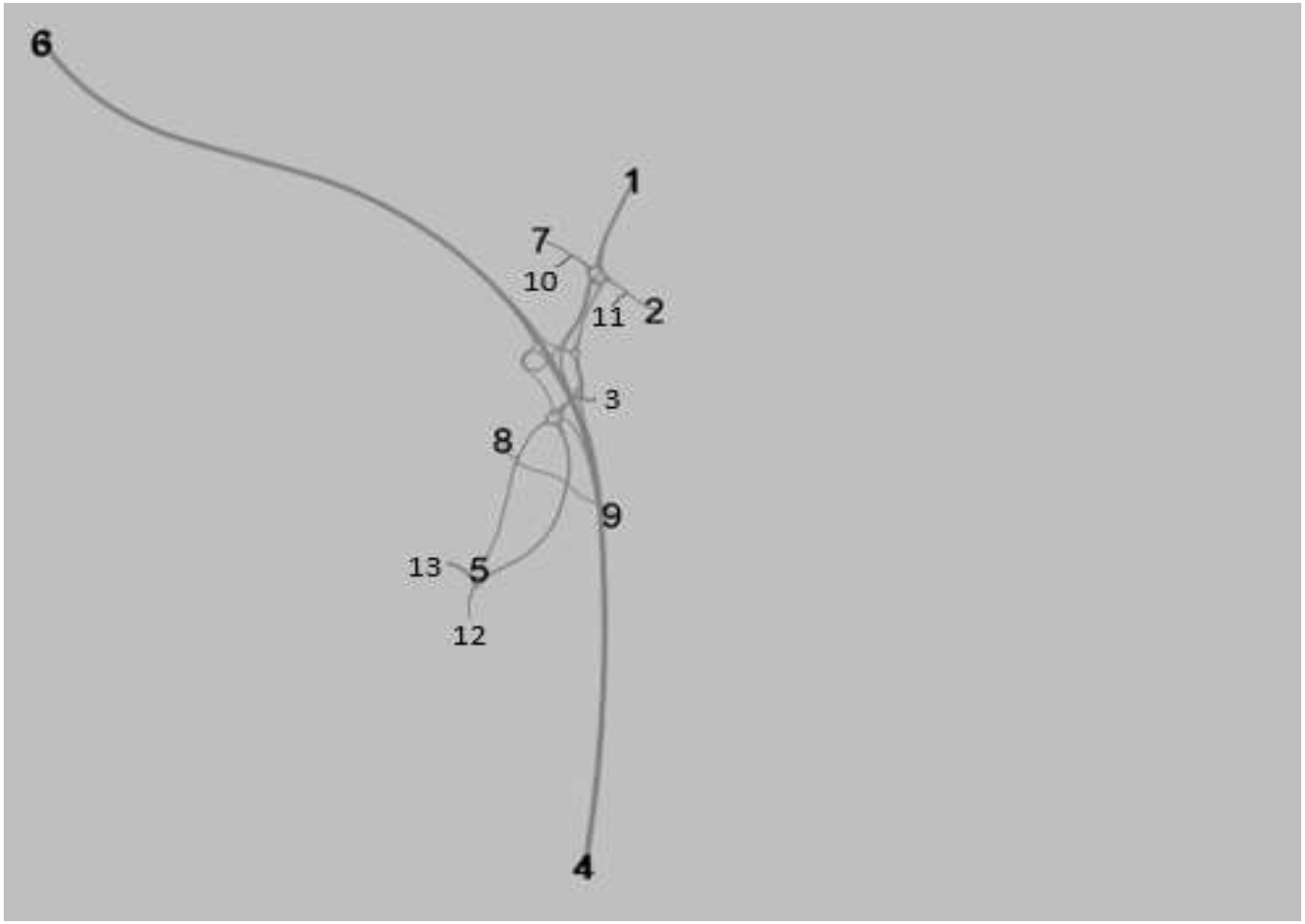
HEAVY VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	18	3	180	0	0	0	0	0	24	13	**238**
	2	0	0	0	0	0	8	1	0	0	3	2	**13**
	3	24	0	0	87	0	70	0	0	0	0	0	**181**
	4	225	0	82	0	0	756	0	0	0	24	13	**1099**
	5	5	0	0	0	0	0	0	2	0	1	1	**9**
	6	0	0	95	597	0	0	0	0	0	6	3	**702**
	7	0	9	0	0	0	0	0	0	0	0	0	**9**
	8	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	22	3	0	22	1	6	0	0	0	0	0	**54**
	11	12	2	0	12	1	3	0	0	0	0	0	**30**
	Total	**289**	**31**	**180**	**899**	**2**	**842**	**1**	**2**	**0**	**58**	**32**	**2336**

HEAVY VEHICLES (vehs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	10	2	101	0	0	0	0	0	13	7	**134**
	2	0	0	0	0	0	4	0	0	0	2	1	**8**
	3	14	0	0	49	0	39	0	0	0	0	0	**102**
	4	127	0	46	0	0	425	0	0	0	13	7	**618**
	5	3	0	0	0	0	0	0	1	0	1	0	**5**
	6	0	0	53	336	0	0	0	0	0	3	2	**395**
	7	0	5	0	0	0	0	0	0	0	0	0	**5**
	8	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	12	2	0	12	1	3	0	0	0	0	0	**30**
	11	7	1	0	7	0	2	0	0	0	0	0	**17**
	Total	**163**	**18**	**101**	**506**	**1**	**474**	**0**	**1**	**0**	**33**	**18**	**1313**

TOTAL VEHICLES (PCUs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	292	112	1288	158	0	42	2	55	36	20	**2005**
	2	374	0	0	3	2	248	230	4	0	20	12	**893**
	3	101	0	0	308	0	216	0	0	0	0	0	**625**
	4	1713	1	254	0	14	4486	1	61	0	26	14	**6572**
	5	159	2	0	0	0	113	0	66	71	4	2	**418**
	6	0	292	243	3779	91	0	7	15	35	9	5	**4476**
	7	50	153	0	34	0	0	0	0	0	6	2	**245**
	8	8	0	0	2	37	9	0	0	47	0	0	**103**
	9	15	0	0	0	18	87	0	43	0	1	0	**163**
	10	72	53	0	32	12	19	37	1	8	0	0	**233**
	11	39	36	0	18	9	11	14	0	1	0	0	**129**
	Total	**2531**	**829**	**609**	**5464**	**342**	**5188**	**331**	**193**	**216**	**101**	**56**	**15861**

TOTAL VEHICLES (vehs)													
		To Zone (Destination)											
		1	2	3	4	5	6	7	8	9	10	11	Total
From Zone (Origin)	1	0	284	110	1209	158	0	42	2	55	25	14	**1901**
	2	374	0	0	3	2	244	229	4	0	18	12	**887**
	3	91	0	0	270	0	185	0	0	0	0	0	**545**
	4	1615	1	219	0	14	4155	1	61	0	15	8	**6090**
	5	157	2	0	0	0	113	0	65	71	4	2	**414**
	6	0	292	201	3517	91	0	7	15	35	6	4	**4169**
	7	50	149	0	34	0	0	0	0	0	6	2	**241**
	8	8	0	0	2	37	9	0	0	47	0	0	**103**
	9	15	0	0	0	18	87	0	43	0	1	0	**163**
	10	62	52	0	23	12	16	37	1	8	0	0	**209**
	11	34	35	0	13	9	10	14	0	1	0	0	**116**
	Total	**2405**	**815**	**530**	**5071**	**341**	**4820**	**331**	**192**	**216**	**76**	**42**	**14839**

M40 Junction 10 Trip Matrices - 2034 OxSRFI RC3A Scenario - PM Peak Hour



Key	
1	A43 North
2	B4100 East
3	Cherwell Services
4	M40 South
5	B430 South
6	M40 North
7	B4100 West
8	Ardley Road West
9	Ardley Road East
10	Albion Land West Access
11	Albion Land East Access
12	OxSRFI South
13	OxSRFI Site Access

Extent of Cordon for Turning Movement Data

LIGHT VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
From Zone (Origin)	1	0	290	56	1412	0	0	34	1	3	44	25	262	216	**2344**
	2	209	0	0	4	0	42	229	0	0	42	30	2	55	**612**
	3	53	0	0	239	0	107	0	0	0	0	0	0	0	**399**
	4	963	1	216	0	3	2667	6	13	5	12	6	0	28	**3919**
	5	0	0	0	6	0	0	0	0	19	0	0	0	37	**62**
	6	0	217	132	3061	0	0	0	12	23	19	10	355	122	**3950**
	7	73	310	0	121	0	0	0	0	0	27	12	47	35	**624**
	8	4	1	0	23	0	10	0	0	14	1	0	26	7	**85**
	9	6	0	0	0	8	176	0	11	0	1	0	0	7	**208**
	10	5	19	0	4	0	1	7	0	0	0	0	12	0	**49**
	11	3	13	0	2	0	1	3	0	0	0	0	6	0	**27**
	12	114	1	0	0	0	179	5	35	0	14	6	0	365	**719**
	13	14	2	0	1	2	7	0	4	11	0	0	57	0	**97**
	Total	**1442**	**854**	**404**	**4872**	**13**	**3189**	**284**	**76**	**75**	**160**	**89**	**768**	**871**	**13096**

Key	
1	A43 North
2	B4100 East
3	Cherwell Services
4	M40 South
5	B430 South
6	M40 North
7	B4100 West
8	Ardley Road West
9	Ardley Road East
10	Albion Land West Access
11	Albion Land East Access
12	OxSRFI South
13	OxSRFI Site Access

PCU factor	
AM	1.79665
OxSRFI	2

HEAVY VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
From Zone (Origin)	1	0	0	4	408	0	0	0	0	0	26	14	8	30	**490**
	2	29	0	0	0	0	0	22	0	0	4	2	0	7	**65**
	3	23	0	0	103	0	83	0	0	0	0	0	0	0	**208**
	4	225	0	30	0	0	607	0	0	0	29	16	0	188	**1094**
	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	60	28	109	1007	0	0	0	0	0	7	4	1	112	**1329**
	7	0	13	0	0	0	0	0	0	0	0	0	0	2	**15**
	8	0	0	0	0	0	0	0	0	0	0	0	14	0	**14**
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	28	4	0	28	0	7	0	0	0	0	0	1	0	**68**
	11	16	2	0	15	0	4	0	0	0	0	0	1	0	**38**
	12	28	0	0	0	0	41	0	0	0	0	0	0	0	**69**
	13	31	5	0	174	0	103	2	0	0	0	0	0	0	**316**
	Total	**440**	**53**	**142**	**1735**	**0**	**845**	**25**	**0**	**0**	**66**	**37**	**26**	**339**	**3707**

HEAVY VEHICLES (vehs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
From Zone (Origin)	1	0	0	2	227	0	0	0	0	0	14	8	5	15	**271**
	2	16	0	0	0	0	0	13	0	0	2	1	0	4	**36**
	3	13	0	0	57	0	46	0	0	0	0	0	0	0	**116**
	4	125	0	16	0	0	338	0	0	0	16	9	0	94	**598**
	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	34	16	61	561	0	0	0	0	0	4	2	1	56	**733**
	7	0	7	0	0	0	0	0	0	0	0	0	0	1	**8**
	8	0	0	0	0	0	0	0	0	0	0	0	8	0	**8**
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	16	2	0	15	0	4	0	0	0	0	0	1	0	**38**
	11	9	1	0	9	0	2	0	0	0	0	0	0	0	**21**
	12	16	0	0	0	0	23	0	0	0	0	0	0	0	**39**
	13	16	3	0	87	0	51	1	0	0	0	0	0	0	**158**
	Total	**243**	**29**	**79**	**956**	**0**	**464**	**14**	**0**	**0**	**37**	**20**	**14**	**169**	**2026**

TOTAL VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
From Zone (Origin)	1	0	290	60	1820	0	0	34	1	3	70	39	270	246	**2835**
	2	238	0	0	4	0	42	251	0	0	45	32	2	62	**677**
	3	76	0	0	342	0	190	0	0	0	0	0	0	0	**607**
	4	1188	1	245	0	3	3273	6	13	5	41	22	0	215	**5012**
	5	0	0	0	6	0	0	0	0	19	0	0	0	37	**62**
	6	60	245	241	4068	0	0	0	12	23	26	14	356	233	**5279**
	7	73	323	0	121	0	0	0	0	0	27	12	47	37	**640**
	8	4	1	0	23	0	10	0	0	14	1	0	41	7	**100**
	9	6	0	0	0	8	176	0	11	0	1	0	0	7	**208**
	10	33	23	0	31	0	8	7	0	0	0	0	14	0	**117**
	11	18	15	0	18	0	5	3	0	0	0	0	7	0	**65**
	12	143	1	0	0	0	220	5	35	0	14	6	0	365	**789**
	13	45	7	0	175	2	110	2	4	11	0	0	57	0	**413**
	Total	**1882**	**907**	**546**	**6608**	**13**	**4034**	**308**	**77**	**75**	**225**	**125**	**793**	**1209**	**15601**

TOTAL VEHICLES (vehs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
From Zone (Origin)	1	0	290	58	1639	0	0	34	1	3	59	33	267	231	**2616**
	2	225	0	0	4	0	42	241	0	0	44	31	2	59	**648**
	3	65	0	0	296	0	153	0	0	0	0	0	0	0	**515**
	4	1088	1	232	0	3	3004	6	13	5	28	15	0	121	**4517**
	5	0	0	0	6	0	0	0	0	19	0	0	0	37	**62**
	6	34	233	193	3621	0	0	0	12	23	23	12	356	177	**4683**
	7	73	318	0	121	0	0	0	0	0	27	12	47	36	**633**
	8	4	1	0	23	0	10	0	0	14	1	0	34	7	**93**
	9	6	0	0	0	8	176	0	11	0	1	0	0	7	**208**
	10	21	21	0	19	0	5	7	0	0	0	0	13	0	**87**
	11	11	14	0	11	0	3	3	0	0	0	0	7	0	**48**
	12	130	1	0	0	0	202	5	35	0	14	6	0	365	**758**
	13	30	5	0	88	2	58	1	4	11	0	0	57	0	**255**
	Total	**1686**	**883**	**483**	**5828**	**13**	**3653**	**297**	**77**	**75**	**196**	**109**	**782**	**1040**	**15122**

M40 Junction 10 Trip Matrices - 2034 OxSRFI DS3A Scenario - AM Peak Hour

LIGHT VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
From Zone (Origin)	1	0	267	109	1197	0	0	48	2	8	9	6	178	72	**1897**
	2	308	0	0	7	0	41	277	4	0	13	11	1	20	**682**
	3	77	0	0	221	0	146	0	0	0	0	0	0	0	**444**
	4	1661	8	175	0	12	3619	39	43	0	2	1	0	5	**5565**
	5	0	0	0	2	0	0	0	0	5	0	0	0	10	**18**
	6	0	256	148	3136	0	0	0	15	16	2	2	168	29	**3773**
	7	46	140	0	37	0	0	0	0	0	8	2	23	5	**261**
	8	8	0	0	20	0	9	0	0	23	0	0	3	3	**66**
	9	11	0	0	0	7	160	0	10	0	0	0	0	0	**188**
	10	43	47	0	12	0	0	57	1	1	0	0	18	0	**179**
	11	27	31	0	8	0	7	15	0	0	0	0	10	0	**99**
	12	260	2	0	0	0	358	0	68	0	8	2	0	150	**847**
	13	288	25	0	33	47	143	0	50	64	0	0	388	0	**1038**
	Total	**2730**	**776**	**432**	**4674**	**66**	**4482**	**436**	**193**	**118**	**43**	**24**	**788**	**294**	**15056**

Key	
1	A43 North
2	B4100 East
3	Cherwell Services
4	M40 South
5	B430 South
6	M40 North
7	B4100 West
8	Ardley Road West
9	Ardley Road East
10	Albion Land West Access
11	Albion Land East Access
12	OxSRFI South
13	OxSRFI Site Access

PCU factor	
PM	1.77857
OxSRFI	2

HEAVY VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
From Zone (Origin)	1	0	18	3	180	0	0	0	0	0	24	13	0	32	**270**
	2	0	0	0	0	0	5	1	0	0	3	2	0	7	**17**
	3	24	0	0	87	0	70	0	0	0	0	0	0	0	**181**
	4	230	0	82	0	0	705	0	0	0	25	14	0	169	**1225**
	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	0	0	95	597	0	0	0	0	0	6	3	0	101	**803**
	7	0	9	0	0	0	0	0	0	0	0	0	0	2	**11**
	8	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	22	3	0	22	0	6	0	0	0	0	0	1	0	**54**
	11	12	2	0	12	0	3	0	0	0	0	0	1	0	**30**
	12	0	0	0	0	0	53	0	2	0	0	0	0	0	**55**
	13	30	5	0	155	0	92	2	0	0	0	0	0	0	**284**
	Total	**319**	**36**	**180**	**1054**	**0**	**934**	**3**	**2**	**0**	**58**	**32**	**2**	**312**	**2931**

HEAVY VEHICLES (vehs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
From Zone (Origin)	1	0	10	2	101	0	0	0	0	0	13	7	0	16	**150**
	2	0	0	0	0	0	3	0	0	0	2	1	0	3	**9**
	3	14	0	0	49	0	39	0	0	0	0	0	0	0	**102**
	4	130	0	46	0	0	396	0	0	0	14	8	0	85	**678**
	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	0	0	53	336	0	0	0	0	0	3	2	0	51	**445**
	7	0	5	0	0	0	0	0	0	0	0	0	0	1	**6**
	8	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	12	2	0	12	0	3	0	0	0	0	0	1	0	**30**
	11	7	1	0	7	0	2	0	0	0	0	0	0	0	**17**
	12	0	0	0	0	0	30	0	1	0	0	0	0	0	**31**
	13	15	2	0	78	0	46	1	0	0	0	0	0	0	**142**
	Total	**178**	**20**	**101**	**583**	**0**	**519**	**1**	**1**	**0**	**33**	**18**	**1**	**156**	**1611**

TOTAL VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
From Zone (Origin)	1	0	285	112	1378	0	0	48	2	8	33	20	178	105	**2167**
	2	308	0	0	7	0	46	277	4	0	16	12	1	27	**699**
	3	101	0	0	308	0	216	0	0	0	0	0	0	0	**625**
	4	1892	8	257	0	12	4324	39	43	0	27	15	0	174	**6790**
	5	0	0	0	2	0	0	0	0	5	0	0	0	10	**18**
	6	0	256	243	3733	0	0	0	15	16	8	5	168	130	**4576**
	7	46	149	0	37	0	0	0	0	0	8	2	23	7	**272**
	8	8	0	0	20	0	9	0	0	23	0	0	3	3	**66**
	9	11	0	0	0	7	160	0	10	0	0	0	0	0	**188**
	10	65	50	0	34	0	6	57	1	1	0	0	19	0	**233**
	11	39	33	0	20	0	10	15	0	0	0	0	11	0	**129**
	12	260	2	0	0	0	411	0	71	0	8	2	0	150	**902**
	13	318	30	0	188	47	235	2	50	64	0	0	388	0	**1322**
	Total	**3049**	**813**	**611**	**5727**	**66**	**5416**	**438**	**195**	**118**	**101**	**56**	**790**	**605**	**17987**

TOTAL VEHICLES (vehs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
From Zone (Origin)	1	0	277	111	1299	0	0	48	2	8	23	14	178	89	**2047**
	2	308	0	0	7	0	44	277	4	0	15	12	1	24	**691**
	3	91	0	0	270	0	185	0	0	0	0	0	0	0	**545**
	4	1791	8	221	0	12	4015	39	43	0	16	9	0	89	**6243**
	5	0	0	0	2	0	0	0	0	5	0	0	0	10	**18**
	6	0	256	201	3472	0	0	0	15	16	6	4	168	80	**4218**
	7	46	145	0	37	0	0	0	0	0	8	2	23	6	**267**
	8	8	0	0	20	0	9	0	0	23	0	0	3	3	**66**
	9	11	0	0	0	7	160	0	10	0	0	0	0	0	**188**
	10	56	49	0	25	0	3	57	1	1	0	0	19	0	**209**
	11	34	32	0	15	0	9	15	0	0	0	0	10	0	**116**
	12	260	2	0	0	0	387	0	70	0	8	2	0	150	**878**
	13	303	27	0	111	47	189	1	50	64	0	0	388	0	**1180**
	Total	**2908**	**796**	**533**	**5256**	**66**	**5002**	**437**	**194**	**118**	**76**	**42**	**789**	**450**	**16667**

M40 Junction 10 Trip Matrices - 2034 OxSRFI DS3A Scenario - PM Peak Hour

LIGHT VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	293	56	1430	0	0	34	1	3	45	25	266	171	**2326**
	2	208	0	0	4	0	42	226	0	0	42	30	2	36	**591**
	3	53	0	0	239	0	107	0	0	0	0	0	0	0	**399**
	4	963	1	216	0	3	2667	6	13	5	12	6	0	23	**3914**
	5	0	0	0	6	0	0	0	0	19	0	0	0	31	**56**
	6	0	217	132	3051	0	0	0	12	23	19	10	362	102	**3928**
	7	73	310	0	121	0	0	0	0	0	27	12	48	29	**620**
	8	4	1	0	23	0	10	0	0	14	1	0	26	6	**83**
	9	5	0	0	0	7	174	0	10	0	1	0	0	4	**202**
	10	5	19	0	4	0	1	7	0	0	0	0	12	0	**49**
	11	3	13	0	2	0	1	3	0	0	0	0	6	0	**27**
	12	118	1	0	0	0	181	5	35	0	14	6	0	243	**604**
	13	11	2	0	1	2	6	0	3	7	0	0	41	0	**72**
	Total	**1442**	**856**	**404**	**4880**	**12**	**3189**	**282**	**76**	**71**	**160**	**89**	**764**	**644**	**12870**

Key	
1	A43 North
2	B4100 East
3	Cherwell Services
4	M40 South
5	B430 South
6	M40 North
7	B4100 West
8	Ardley Road West
9	Ardley Road East
10	Albion Land West Access
11	Albion Land East Access
12	OxSRFI South
13	OxSRFI Site Access

PCU factor	
AM	1.79665
OxSRFI	2

HEAVY VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	0	4	410	0	0	0	0	0	26	14	8	31	**493**
	2	29	0	0	0	0	0	22	0	0	4	2	0	7	**65**
	3	23	0	0	103	0	83	0	0	0	0	0	0	0	**208**
	4	225	0	30	0	0	607	0	0	0	29	16	0	188	**1094**
	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	60	28	109	1007	0	0	0	0	0	7	4	1	112	**1329**
	7	0	13	0	0	0	0	0	0	0	0	0	0	2	**15**
	8	0	0	0	0	0	0	0	0	0	0	0	14	0	**14**
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	28	4	0	28	0	7	0	0	0	0	0	1	0	**68**
	11	16	2	0	15	0	4	0	0	0	0	0	1	0	**38**
	12	28	0	0	0	0	41	0	0	0	0	0	0	0	**70**
	13	31	5	0	174	0	103	2	0	0	0	0	0	0	**316**
	Total	**440**	**53**	**142**	**1738**	**0**	**845**	**25**	**0**	**0**	**66**	**37**	**26**	**339**	**3710**

HEAVY VEHICLES (vehs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	0	2	228	0	0	0	0	0	14	8	5	15	**273**
	2	16	0	0	0	0	0	13	0	0	2	1	0	4	**36**
	3	13	0	0	57	0	46	0	0	0	0	0	0	0	**116**
	4	125	0	16	0	0	338	0	0	0	16	9	0	94	**598**
	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	6	34	16	61	561	0	0	0	0	0	4	2	1	56	**733**
	7	0	7	0	0	0	0	0	0	0	0	0	0	1	**8**
	8	0	0	0	0	0	0	0	0	0	0	0	8	0	**8**
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	10	16	2	0	15	0	4	0	0	0	0	0	1	0	**38**
	11	9	1	0	9	0	2	0	0	0	0	0	0	0	**21**
	12	16	0	0	0	0	23	0	0	0	0	0	0	0	**39**
	13	16	3	0	87	0	51	1	0	0	0	0	0	0	**158**
	Total	**243**	**29**	**79**	**957**	**0**	**464**	**14**	**0**	**0**	**37**	**20**	**14**	**170**	**2028**

TOTAL VEHICLES (PCUs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	293	60	1840	0	0	34	1	3	71	40	275	201	**2819**
	2	238	0	0	4	0	42	249	0	0	45	32	2	43	**656**
	3	76	0	0	342	0	190	0	0	0	0	0	0	0	**607**
	4	1188	1	245	0	3	3274	6	13	5	41	22	0	211	**5008**
	5	0	0	0	6	0	0	0	0	19	0	0	0	31	**56**
	6	60	245	241	4058	0	0	0	12	23	26	14	363	213	**5257**
	7	73	323	0	121	0	0	0	0	0	27	12	48	31	**635**
	8	4	1	0	23	0	10	0	0	14	1	0	40	6	**98**
	9	5	0	0	0	7	174	0	10	0	1	0	0	4	**202**
	10	33	23	0	31	0	8	7	0	0	0	0	14	0	**117**
	11	18	15	0	18	0	5	3	0	0	0	0	7	0	**65**
	12	146	1	0	0	0	223	5	35	0	14	6	0	243	**673**
	13	42	7	0	175	2	109	2	3	7	0	0	41	0	**388**
	Total	**1882**	**909**	**546**	**6618**	**12**	**4034**	**306**	**76**	**71**	**226**	**126**	**790**	**983**	**15519**

TOTAL VEHICLES (vehs)															
		To Zone (Destination)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
From Zone (Origin)	1	0	293	59	1658	0	0	34	1	3	59	33	271	186	**2598**
	2	225	0	0	4	0	42	239	0	0	44	31	2	40	**627**
	3	65	0	0	296	0	153	0	0	0	0	0	0	0	**515**
	4	1088	1	232	0	3	3005	6	13	5	28	15	0	117	**4513**
	5	0	0	0	6	0	0	0	0	19	0	0	0	31	**56**
	6	34	233	193	3612	0	0	0	12	23	23	12	363	158	**4661**
	7	73	318	0	121	0	0	0	0	0	27	12	48	30	**628**
	8	4	1	0	23	0	10	0	0	14	1	0	34	6	**91**
	9	5	0	0	0	7	174	0	10	0	1	0	0	4	**202**
	10	21	21	0	19	0	5	7	0	0	0	0	13	0	**87**
	11	11	14	0	11	0	3	3	0	0	0	0	7	0	**48**
	12	134	1	0	0	0	204	5	35	0	14	6	0	243	**642**
	13	26	4	0	88	2	57	1	3	7	0	0	41	0	**230**
	Total	**1686**	**885**	**483**	**5838**	**12**	**3653**	**295**	**76**	**71**	**197**	**109**	**778**	**814**	**14898**

M40 Junction 10 Trip Matrices - 2034 OxSRFI DS3A wTP Scenario - AM Peak Hour

LIGHT VEHICLES (PCUs)

From Zone (Origin) \ To Zone (Destination)	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
1	0	267	109	1198	0	0	46	2	8	9	6	187	56	**1890**
2	298	0	0	7	0	42	274	4	0	13	11	1	15	**664**
3	77	0	0	221	0	146	0	0	0	0	0	0	0	**444**
4	1662	8	175	0	12	3620	39	43	0	2	1	0	4	**5566**
5	0	0	0	2	0	0	0	0	5	0	0	0	8	**16**
6	0	245	148	3136	0	0	0	15	16	2	2	180	24	**3769**
7	46	140	0	37	0	0	0	0	0	8	2	23	4	**260**
8	8	0	0	21	0	9	0	0	18	0	0	8	2	**67**
9	11	0	0	0	7	159	0	9	0	0	0	0	0	**188**
10	43	47	0	12	0	0	57	1	1	0	0	18	0	**179**
11	27	31	0	8	0	7	15	0	0	0	0	10	0	**99**
12	279	2	0	0	0	359	0	68	0	8	2	0	104	**821**
13	225	21	0	28	39	120	0	42	32	0	0	261	0	**767**
Total	**2676**	**762**	**432**	**4670**	**58**	**4461**	**431**	**184**	**81**	**43**	**24**	**690**	**217**	**14729**

Key	
1	A43 North
2	B4100 East
3	Cherwell Services
4	M40 South
5	B430 South
6	M40 North
7	B4100 West
8	Ardley Road West
9	Ardley Road East
10	Albion Land West Access
11	Albion Land East Access
12	OxSRFI South
13	OxSRFI Site Access

PCU factor	
PM	1.77857
OxSRFI	2

HEAVY VEHICLES (PCUs)

From Zone (Origin) \ To Zone (Destination)	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
1	0	18	3	180	0	0	0	0	0	24	13	0	32	**270**
2	0	0	0	0	0	5	1	0	0	3	2	0	7	**18**
3	24	0	0	87	0	70	0	0	0	0	0	0	0	**181**
4	230	0	82	0	0	705	0	0	0	25	14	0	169	**1225**
5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6	0	0	95	597	0	0	0	0	0	6	3	0	101	**803**
7	0	9	0	0	0	0	0	0	0	0	0	0	2	**11**
8	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10	22	3	0	22	0	6	0	0	0	0	0	1	0	**54**
11	12	2	0	12	0	3	0	0	0	0	0	1	0	**30**
12	0	0	0	0	0	53	0	2	0	0	0	0	0	**55**
13	30	5	0	155	0	92	2	0	0	0	0	0	0	**284**
Total	**319**	**36**	**180**	**1054**	**0**	**934**	**3**	**2**	**0**	**58**	**32**	**2**	**312**	**2931**

HEAVY VEHICLES (vehs)

From Zone (Origin) \ To Zone (Destination)	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
1	0	10	2	101	0	0	0	0	0	13	7	0	16	**150**
2	0	0	0	0	0	3	0	0	0	2	1	0	4	**9**
3	14	0	0	49	0	39	0	0	0	0	0	0	0	**102**
4	130	0	46	0	0	396	0	0	0	14	8	0	85	**678**
5	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6	0	0	53	336	0	0	0	0	0	3	2	0	51	**445**
7	0	5	0	0	0	0	0	0	0	0	0	0	1	**6**
8	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10	12	2	0	12	0	3	0	0	0	0	0	1	0	**30**
11	7	1	0	7	0	2	0	0	0	0	0	0	0	**17**
12	0	0	0	0	0	30	0	1	0	0	0	0	0	**31**
13	15	2	0	78	0	46	1	0	0	0	0	0	0	**142**
Total	**178**	**20**	**101**	**583**	**0**	**519**	**1**	**1**	**0**	**33**	**18**	**1**	**156**	**1611**

TOTAL VEHICLES (PCUs)

From Zone (Origin) \ To Zone (Destination)	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
1	0	285	112	1378	0	0	46	2	8	33	20	187	88	**2160**
2	298	0	0	7	0	47	274	4	0	16	12	1	22	**681**
3	101	0	0	308	0	216	0	0	0	0	0	0	0	**625**
4	1892	8	257	0	12	4325	39	43	0	27	15	0	173	**6791**
5	0	0	0	2	0	0	0	0	5	0	0	0	8	**16**
6	0	245	243	3733	0	0	0	15	16	8	5	181	126	**4572**
7	46	150	0	37	0	0	0	0	0	8	2	23	6	**271**
8	8	0	0	21	0	9	0	0	18	0	0	8	2	**67**
9	11	0	0	0	7	159	0	9	0	0	0	0	0	**188**
10	65	50	0	34	0	6	57	1	1	0	0	19	0	**233**
11	39	33	0	20	0	10	15	0	0	0	0	11	0	**129**
12	279	2	0	0	0	412	0	70	0	8	2	0	104	**877**
13	255	25	0	183	39	212	2	42	32	0	0	261	0	**1051**
Total	**2995**	**798**	**612**	**5724**	**58**	**5395**	**434**	**187**	**81**	**101**	**56**	**692**	**529**	**17660**

TOTAL VEHICLES (vehs)

From Zone (Origin) \ To Zone (Destination)	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
1	0	277	111	1299	0	0	46	2	8	23	14	187	72	**2040**
2	298	0	0	7	0	44	274	4	0	15	12	1	18	**673**
3	91	0	0	270	0	185	0	0	0	0	0	0	0	**545**
4	1791	8	221	0	12	4017	39	43	0	16	9	0	88	**6244**
5	0	0	0	2	0	0	0	0	5	0	0	0	8	**16**
6	0	245	201	3471	0	0	0	15	16	6	4	181	75	**4214**
7	46	145	0	37	0	0	0	0	0	8	2	23	5	**266**
8	8	0	0	21	0	9	0	0	18	0	0	8	2	**67**
9	11	0	0	0	7	159	0	9	0	0	0	0	0	**188**
10	56	48	0	25	0	3	57	1	1	0	0	19	0	**209**
11	34	32	0	15	0	9	15	0	0	0	0	11	0	**116**
12	279	2	0	0	0	389	0	69	0	8	2	0	104	**852**
13	240	23	0	105	39	166	1	42	32	0	0	261	0	**909**
Total	**2854**	**782**	**533**	**5253**	**58**	**4981**	**432**	**186**	**81**	**76**	**42**	**691**	**373**	**16340**

M40 Junction 10 Trip Matrices - 2034 OxSRFI DS3A wTP Scenario - PM Peak Hour

Appendix G: Study area turning movements (RC3A, DS3A and DS3AwTP)

Bicester Transport Model Junction Actual Turning Movements (2034 OxSRFI RC3A)

					Actual																
					AM Peak									PM Peak							
Junction Reference	Junction Description	Turn Reference	From Arm	To Arm	Car	LGV	LV Total	HGV (PCU)	HGV (Veh)	HGV% of Total (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	LV Total	HGV (PCU)	HGV (Veh)	HGV% of Total (Veh)	Bus (Veh)	Total Veh	Total PCUs
7	M40 J9	A → B	M40 (N)	A41 (E)	334	28	363	61	34	9%	0	397	424	122	4	126	19	11	8%	0	137	145
		A → C	M40 (N)	M40 (S)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		A → D	M40 (N)	A34 (W)	954	289	1243	851	473	28%	0	1716	2094	1725	334	2059	498	280	12%	0	2340	2558
		B → C	A41 (E)	M40 (S)	206	41	247	52	29	10%	0	276	300	400	24	424	6	3	1%	0	427	430
		B → D	A41 (E)	A34 (W)	867	211	1078	130	72	6%	0	1150	1207	478	84	561	68	38	6%	0	599	629
		B → A	A41 (E)	M40 (N)	62	5	67	69	38	36%	0	105	136	250	6	256	50	28	10%	0	284	307
		C → D	M40 (S)	A34 (W)	215	34	248	50	28	10%	0	276	299	567	120	687	28	16	2%	0	703	715
		C → A	M40 (S)	M40 (N)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		C → B	M40 (S)	A41 (E)	317	40	357	16	9	2%	0	366	373	285	21	306	32	18	6%	0	324	338
		D → A	A34 (W)	M40 (N)	1498	295	1794	535	298	14%	0	2091	2329	1756	349	2106	608	342	14%	0	2447	2714
		D → B	A34 (W)	A41 (E)	1013	129	1141	125	70	6%	0	1211	1267	945	197	1142	18	10	1%	0	1153	1161
		D → C	A34 (W)	M40 (S)	546	91	638	61	34	5%	0	672	699	67	56	122	40	23	16%	0	145	162
8	B430/B4030 Middleton Stoney Crossroads	A → B	B430 Ardley Road	B4030 Bicester Road	2	0	2	23	13	84%	0	16	26	5	3	8	28	16	66%	0	24	36
		A → C	B430 Ardley Road	B430 Oxford Road	371	72	443	40	22	5%	0	465	483	133	8	140	44	25	15%	0	165	184
		A → D	B430 Ardley Road	B4030 Heyford Road	12	0	12	0	0	0%	0	12	12	9	3	11	0	0	0%	0	11	11
		B → C	B4030 Bicester Road	B430 Oxford Road	42	0	42	0	0	0%	0	42	42	34	2	36	0	0	0%	0	36	36
		B → D	B4030 Bicester Road	B4030 Heyford Road	175	31	207	10	6	3%	0	212	217	564	89	652	3	2	0%	0	654	655
		B → A	B4030 Bicester Road	B430 Ardley Road	0	0	0	0	0	100%	0	0	0	2	4	6	15	9	57%	0	15	22
		C → D	B430 Oxford Road	B4030 Heyford Road	243	14	257	1	1	0%	0	257	258	30	0	30	4	2	6%	0	32	33
		C → A	B430 Oxford Road	B430 Ardley Road	86	4	90	2	1	1%	0	91	92	104	0	104	14	8	7%	0	111	117
		C → B	B430 Oxford Road	B4030 Bicester Road	13	2	15	0	0	0%	0	15	15	36	0	36	1	1	1%	0	37	37
		D → A	B4030 Heyford Road	B430 Ardley Road	9	4	13	0	0	0%	0	13	13	4	0	4	0	0	0%	0	4	4
		D → B	B4030 Heyford Road	B4030 Bicester Road	574	44	618	23	13	2%	0	630	641	388	18	406	31	17	4%	0	423	437
		D → C	B4030 Heyford Road	B430 Oxford Road	167	9	176	31	17	9%	0	193	207	78	7	85	0	0	0%	0	85	85
9	Upper Heyford/Chillgrove Drive/Camp Road Junction	A → B	Chillgrove Drive	Camp Road (E)	115	2	116	40	22	16%	0	139	156	225	2	226	30	17	7%	0	243	257
		A → C	Chillgrove Drive	Camp Road (S)	184	13	196	0	0	0%	0	196	196	204	3	207	0	0	0%	0	207	207
		A → D	Chillgrove Drive	Camp Road (W)	17	0	17	0	0	0%	0	17	17	40	0	40	0	0	0%	0	40	40
		B → C	Camp Road (E)	Camp Road (S)	3	0	3	0	0	0%	0	3	3	3	0	3	0	0	0%	0	3	3
		B → D	Camp Road (E)	Camp Road (W)	96	27	123	6	3	3%	0	126	129	79	0	79	6	3	4%	0	82	85
		B → A	Camp Road (E)	Chillgrove Drive	300	49	349	3	2	0%	0	350	352	90	0	90	14	8	8%	0	99	105
		C → D	Camp Road (S)	Camp Road (W)	157	8	164	0	0	0%	0	164	164	234	37	271	0	0	0%	0	271	271
		C → A	Camp Road (S)	Chillgrove Drive	218	5	223	0	0	0%	0	223	223	131	29	160	0	0	0%	0	160	160
		C → B	Camp Road (S)	Camp Road (E)	16	0	16	0	0	0%	0	16	16	3	0	3	0	0	0%	0	3	3
		D → A	Camp Road (W)	Chillgrove Drive	51	0	51	0	0	0%	0	51	51	7	0	7	0	0	2%	0	7	7
		D → B	Camp Road (W)	Camp Road (E)	186	1	186	0	0	0%	0	186	186	66	1	66	41	23	26%	0	89	107
		D → C	Camp Road (W)	Camp Road (S)	327	5	332	48	27	7%	0	359	381	123	5	128	0	0	0%	0	128	128
10	Middleton Stoney Road/Empire Road	A → B	Empire Road	B4030 (E)	79	0	79	0	0	0%	0	79	79	195	0	195	0	0	0%	0	195	195
		A → C	Empire Road	B4030 (W)	14	0	14	0	0	0%	0	14	14	51	0	51	0	0	0%	0	51	51
		B → C	B4030 (E)	B4030 (W)	214	40	255	11	6	2%	2	263	269	652	91	743	19	11	1%	2	755	766
		B → A	B4030 (E)	Empire Road	169	0	169	0	0	0%	0	169	169	101	0	101	0	0	0%	0	101	101
		C → A	B4030 (W)	Empire Road	56	0	56	0	0	0%	0	56	56	23	0	23	0	0	0%	0	23	23
		C → B	B4030 (W)	B4030 (E)	687	59	746	49	27	4%	2	775	799	495	26	521	59	33	6%	2	556	584
11	B4030 Middleton Stoney Road/Hwes Lane Rbt	A → B	Howes Lane	Middleton Stoney Road	43	0	43	0	0	0%	0	43	43	22	0	22	0	0	0%	0	22	22
		A → C	Howes Lane	Vendee Drive	393	62	455	39	22	5%	0	477	494	246	40	286	19	10	4%	0	296	304
		A → D	Howes Lane	B4030 (W)	59	1	60	2	1	2%	0	61	62	91	9	101	13	7	7%	0	108	113
		A → A	Howes Lane	Howes Lane	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	Middleton Stoney Road	Vendee Drive	204	47	250	0	0	0%	0	250	250	149	15	164	0	0	0%	0	164	164
		B → D	Middleton Stoney Road	B4030 (W)	242	39	281	9	5	2%	1	286	291	367	75	442	3	2	0%	1	445	447
		B → A	Middleton Stoney Road	Howes Lane	9	0	9	0	0	0%	0	9	9	20	0	20	0	0	0%	0	20	20
		B → B	Middleton Stoney Road	Middleton Stoney Road	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	Vendee Drive	B4030 (W)	83	1	83	0	0	0%	1	84	85	294	6	300	4	2	1%	1	303	306
		C → A	Vendee Drive	Howes Lane	222	14	235	23	13	5%	0	248	258	511	64	574	18	10	2%	0	585	593
		C → B	Vendee Drive	Middleton Stoney Road	161	23	184	0	0	0%	0	184	184	356	32	387	0	0	0%	0	387	387
		C → C	Vendee Drive	Vendee Drive	0	0	0	0	0	0%	0	0	0	1	0	1	0	0	0%	0	1	1
		D → A	B4030 (W)	Howes Lane	50	0	50	31	17	26%	0	67	81	82	12	94	31	18	16%	0	111	125
		D → B	B4030 (W)	Middleton Stoney Road	534	58	592	14	8	1%	1	601	608	405	11	416	19	11	3%	1	428	438
		D → C	B4030 (W)	Vendee Drive	181	1	182	4	2	1%	1	185	188	201	4	205	9	5	2%	1	211	215
		D → D	B4030 (W)	B4030 (W)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
12	Middleton Stoney Road/Shakespeare Drive Rbt	A → B	Shakespeare Drive	Middleton Stoney Road (E)	133	18	151	0	0	0%	0	151	151	88	12	100	0	0	0%	0	100	100
		A → C	Shakespeare Drive	Whitelands Way	190	22	212	0	0	0%	2	214	216	180	3	183	6	3	2%	2	188	193
		A → D	Shakespeare Drive	Middleton Stoney Road (W)	180	22	202	0	0	0%	0	202	202	130	7	138	0	0	0%	0	138	138
		B → C	Middleton Stoney Road (E)	Whitelands Way	41	0	41	0	0	0%	0	41	41	118	0	118	0	0	0%	0	118	118
		B → D	Middleton Stoney Road (E)	Middleton Stoney Road (W)	222	63	284	8	5	2%	1	290	295	343	81	424	3	2	0%	1	426	428
		B → A	Middleton Stoney Road (E)	Shakespeare Drive	28	5	33	0	0	0%	0	33	33	126	11	137	0	0	0%	0	137	137
		C → D	Whitelands Way	Middleton Stoney Road (W)	68	0	68	0	0	0%	0	68	68	67	0	67	0	0	0%	0	67	67
		C → A	Whitelands Way	Shakespeare Drive	133	1	135	5	3	2%	2	139	143	158	3	161	0	0	0%	2	163	165
		C → B	Whitelands Way	Middleton Stoney Road (E)	102	0	102	0	0	0%	0	102	102	52	0	52	0	0	0%	0	52	52
		D → A	Middleton Stoney Road (W)	Shakespeare Drive	72	20	93	0	0	0%	0	93	93	203	13	216	0	0	0%	0	216	216
		D → B	Middleton Stoney Road (W)	Middleton Stoney Road (E)	575	61	637	14	8	1%	3	648	657	469	30	499	19	11	2%	3	513	524
		D → C	Middleton Stoney Road (W)	Whitelands Way	81	0	81	0	0	0%	0	81	81	109	0	109	0	0	0%	0	109	109
13	Middleton Stoney Road/Kings End Road/Oxford Road	A → B	King's End	Oxford Road	695	91	786	63	35	4%	13	833	874	654	46	700	12	6	1%	13	719	737
		A → C	King's End	Middleton Stoney Road (W)	124	50	175	8	4	2%	1	180	184	227	65	292	2	1	0%	1	294	296
		B → C	Oxford Road	Middleton Stoney Road (W)	174	23	197	5	3	1%	0	200	202	509	52	561	1	1	0%	0	561	562
		B → A	Oxford Road	King's End	754	66	821	41	23	3%	11	855	884	917	75	992	4	2	0%	11	1005	1018
		C → A	Middleton Stoney Road (W)	King's End	242	45	287	14	8	3%	3	298	307	115	1	116	19	11	8%	3	130	141
		C → B	Middleton Stoney Road (W)	Oxford Road	569	52	622	1	0	0%	0	622	622	443	16	459	2	1	0%	0	460	461
14	A41 Oxford Road/Vendee Drive Rbt	A → B	A41 Oxford Road	Charles Shouler Way	40	0	40	0	0	0%	0	40	40	91	0	91	0	0	0%	0	91	91
		A → C	A41 Oxford Road	A41	1126	220	1347	192	107	7%	0	1453	1538	1043	118	1161	89	50	4%	0	1211	1250
		A → D	A41 Oxford Road	P&R	0	0	0	0	0	0%	0	0	0	1	0	1	0	0	0%	0	1	1
		A → E	A41 Oxford Road	Vendee Drive	68	0	68	1	1	1%	0	69	69	247	0	247	0	0	0%	0	247	247
		A → A	A41 Oxford Road	A41 Oxford Road	5	0	6	3	2	22%	0	7	8	97	0	97	3	2	2%	0	99	100
		B → C	Charles Shouler Way	A41	37	0	37	19	11	22%	0	48	56	105	0	105	15	9	8%	0	114	120
		B → D	Charles Shouler Way	P&R	8	0	8	0	0	0%	0	8	8	7	0	7	0	0	0%	0	7	7
		B → E	Charles Shouler Way	Vendee Drive	44	0	44	0	0	0%	0	44	44	133	0	133	4	2	2%	0	135	136
		B → A	Charles Shouler Way	A41 Oxford Road	216	30	246	6	3	1%	0	250	252	229	0	229	6	3	1%	0	232	235
		B →B	Charles Shouler Way	Charles Shouler Way	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A41	P&R	60	0	60	0	0	0%	0	60	60	25	0	25	0	0	0%	0	25	25
		C → E	A41	Vendee Drive	183	4	187	25	14	7%	0	201	212	458	47	505	13	7	1%	0	512	518
		C → A	A41	A41 Oxford Road	1137	194	1330	178	99	7%	0	1429	1508	1093	176	1269	56	32	2%	0	1300	1325
		C → B	A41	Charles Shouler Way	132	0	132	0	0	0%	0	132	132	56	0	56	0	0	0%	0	56	56
		C → C	A41	A41	3	0	3	0	0	0%	0	3	3	3	0	3	0	0	0%	0	3	3
		D → E	P&R	Vendee Drive	2	0	2	0	0	0%	0	2	2	3	0	3	0	0	0%	0	3	3
		D → A	P&R	A41 Oxford Road	0	0	0	0	0	0%	0	0	0	1	0	1	0	0	0%	0	1	1
		D → B	P&R	Charles Shouler Way	1	0	1	0	0	0%	0	1	1	1	0	1	0	0	0%	0	1	1
		D → C	P&R	A41	9	0	9	0	0	0%	0	9	9	4	0	4	0	0	0%	0	4	4
		D → D	P&R	P&R	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		E → A	Vendee Drive	A41 Oxford Road	248	0	248	1	1	0%	0	249	249	184	0	184	8	5	2%	0	188	192
		E → B	Vendee Drive	Charles Shouler Way	7	0	7	2	1	17%	0	8	9	104	0	104	3	2	2%	0	106	107
		E → C	Vendee Drive	A41	255	35	290	39	22	7%	0	312	329	250	34	283	22	12	4%	0	295	305
		E → D	Vendee Drive	P&R	0	0	0	0	0	0%	0	0	0	24	0	24	0	0	0%	0	24	24
		E → E	Vendee Drive	Vendee Drive	0	0	0	0	0	0%	0	0	0	2	0	2	0	0	0%	0	2	2
15	A41 Oxford Road/Oxford Road Rbt	A → B	Oxford Road	A41 (E)	424	47	471	0	0	0%	0	471	471	581	25	607	3	2	0%	0	608	609
		A → C	Oxford Road	A41 Oxford Road	741	97	838	88	49	6%	0	887	926	736	54	790	15	9	1%	0	799	805
		A → D	Oxford Road	Retail Access	13	10	24	0	0	0%	0	24	24	19	0	19	0	0	0%	0	19	19
		A → A	Oxford Road	Oxford Road	0	0	0	0	0	0%	0	0	0	46	0	46	0	0	0%	0	46	46
		B → C	A41 (E)	A41 Oxford Road	1079	92	1171	74	41	3%	0	1213	1246	813	76	889	68	38	4%	0	927	957
		B → D	A41 (E)	Retail Access	14	0	14	0	0	0%	0	14	14	7	3	10	0	0	0%	0	10	10
		B → A	A41 (E)	Oxford Road	326	34	360	16	9	2%	0	369	376	502	39	541	0	0	0%	0	541	541
		B → B	A41 (E)	A41 (E)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A41 Oxford Road	Retail Access	25	16	41	19	10	20%	0	51	59	28	11	38	7	4	10%	0	43	46
		C → A	A41 Oxford Road	Oxford Road	640	75	715	69	38	5%	0	754	784	921	88	1009	9	5	0%	0	1014	1018
		C → B	A41 Oxford Road	A41 (E)	773	132	905	99	55	6%	0	960	1004	931	70	1001	53	30	3%	0	1031	1054
		C → C	A41 Oxford Road	A41 Oxford Road	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	Retail Access	Oxford Road	14	0	14	0	0	0%	0	14	14	25	9	35	0	0	0%	0	35	35
		D → B	Retail Access	A41 (E)	5	7	12	0	0	0%	0	12	12	6	0	6	0	0	0%	0	6	6
		D → C	Retail Access	A41 Oxford Road	34	26	60	28	16	21%	0	76	88	31	11	42	8	4	10%	0	46	50
		D → D	Retail Access	A41 Oxford Road	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
16	A4095 Southwold Lane/Fringford Road	A → B	Fringford Road	A4095 Southwold Lane (E)	317	0	317	0	0	0%	0	317	317	383	27	410	0	0	0%	0	410	410
		A → C	Fringford Road	A4095 Southwold Lane (W)	88	3	92	0	0	0%	0	92	92	49	0	49	0	0	0%	0	49	49
		B → C	A4095 Southwold Lane (E)	A4095 Southwold Lane (W)	759	170	929	93	52	5%	0	981	1022	951	117	1068	33	18	2%	0	1086	1100
		B → A	A4095 Southwold Lane (E)	Fringford Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		C → A	A4095 Southwold Lane (W)	Fringford Road	41	0	41	0	0	0%	0	41	41	235	21	257	0	0	0%	0	257	257
		C → B	A4095 Southwold Lane (W)	A4095 Southwold Lane (E)	475	108	583	105	59	9%	0	641	688	453	64	517	79	45	8%	0	561	596
17	A4260 Oxford Road/B4030 Crossroads	A → B	A4260 Oxford Road (N)	B4030 (E)	77	4	81	0	0	0%	0	81	81	54	12	66	7	4	6%	0	70	73
		A → C	A4260 Oxford Road (N)	A4260 Banbury Road (S)	1016	25	1042	0	0	0%	0	1042	1042	349	9	359	0	0	0%	0	359	359
		A → D	A4260 Oxford Road (N)	B4030 (W)	35	6	41	0	0	0%	0	41	41	16	0	16	0	0	0%	0	16	16
		B → C	B4030 (E)	A4260 Banbury Road (S)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		B → D	B4030 (E)	B4030 (W)	73	10	83	0	0	0%	0	83	83	110	6	116	0	0	0%	0	116	116
		B → A	B4030 (E)	A4260 Oxford Road (N)	24	12	36	0	0	0%	0	36	36	93	0	93	0	0	0%	0	93	93
		C → D	A4260 Banbury Road (S)	B4030 (W)	1	0	1	0	0	0%	0	1	1	8	0	8	0	0	0%	0	8	8
		C → A	A4260 Banbury Road (S)	A4260 Oxford Road (N)	270	56	327	0	0	0%	0	327	327	866	68	934	0	0	0%	0	934	934
		C → B	A4260 Banbury Road (S)	B4030 (E)	34	23	58	0	0	0%	0	58	58	60	21	81	0	0	0%	0	81	81
		D → A	B4030 (W)	A4260 Oxford Road (N)	15	0	15	0	0	0%	0	15	15	19	1	21	0	0	0%	0	21	21
		D → B	B4030 (W)	B4030 (E)	136	15	151	0	0	0%	0	152	152	96	1	97	14	8	8%	0	105	112
		D → C	B4030 (W)	A4260 Banbury Road (S)	28	0	28	0	0	0%	0	28	28	19	0	19	0	0	0%	0	19	19
18	Banbury Road/B4027	A → B	A4260 Banbury Road (N)	B4027 (E)	376	0	376	0	0	0%	0	376	376	32	0	32	0	0	0%	0	32	32
		A → C	A4260 Banbury Road (N)	A4260 Banbury Road (S)	663	0	663	0	0	0%	0	663	663	338	9	347	0	0	0%	0	347	347
		A → D	A4260 Banbury Road (N)	B4027 (W)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	B4027 (E)	A4260 Banbury Road (S)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		B → D	B4027 (E)	B4027 (W)	112	12	124	11	6	5%	0	130	135	177	14	192	0	0	0%	0	192	192
		B → A	B4027 (E)	A4260 Banbury Road (N)	8	0	8	0	0	0%	0	8	8	261	28	290	0	0	0%	0	290	290
		C → D	A4260 Banbury Road (S)	B4027 (W)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		C → A	A4260 Banbury Road (S)	A4260 Banbury Road (N)	255	57	312	0	0	0%	0	312	312	610	41	651	0	0	0%	0	651	651
		C → B	A4260 Banbury Road (S)	B4027 (E)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	B4027 (W)	A4260 Banbury Road (N)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		D → B	B4027 (W)	B4027 (E)	262	43	305	0	0	0%	0	305	305	170	39	210	3	2	1%	0	211	213
		D → C	B4027 (W)	A4260 Banbury Road (S)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
19	Banbury Road/Upper Campsfield Road	A → B	A4260 Banbury Road (N)	A4095 Bunkers Hill	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		A → C	A4260 Banbury Road (N)	A4260 Banbury Road (S)	142	0	142	0	0	0%	0	142	142	10	0	10	0	0	0%	0	10	10
		A → D	A4260 Banbury Road (N)	Upper Campsfield Road	592	0	592	0	0	0%	0	592	592	329	9	338	0	0	0%	0	338	338
		B → C	A4095 Bunkers Hill	A4260 Banbury Road (S)	103	5	108	0	0	0%	0	108	108	138	16	155	0	0	0%	0	155	155
		B → D	A4095 Bunkers Hill	Upper Campsfield Road	375	42	417	9	5	1%	0	422	426	261	17	278	0	0	0%	0	278	278
		B → A	A4095 Bunkers Hill	A4260 Banbury Road (N)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A4260 Banbury Road (S)	Upper Campsfield Road	3	0	3	0	0	0%	0	3	3	0	0	0	0	0	0%	0	0	0
		C → A	A4260 Banbury Road (S)	A4260 Banbury Road (N)	1	0	1	0	0	0%	0	1	1	137	37	174	0	0	0%	0	174	174
		C → B	A4260 Banbury Road (S)	A4095 Bunkers Hill	71	14	85	0	0	0%	0	85	85	105	14	120	0	0	0%	0	120	120

20	A4095 Bunkers Hill/Lince Lane	A → B	A4095 Lince Lane	B4027 Station Road	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0	0
		A → C	A4095 Lince Lane	A4095 Bunkers Hill	243	14	257	9	5	2%	0	262	266	396	31	427	0	0	0%	0	427	427
		B → C	B4027 Station Road	A4095 Bunkers Hill	114	44	159	10	6	3%	0	164	169	194	17	211	0	0	0%	0	211	211
		B → A	B4027 Station Road	A4095 Lince Lane	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		C → A	A4095 Bunkers Hill	A4095 Lince Lane	254	47	301	0	0	0%	0	301	301	379	44	424	8	5	1%	0	428	432
		C → B	A4095 Bunkers Hill	B4027 Station Road	456	62	518	0	0	0%	0	518	518	179	18	198	0	0	0%	0	198	198
21	Barley Mow Rbt	A → B	A43 (N)	A421 (E)	75	0	75	73	40	35%	0	115	147	101	1	102	21	12	10%	0	114	123
		A → C	A43 (N)	A43 (S)	1412	305	1717	255	142	8%	1	1860	1974	1072	201	1272	176	99	7%	1	1372	1450
		A → D	A43 (N)	B4031 (W)	3	0	3	0	0	0%	0	3	3	11	0	11	10	6	35%	0	16	21
		A → A	A43 (N)	A43 (N)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	A421 (E)	A43 (S)	272	58	330	245	136	29%	0	466	575	358	10	369	61	34	8%	0	403	429
		B → D	A421 (E)	B4031 (W)	50	32	82	0	0	0%	0	82	82	83	1	84	0	0	0%	0	84	84
		B → A	A421 (E)	A43 (N)	71	2	73	39	22	23%	0	95	112	116	0	116	28	16	12%	0	131	143
		B → B	A421 (E)	A421 (E)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A43 (S)	B4031 (W)	72	14	86	0	0	0%	0	86	86	136	3	139	0	0	0%	0	139	139
		C → A	A43 (S)	A43 (N)	874	160	1034	190	106	9%	1	1141	1226	1422	256	1678	143	80	5%	1	1760	1823
		C → B	A43 (S)	A421 (E)	301	25	326	143	80	20%	0	406	469	334	17	351	106	60	15%	0	411	457
		C → C	A43 (S)	A43 (S)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	B4031 (W)	A43 (N)	16	0	16	19	11	39%	0	27	35	6	0	6	0	0	0%	0	6	6
		D → B	B4031 (W)	A421 (E)	69	2	70	0	0	0%	0	70	70	66	5	71	0	0	0%	0	71	71
		D → C	B4031 (W)	A43 (S)	176	0	176	0	0	0%	0	176	176	106	22	128	0	0	0%	0	128	128
		D → D	B4031 (W)	A43 (S)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
22	A43/Brackley Road Rbt	A → B	A43 (N)	Broad Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		A → C	A43 (N)	A43 (S)	1483	305	1788	327	182	9%	1	1971	2117	1174	202	1375	207	117	8%	1	1493	1585
		A → D	A43 (N)	Charlton Road	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	Broad Lane	A43 (S)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		B → D	Broad Lane	Charlton Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		B → A	Broad Lane	A43 (N)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		C → D	A43 (S)	Charlton Road	6	0	6	0	0	0%	0	6	6	11	0	11	0	0	0%	0	11	11
		C → A	A43 (S)	A43 (N)	956	163	1119	247	137	11%	1	1257	1367	1532	259	1791	168	95	5%	1	1887	1962
		C → B	A43 (S)	Broad Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		D → A	Charlton Road	A43 (N)	5	0	5	0	0	0%	0	5	5	0	0	0	0	0	0%	0	0	0
		D → B	Charlton Road	Broad Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		D → C	Charlton Road	A43 (S)	7	0	7	0	0	0%	0	7	7	10	0	10	0	0	0%	0	10	10
23	A43/Brackley Bypass Rbt	A → B	Oxford Road	Brackley Bypass A43 (E)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		A → C	Oxford Road	A43 (S)	244	24	268	0	0	0%	0	268	268	190	4	193	0	0	0%	0	193	193
		A → D	Oxford Road	A422 (W)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		A → A	Oxford Road	Oxford Road	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	Brackley Bypass A43 (E)	A43 (S)	1212	257	1469	255	142	9%	0	1611	1724	906	198	1105	187	105	9%	0	1210	1292
		B → D	Brackley Bypass A43 (E)	A422 (W)	221	42	263	52	29	10%	0	292	316	134	20	155	7	4	2%	0	159	162
		B → A	Brackley Bypass A43 (E)	Oxford Road	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		B → B	Brackley Bypass A43 (E)	Brackley Bypass A43 (E)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A43 (S)	A422 (W)	30	3	33	38	21	39%	0	54	71	41	10	51	27	15	23%	0	67	78
		C → A	A43 (S)	Oxford Road	151	5	156	0	0	0%	0	156	156	269	13	282	0	0	0%	0	282	282
		C → B	A43 (S)	Brackley Bypass A43 (E)	776	156	932	211	118	11%	0	1050	1143	1199	261	1460	162	91	6%	0	1551	1622
		C → C	A43 (S)	A43 (S)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	A422 (W)	Oxford Road	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		D → B	A422 (W)	Brackley Bypass A43 (E)	141	32	172	12	7	4%	0	179	185	264	36	300	24	13	4%	0	314	324
		D → C	A422 (W)	A43 (S)	29	25	53	73	41	43%	0	94	126	79	1	80	21	12	13%	0	92	102
		D → D	A422 (W)	A422 (W)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
24	A421/Buckingham Road Rbt	A → B	Unnamed Road (N)	A421 (E)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		A → C	Unnamed Road (N)	A4421 Buckingham Road	589	48	637	23	13	2%	0	650	660	334	51	385	16	9	2%	0	394	400
		A → D	Unnamed Road (N)	A421 (W)	46	4	50	0	0	0%	0	50	50	36	0	36	0	0	0%	0	36	36
		B → C	A421 (E)	A4421 Buckingham Road	376	89	465	60	33	7%	0	498	525	211	41	252	6	3	1%	0	255	258
		B → D	A421 (E)	A421 (W)	308	86	394	284	158	29%	0	552	678	427	11	438	89	50	10%	0	488	527
		B → A	A421 (E)	Unnamed Road (N)	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A4421 Buckingham Road	A421 (W)	5	0	5	0	0	0%	0	5	5	5	0	5	0	0	0%	0	5	5
		C → A	A4421 Buckingham Road	Unnamed Road (N)	271	43	314	35	20	6%	0	333	349	570	41	611	1	0	0%	0	612	612
		C → B	A4421 Buckingham Road	A421 (E)	208	35	242	6	3	1%	0	245	248	467	77	544	26	15	3%	0	559	570
		D → A	A421 (W)	Unnamed Road (N)	21	0	21	0	0	0%	0	21	21	30	4	33	0	0	0%	0	33	33
		D → B	A421 (W)	A421 (E)	346	27	373	214	119	24%	0	492	587	403	19	421	130	73	15%	0	495	552
		D → C	A421 (W)	A4421 Buckingham Road	4	0	4	0	0	0%	0	4	4	11	0	11	0	0	0%	0	11	11

Bicester Transport Model Junction Actual Turning Movements (2034 OxSRFI DS3A)

Junction Reference	Junction Description	Turn Reference	From Arm	To Arm	Actual																					
					AM Peak											PM Peak										
					Car	LGV	LV Total	HGV (PCU)	HGV OxSRFI (PCU)	HGV Total (PCU)	HGV Total (Veh)	HGV% of Total (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	LV Total	HGV (PCU)	HGV OxSRFI (PCU)	HGV Total (PCU)	HGV Total (Veh)	HGV% of Total (Veh)	Bus (Veh)	Total Veh	Total PCUs
4	HPLR/B430 T-Junction	A → B	HPLR	B430 (N)	204	1	204	0	0	0	0	0%	0	204	204	216	2	218	0	0	0	0	0%	0	218	218
		A → C	HPLR	B430 (S)	478	16	494	90	0	90	50	9%	0	543	583	352	5	356	80	0	80	45	11%	0	401	436
		B → C	B430 (N)	B430 (S)	439	67	506	25	0	25	14	3%	0	519	530	616	15	631	2	0	2	1	0%	0	632	633
		B → A	B430 (N)	HPLR	229	25	254	0	0	0	0	0%	0	254	254	153	0	153	0	0	0	0	0%	0	153	153
		C → A	B430 (S)	HPLR	438	61	499	18	0	19	10	2%	0	510	518	135	33	167	20	0	20	11	6%	0	179	187
		C → B	B430 (S)	B430 (N)	503	13	515	69	0	69	38	7%	0	554	584	616	14	630	54	0	54	30	5%	0	660	684
5	B430/MSRR T-Junction	A → B	B430 (N)	MSRR	777	54	830	101	0	101	56	6%	0	887	932	777	17	794	80	0	80	45	5%	0	838	873
		A → C	B430 (N)	B430 (S)	140	31	171	11	0	11	6	3%	0	177	182	191	3	194	2	0	2	1	1%	0	195	196
		B → C	MSRR	B430 (S)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		B → A	MSRR	B430 (N)	778	70	848	87	0	88	49	5%	0	897	936	606	47	653	67	0	67	38	5%	0	691	720
		C → A	B430 (S)	B430 (N)	162	4	166	0	0	0	0	0%	0	166	166	145	0	145	7	0	7	4	3%	0	148	151
		C → B	B430 (S)	MSRR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	MSRR/B4030 Rbt	A → B	MSRR	Middleton Road	60	0	60	0	0	0	0	0%	0	60	60	36	0	36	0	0	0	0	0%	0	36	36
		A → C	MSRR	B4030 (E)	714	54	768	101	0	101	56	7%	0	824	869	685	17	702	80	0	80	45	6%	0	747	782
		A → D	MSRR	B4030 (W)	3	0	3	0	0	0	0	0%	0	3	3	55	0	56	0	0	0	0	0%	0	56	56
		B → C	Middleton Road	B4030 (E)	5	0	5	0	0	0	0	0%	0	5	5	10	3	13	0	0	0	0	0%	0	13	13
		B → D	Middleton Road	B4030 (W)	79	13	92	0	0	0	0	0%	0	92	92	58	0	58	0	0	0	0	0%	0	58	58
		B → A	Middleton Road	MSRR	40	0	40	0	0	0	0	0%	0	40	40	13	0	13	0	0	0	0	0%	0	13	13
		C → D	B4030 (E)	B4030 (W)	124	41	166	13	0	13	7	4%	4	177	187	403	54	457	4	0	4	2	0%	4	463	469
		C → A	B4030 (E)	MSRR	706	70	776	87	0	88	49	6%	0	824	863	591	47	638	67	0	67	38	6%	0	675	705
		C → B	B4030 (E)	Middleton Road	3	0	3	0	0	0	0	0%	0	3	3	5	0	5	0	0	0	0	0%	0	5	5
		D → A	B4030 (W)	MSRR	33	0	33	0	0	0	0	0%	0	33	33	2	0	2	0	0	0	0	0%	0	2	2
		D → B	B4030 (W)	Middleton Road	31	3	34	0	0	0	0	0%	0	34	34	45	0	45	0	0	0	0	0%	0	45	45
		D → C	B4030 (W)	B4030 (E)	186	32	218	5	0	5	3	1%	4	225	231	147	18	164	10	0	10	6	3%	4	174	183
7	M40 J9	A → B	M40 (N)	A41 (E)	285	7	292	60	54	113	60	17%	0	352	405	107	1	108	19	48	67	35	24%	0	143	175
		A → C	M40 (N)	M40 (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → D	M40 (N)	A34 (W)	1259	327	1585	840	30	870	483	23%	0	2068	2456	1770	364	2134	495	29	523	292	12%	0	2426	2657
		A → A	M40 (N)	M40 (N)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	A41 (E)	M40 (S)	198	41	240	52	0	52	29	11%	0	269	292	407	24	431	6	0	6	3	1%	0	435	437
		B → D	A41 (E)	A34 (W)	645	174	819	161	0	161	89	10%	0	908	980	463	59	522	112	0	112	63	11%	0	585	634
		B → A	A41 (E)	M40 (N)	14	0	14	0	56	56	28	67%	0	42	70	111	0	111	0	50	50	25	18%	0	136	161
		B → B	A41 (E)	A41 (E)	0	0	0	0	0	0	0	100%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	M40 (S)	A34 (W)	215	34	249	50	0	50	28	10%	0	277	299	573	120	693	28	0	28	16	2%	0	708	721
		C → A	M40 (S)	M40 (N)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → B	M40 (S)	A41 (E)	285	40	325	16	0	16	9	3%	0	334	341	276	21	298	32	0	32	18	6%	0	316	330
		C → C	M40 (S)	M40 (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	A34 (W)	M40 (N)	1510	297	1807	539	34	573	317	15%	0	2124	2380	1945	357	2303	615	32	647	362	14%	0	2664	2950
		D → B	A34 (W)	A41 (E)	969	132	1100	126	0	126	70	6%	0	1170	1226	715	178	892	33	0	33	18	2%	0	911	925
		D → C	A34 (W)	M40 (S)	502	92	594	62	0	62	34	5%	0	628	655	60	56	115	40	0	40	23	16%	0	138	155
		D → D	A34 (W)	A34 (W)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
8	B430/B4030 Middleton Stoney Crossroads	A → B	B430 Ardley Road	B4030 Bicester Road	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → C	B430 Ardley Road	B430 Oxford Road	125	31	156	11	0	11	6	4%	0	162	167	162	0	162	2	0	2	1	1%	0	163	164
		A → D	B430 Ardley Road	B4030 Heyford Road	15	0	15	0	0	0	0	0%	0	15	15	33	3	36	0	0	0	0	0%	0	36	36
		B → C	B4030 Bicester Road	B430 Oxford Road	85	13	99	5	0	5	3	3%	0	101	103	85	2	87	0	0	0	0	0%	0	87	87
		B → D	B4030 Bicester Road	B4030 Heyford Road	117	36	153	12	0	12	7	4%	0	160	165	425	56	481	3	0	3	2	0%	0	483	484
		B → A	B4030 Bicester Road	B430 Ardley Road	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	B430 Oxford Road	B4030 Heyford Road	67	13	79	0	0	0	0	0%	0	79	79	37	0	37	4	0	4	2	5%	0	39	41
		C → A	B430 Oxford Road	B430 Ardley Road	132	0	132	0	0	0	0	0%	0	132	132	135	0	135	7	0	7	4	3%	0	139	142
		C → B	B430 Oxford Road	B4030 Bicester Road	17	2	19	0	0	0	0	0%	0	19	19	38	0	38	1	0	1	1	1%	0	38	39
		D → A	B4030 Heyford Road	B430 Ardley Road	30	4	34	0	0	0	0	0%	0	34	34	13	0	13	0	0	0	0	0%	0	13	13
		D → B	B4030 Heyford Road	B4030 Bicester Road	200	34	234	3	0	3	1	1%	0	236	237	151	16	167	8	0	8	5	3%	0	172	175
		D → C	B4030 Heyford Road	B430 Oxford Road	206	6	212	1	1	2	1	1%	0	213	214	86	5	91	0	1	1	0	1%	0	91	92
9	Upper Heyford/Chillgrove Drive/Camp Road Junction	A → B	Chillgrove Drive	Camp Road (E)	255	16	270	47	0	47	26	9%	0	297	318	387	5	393	31	0	31	17	4%	0	410	423
		A → C	Chillgrove Drive	Camp Road (S)	51	0	51	0	0	0	0	0%	0	51	51	72	0	72	0	0	0	0	0%	0	72	72
		A → D	Chillgrove Drive	Camp Road (W)	14	0	14	0	0	0	0	0%	0	14	14	12	0	12	0	0	0	0	0%	0	12	12
		B → C	Camp Road (E)	Camp Road (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		B → D	Camp Road (E)	Camp Road (W)	251	35	286	15	0	16	9	3%	0	295	302	84	0	84	6	0	6	3	4%	0	87	90
		B → A	Camp Road (E)	Chillgrove Drive	415	52	467	3	0	3	2	0%	0	469	470	203	34	237	14	0	15	8	3%	0	245	251
		C → D	Camp Road (S)	Camp Road (W)	23	5	27	0	0	0	0	0%	0	27	27	224	32	256	0	0	0	0	0%	0	256	256
		C → A	Camp Road (S)	Chillgrove Drive	87	2	89	0	0	0	0	0%	0	89	89	30	2	33	0	0	0	0	0%	0	33	33
		C → B	Camp Road (S)	Camp Road (E)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	Camp Road (W)	Chillgrove Drive	64	0	64	0	0	0	0	0%	0	64	64	9	0	9	0	0	0	0	2%	0	9	9
		D → B	Camp Road (W)	Camp Road (E)	427	1	428	42	0	42	24	5%	0	451	470	181	1	183	49	0	49	28	13%	0	210	232
		D → C	Camp Road (W)	Camp Road (S)	102	3	106	0	0	0	0	0%	0	106	106	30	3	33	0	0	0	0	0%	0	33	33
10	Middleton Stoney Road/Empire Road	A → B	Empire Road	B4030 (E)	76	0	76	0	0	0	0	0%	0	76	76	180	0	180	0	0	0	0	0%	0	180	180
		A → C	Empire Road	B4030 (W)	16	0	16	0	0	0	0	0%	0	16	16	63	0	63	0	0	0	0	0%	0	63	63
		B → C	B4030 (E)	B4030 (W)	779	111	890	100	1	101	56	6%	4	950	999	960	101	1061	70	1	71	40	4%	4	1105	1140
		B → A	B4030 (E)	Empire Road	163	0	163	0	0	0	0	0%	0	163	163	96	0	96	0	0	0	0	0%	0	96	96
		C → A	B4030 (W)	Empire Road	64	0	64	0	0	0	0	0%	0	64	64	29	0	29	0	0	0	0	0%	0	29	29
		C → B	B4030 (W)	B4030 (E)	924	86	1009	107	0	107	60	6%	4	1073	1125	812	38	850	90	0	90	51	6%	4	905	948
11	B4030 Middleton Stoney Road/Howes Lane Rbt	A → B	Howes Lane	Middleton Stoney Road	43	0	43	0	0	0	0	0%	0	43	43	42	0	42	0	0	0	0	0%	0	42	42
		A → C	Howes Lane	Vendee Drive	307	60	367	38	0	38	21	6%	0	388	405	205	20	225	19	0	19	10	4%	0	235	243
		A → D	Howes Lane	B4030 (W)	148	7	156	11	0	11	6	4%	0	162	166	87	10	96	13	0	13	7	7%	0	103	109
		A → A	Howes Lane	Howes Lane	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	Middleton Stoney Road	Vendee Drive	169	39	207	0	0	0	0	0%	0	207	207	111	15	127	0	0	0	0	0%	0	127	127
		B → D	Middleton Stoney Road	B4030 (W)	563	102	665	44	0	44	25	4%	2	691	713	534	85	619	11	0	11	6	1%	2	627	634
		B → A	Middleton Stoney Road	Howes Lane	25	0	25	0	0	0	0	0%	0	25	25	39	0	39	0	0	0	0	0%	0	39	39
		B → B	Middleton Stoney Road	Middleton Stoney Road	1	0	1	0	0	0	0	0%	0	1	1	2	0	2	0	0	0	0	0%	0	2	2
		C → D	Vendee Drive	B4030 (W)	230	2	233	45	1	46	26	10%	2	260	283	435	6	441	46	1	47	27	6%	2	470	493
		C → A	Vendee Drive	Howes Lane	230	17	247	23	0	23	13	5%	0	260	270	408	59	467	15	0	15	9	2%	0	476	482
		C → B	Vendee Drive	Middleton Stoney Road	98	23	122	0	0	0	0	0%	0	122	122	301	32	333	0	0	0	0	0%	0	333	333
		C → C	Vendee Drive	Vendee Drive	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	B4030 (W)	Howes Lane	67	1	68	33	0	34	19	21%	0	87	102	115	12	127	32	0	32	18	12%	0	145	159
		D → B	B4030 (W)	Middleton Stoney Road	685	81	766	15	0	15	9	1%	2	777	786	631	20	652	6	0	6	3	1%	2	657	662
		D → C	B4030 (W)	Vendee Drive	247	3	250	59	0	59	33	11%	2	285	313	245	6	251	52	0	52	29	10%	2	282	307
		D → D	B4030 (W)	B4030 (W)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
12	Middleton Stoney Road/Shakespeare Drive Rbt	A → B	Shakespeare Drive	Middleton Stoney Road (E)	123	18	141	0	0	0	0	0%	0	141	141	86	12	98	0	0	0	0	0%	0	98	98
		A → C	Shakespeare Drive	Whitelands Way	172	22	194	0	0	0	0	0%	4	198	202	177	3	180	6	0	6	3	2%	4	187	194
		A → D	Shakespeare Drive	Middleton Stoney Road (W)	240	50	290	0	0	0	0	0%	0	290	290	151	10	161	0	0	0	0	0%	0	161	161
		B → C	Middleton Stoney Road (E)	Whitelands Way	40	0	40	0	0	0	0	0%	0	40	40	109	0	109	0	0	0	0	0%	0	109	109
		B → D	Middleton Stoney Road (E)	Middleton Stoney Road (W)	372	90	463	43	0	43	24	5%	2	489	510	457	89	546	11	0	11	6	1%	2	554	561
		B → A	Middleton Stoney Road (E)	Shakespeare Drive	27	5	32	0	0	0	0	0%	0	32	32	120	11	131	0	0	0	0	0%	0	131	131
		C → D	Whitelands Way	Middleton Stoney Road (W)	132	0	132	0	0	0	0	0%	0	132	132	95	0	95	0	0	0	0	0%	0	95	95
		C → A	Whitelands Way	Shakespeare Drive	123	1	124	5	0	5	3	2%	4	131	137	143	3	146	0	0	0	0	0%	4	150	154
		C → B	Whitelands Way	Middleton Stoney Road (E)	117	0	117	0	0	0	0	0%	0	117	117	86	0	86	0	0	0	0	0%	0	86	86
		D → A	Middleton Stoney Road (W)	Shakespeare Drive	74	21	95	0	0	0	0	0%	0	95	95	246	19	265	0	0	0	0	0%	0	265	265
		D → B	Middleton Stoney Road (W)	Middleton Stoney Road (E)	663	83	746	15	0	15	9	1%	6	761	774	527	33	560	6	0	6	3	1%	6	569	578
		D → C	Middleton Stoney Road (W)	Whitelands Way	61	0	61	0	0	0	0	0%	0	61	61	131	0	131	0	0	0	0	0%	0	131	131
13	Middleton Stoney Road/Kings End Road/Oxford Road	A → B	King's End	Oxford Road	651	92	743	30	0	31	17	2%	26	786	826	631	50	680	12	0	12	7	1%	26	713	744
		A → C	King's End	Middleton Stoney Road (W)	141	72	214	18	0	18	10	4%	2	226	236	225	66	291	5	0	5	3	1%	2	295	299
		B → C	Oxford Road	Middleton Stoney Road (W)	295	28	323	5	0	5	3	1%	0	326	328	597	45	642	6	0	7	4	1%	0	646	649
		B → A	Oxford Road	King's End	765	67	832	40	1	41	23	3%	22	876	917	881	88	969	18	1	19	10	1%	22	1001	1031
		C → A	Middleton Stoney Road (W)	King's End	216	46	262	16	0	16	9	3%	6	276	289	122	1	123	5	0	5	3	2%	6	132	141
		C → B	Middleton Stoney Road (W)	Oxford Road	620	73	693	0	0	0	0	0%	0	693	693	516	19	535	2	0	2	1	0%	0	537	538
14	A41 Oxford Road/Vendee Drive Rbt	A → B	A41 Oxford Road	Charles Shouler Way	1	0	1	0	0	0	0	0%	0	1	1	82	0	82	0	0	0	0	0%	0	82	82
		A → C	A41 Oxford Road	A41	945	191	1136	113	54	167	90	7%	0	1226	1304	915	112	1027	38	49	87	46	4%	0	1072	1114
		A → D	A41 Oxford Road	P&R	0	0	0	0	0	0	0	0%	0	0	0	1	0	1	0	0	0	0	0%	0	1	1
		A → E	A41 Oxford Road	Vendee Drive	106	0	106	45	0	45	25	19%	0	131	151	344	0	344	45	0	45	25	7%	0	369	388
		A → A	A41 Oxford Road	A41 Oxford Road	5	0	5	0	0	0	0	0%	0	5	5	119	0	119	3	0	3	2	1%	0	120	121
		B → C	Charles Shouler Way	A41	37	0	37	19	0	19	11	23%	0	48	56	98	0	98	15	0	16	9	8%	0	107	114
		B → D	Charles Shouler Way	P&R	8	0	8	0	0	0	0	0%	0	8	8	6	0	6	0	0	0	0	0%	0	6	6
		B → E	Charles Shouler Way	Vendee Drive	84	0	84	0	0	0	0	0%	0	84	84	148	0	148	4	0	4	2	1%	0	150	151
		B → A	Charles Shouler Way	A41 Oxford Road	247	30	277	8	0	8	5	2%	0	281	285	212	0	213	6	0	6	3	1%	0	216	218
		B →B	Charles Shouler Way	Charles Shouler Way	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A41	P&R	51	0	51	0	0	0	0	0%	0	51	51	21	0	21	0	0	0	0	0%	0	21	21
		C → E	A41	Vendee Drive	183	4	187	25	2	27	15	8%	0	202	214	300	42	342	13	2	15	8	2%	0	351	357
		C → A	A41	A41 Oxford Road	1015	172	1188	177	51	228	124	9%	0	1312	1416	983	158	1141	70	45	116	62	5%	0	1203	1257
		C → B	A41	Charles Shouler Way	148	2	150	0	0	0	0	0%	0	150	150	41	0	41	0	0	0	0	0%	0	41	41
		C → C	A41	A41	5	0	5	0	0	0	0	1%	0	5	5	3	0	3	0	0	0	0	2%	0	3	3
		D → E	P&R	Vendee Drive	2	0	2	0	0	0	0	0%	0	2	2	2	0	2	0	0	0	0	0%	0	2	2
		D → A	P&R	A41 Oxford Road	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → B	P&R	Charles Shouler Way	1	0	1	0	0	0	0	0%	0	1	1	1	0	1	0	0	0	0	0%	0	1	1
		D → C	P&R	A41	9	0	9	0	0	0	0	0%	0	9	9	4	0	4	0	0	0	0	0%	0	4	4
		D → D	P&R	P&R	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		E → A	Vendee Drive	A41 Oxford Road	299	0	300	2	0	2	1	0%	0	301	302	195	0	195	8	0	8	5	2%	0	199	203
		E → B	Vendee Drive	Charles Shouler Way	33	0	33	17	0	17	9	22%	0	43	50	113	0	113	3	0	3	2	2%	0	115	117
		E → C	Vendee Drive	A41	204	23	227	81	1	82	45	17%	0	272	308	213	10	223	64	1	65	37	14%	0	260	288
		E → D	Vendee Drive	P&R	0	0	0	0	0	0	0	0%	0	0	0	22	0	22	0	0	0	0	0%	0	22	22
		E → E	Vendee Drive	Vendee Drive	0	0	0	0	0	0	0	0%	0	0	0	2	0	2	0	0	0	0	0%	0	2	2
15	A41 Oxford Road/Oxford Road Rbt	A → B	Oxford Road	A41 (E)	453	66	520	0	0	0	0	0%	0	520	520	622	26	648	3	0	3	2	0%	0	649	650
		A → C	Oxford Road	A41 Oxford Road	702	96	798	55	1	55	31	4%	0	829	854	728	57	785	15	1	16	9	1%	0	794	801
		A → D	Oxford Road	Retail Access	14	11	24	0	0	0	0	0%	0	24	24	20	0	20	0	0	0	0	0%	0	20	20
		A → A	Oxford Road	Oxford Road	0	0	0	0	0	0	0	0%	0	0	0	51	0	51	0	0	0	0	0%	0	51	51
		B → C	A41 (E)	A41 Oxford Road	944	65	1009	75	54	129	69	6%	0	1078	1138	730	67	796	68	48	116	62	7%	0	858	912
		B → D	A41 (E)	Retail Access	14	0	14	0	0	0	0	0%	0	14	14	7	3	10	0	0	0	0	0%	0	10	10
		B → A	A41 (E)	Oxford Road	449	36	485	16	0	16	9	2%	0	494	501	587	46	633	0	0	0	0	0%	0	633	633
		B → B	A41 (E)	A41 (E)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A41 Oxford Road	Retail Access

		C → A	A4260 Banbury Road (S)	A4260 Oxford Road (N)	272	57	329	0	0	0	0	0%	0	329	329	862	68	930	0	0	0	0	0%	0	930	930
		C → B	A4260 Banbury Road (S)	B4030 (E)	34	24	58	0	0	0	0	0%	0	58	58	57	20	77	0	0	0	0	0%	0	77	77
		D → A	B4030 (W)	A4260 Oxford Road (N)	15	0	15	0	0	0	0	1%	0	15	15	18	1	19	0	0	0	0	1%	0	19	20
		D → B	B4030 (W)	B4030 (E)	160	15	176	0	0	0	0	0%	0	176	176	103	1	104	0	0	0	0	0%	0	104	104
		D → C	B4030 (W)	A4260 Banbury Road (S)	20	0	20	0	0	0	0	0%	0	20	20	19	0	19	0	0	0	0	0%	0	19	19
		A → B	A4260 Banbury Road (N)	B4027 (E)	359	27	385	0	0	0	0	0%	0	385	385	27	0	27	0	0	0	0	0%	0	27	27
		A → C	A4260 Banbury Road (N)	A4260 Banbury Road (S)	712	0	712	0	0	0	0	0%	0	712	712	345	9	354	0	0	0	0	0%	0	354	354
		A → D	A4260 Banbury Road (N)	B4027 (W)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	B4027 (E)	A4260 Banbury Road (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		B → D	B4027 (E)	B4027 (W)	99	37	137	0	1	1	0	0%	0	137	138	196	14	210	0	1	1	0	0%	0	210	211
18	Banbury Road/B4027	B → A	B4027 (E)	A4260 Banbury Road (N)	9	0	9	0	0	0	0	0%	0	9	9	261	33	294	0	0	0	0	0%	0	294	294
		C → D	A4260 Banbury Road (S)	B4027 (W)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → A	A4260 Banbury Road (S)	A4260 Banbury Road (N)	255	57	313	0	0	0	0	0%	0	313	313	608	36	644	0	0	0	0	0%	0	644	644
		C → B	A4260 Banbury Road (S)	B4027 (E)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	B4027 (W)	A4260 Banbury Road (N)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → B	B4027 (W)	B4027 (E)	254	43	298	0	1	1	0	0%	0	298	299	172	40	212	14	1	15	9	4%	0	221	228
		D → C	B4027 (W)	A4260 Banbury Road (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → B	A4260 Banbury Road (N)	A4095 Bunkers Hill	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → C	A4260 Banbury Road (N)	A4260 Banbury Road (S)	177	0	177	0	0	0	0	0%	0	177	177	16	0	16	0	0	0	0	0%	0	16	16
		A → D	A4260 Banbury Road (N)	Upper Campsfield Road	600	0	600	0	0	0	0	0%	0	600	600	329	9	338	0	0	0	0	0%	0	338	338
		B → C	A4095 Bunkers Hill	A4260 Banbury Road (S)	107	5	112	0	0	0	0	0%	0	112	112	154	13	167	0	0	0	0	0%	0	167	167
		B → D	A4095 Bunkers Hill	Upper Campsfield Road	404	33	437	9	0	9	5	1%	0	442	446	267	17	285	0	0	0	0	0%	0	285	285
19	Banbury Road/Upper Campsfield Road	B → A	A4095 Bunkers Hill	A4260 Banbury Road (N)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A4260 Banbury Road (S)	Upper Campsfield Road	3	0	3	0	0	0	0	0%	0	3	3	0	0	0	0	0	0	0	0%	0	0	0
		C → A	A4260 Banbury Road (S)	A4260 Banbury Road (N)	1	0	1	0	0	0	0	0%	0	1	1	138	30	167	0	0	0	0	0%	0	167	167
		C → B	A4260 Banbury Road (S)	A4095 Bunkers Hill	99	14	113	0	0	0	0	0%	0	113	113	109	14	123	0	0	0	0	0%	0	123	123
		D → A	Upper Campsfield Road	A4260 Banbury Road (N)	255	57	312	0	0	0	0	0%	0	312	312	500	0	500	0	0	0	0	0%	0	500	500
		D → B	Upper Campsfield Road	A4095 Bunkers Hill	255	51	307	0	0	0	0	0%	0	307	307	476	46	521	5	0	5	3	1%	0	524	526
		D → C	Upper Campsfield Road	A4260 Banbury Road (S)	0	0	0	0	0	0	0	0%	0	0	0	4	0	4	0	0	0	0	0%	0	4	4
		A → B	A4095 Lince Lane	B4027 Station Road	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → C	A4095 Lince Lane	A4095 Bunkers Hill	249	42	291	9	0	9	5	2%	0	296	300	444	27	471	0	0	0	0	0%	0	471	471
20	A4095 Bunkers Hill/Lince Lane	B → C	B4027 Station Road	A4095 Bunkers Hill	91	19	110	0	1	1	0	0%	0	110	111	181	17	198	0	1	1	0	0%	0	198	199
		B → A	B4027 Station Road	A4095 Lince Lane	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → A	A4095 Bunkers Hill	A4095 Lince Lane	308	44	352	0	0	0	0	0%	0	352	352	365	45	410	0	0	0	0	0%	0	410	410
		C → B	A4095 Bunkers Hill	B4027 Station Road	371	77	448	0	1	1	1	0%	0	449	449	169	18	187	19	1	20	11	6%	0	199	208
		A → B	A43 (N)	A421 (E)	58	0	58	7	0	7	4	7%	0	62	65	78	1	79	21	0	21	12	13%	0	91	100
		A → C	A43 (N)	A43 (S)	1690	278	1967	252	20	272	150	7%	2	2120	2243	1125	202	1327	176	20	196	109	8%	2	1438	1527
		A → D	A43 (N)	B4031 (W)	3	0	3	0	0	0	0	0%	0	3	3	10	0	10	10	0	10	6	37%	0	16	20
		A → A	A43 (N)	A43 (N)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	A421 (E)	A43 (S)	533	85	618	245	12	257	142	19%	0	761	875	401	35	436	61	12	73	40	8%	0	476	509
		B → D	A421 (E)	B4031 (W)	46	7	53	0	0	0	0	0%	0	53	53	81	1	82	0	0	0	0	0%	0	82	82
		B → A	A421 (E)	A43 (N)	36	0	36	39	0	39	22	38%	0	57	75	97	0	97	28	0	28	16	14%	0	113	125
21	Barley Mow Rbt	B → B	A421 (E)	A421 (E)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A43 (S)	B4031 (W)	74	15	89	0	0	0	0	0%	0	90	90	207	4	211	0	0	0	0	0%	0	211	211
		C → A	A43 (S)	A43 (N)	894	168	1062	198	19	217	120	10%	2	1184	1283	1659	274	1933	158	18	176	98	5%	2	2033	2113
		C → B	A43 (S)	A421 (E)	267	23	289	209	11	221	122	30%	0	411	510	514	27	541	118	11	128	71	12%	0	612	669
		C → C	A43 (S)	A43 (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	B4031 (W)	A43 (N)	16	0	16	19	0	19	11	40%	0	26	35	6	0	6	0	0	0	0	0%	0	6	6
		D → B	B4031 (W)	A421 (E)	66	2	68	0	0	0	0	0%	0	68	68	68	5	73	0	0	0	0	0%	0	73	73
		D → C	B4031 (W)	A43 (S)	213	0	213	0	0	0	0	0%	0	213	214	113	22	134	0	0	0	0	0%	0	135	135
		D → D	B4031 (W)	A43 (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → B	A43 (N)	Broad Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		A → C	A43 (N)	A43 (S)	1653	281	1934	262	20	283	156	7%	2	2092	2221	1214	202	1416	208	20	228	127	8%	2	1545	1648
		A → D	A43 (N)	Charlton Road	4	0	4	0	0	0	0	0%	0	4	4	0	0	0	0	0	0	0	0%	0	0	0
		B → C	Broad Lane	A43 (S)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		B → D	Broad Lane	Charlton Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		B → A	Broad Lane	A43 (N)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22	A43/Brackley Road Rbt	C → D	A43 (S)	Charlton Road	2	0	2	0	0	0	0	0%	0	2	2	11	0	11	0	0	0	0	0%	0	11	11
		C → A	A43 (S)	A43 (N)	932	167	1098	252	19	271	150	12%	2	1250	1374	1751	274	2026	185	18	203	113	5%	2	2141	2233
		C → B	A43 (S)	Broad Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		D → A	Charlton Road	A43 (N)	6	0	6	0	0	0	0	0%	0	6	6	5	0	5	0	0	0	0	0%	0	5	5
		D → B	Charlton Road	Broad Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		D → C	Charlton Road	A43 (S)	5	0	5	0	0	0	0	0%	0	5	5	0	0	0	0	0	0	0	0%	0	0	0
		A → B	Oxford Road	Brackley Bypass A43 (E)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → C	Oxford Road	A43 (S)	303	24	327	0	2	2	1	0%	0	328	329	196	4	200	0	2	2	1	1%	0	201	202
		A → D	Oxford Road	A422 (W)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → A	Oxford Road	Oxford Road	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	Brackley Bypass A43 (E)	A43 (S)	1340	257	1597	255	18	273	151	9%	0	1748	1869	921	198	1119	187	17	205	114	9%	0	1233	1324
		B → D	Brackley Bypass A43 (E)	A422 (W)	237	42	279	52	0	52	29	9%	0	308	331	134	20	155	7	0	7	4	2%	0	158	161
		B → A	Brackley Bypass A43 (E)	Oxford Road	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
23	A43/Brackley Bypass Rbt	B → B	Brackley Bypass A43 (E)	Brackley Bypass A43 (E)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A43 (S)	A422 (W)	8	3	12	39	0	39	22	65%	0	33	50	36	0	36	27	0	27	15	30%	0	51	63
		C → A	A43 (S)	Oxford Road	143	5	148	0	2	2	1	1%	0	149	150	310	13	322	0	2	2	1	0%	0	323	324
		C → B	A43 (S)	Brackley Bypass A43 (E)	782	160	942	217	16	233	129	12%	0	1070	1175	1369	263	1632	160	16	176	98	6%	0	1730	1808
		C → C	A43 (S)	A43 (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	A422 (W)	Oxford Road	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → B	A422 (W)	Brackley Bypass A43 (E)	148	32	180	17	0	17	10	5%	0	189	197	266	36	302	24	0	24	13	4%	0	316	326
		D → C	A422 (W)	A43 (S)	13	0	13	7	0	8	4	25%	0	18	21	99	1	100	21	0	22	12	11%	0	112	122
		D → D	A422 (W)	A422 (W)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → B	Unnamed Road (N)	A421 (E)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → C	Unnamed Road (N)	A4421 Buckingham Road	610	53	663	23	0	23	13	2%	0	675	685	319	51	369	16	0	16	9	2%	0	378	385
		A → D	Unnamed Road (N)	A421 (W)	22	4	27	0	0	0	0	0%	0	27	27	42	0	42	0	0	0	0	0%	0	42	42
		B → C	A421 (E)	A4421 Buckingham Road	327	89	416	60	0	60	33	7%	0	449	476	193	20	213	6	0	6	3	1%	0	216	219
		B → D	A421 (E)	A421 (W)	482	87	570	284	12	296	164	22%	0	733	865	452	36	488	89	12	101	56	10%	0	543	588
24	A421/Buckingham Road Rbt	B → A	A421 (E)	Unnamed Road (N)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A4421 Buckingham Road	A421 (W)	2	0	2	0	0	0	0	0%	0	2	2	5	0	5	0	0	0	0	0%	0	5	5
		C → A	A4421 Buckingham Road	Unnamed Road (N)	260	43	303	35	0	35	20	6%	0	323	338	555	42	597	1	0	1	0	0%	0	597	598
		C → B	A4421 Buckingham Road	A421 (E)	240	38	278	6	0	6	3	1%	0	281	283	410	72	483	26	0	26	15	3%	0	498	509
		D → A	A421 (W)	Unnamed Road (N)	22	0	22	0	0	0	0	0%	0	22	22	29	4	33	0	0	0	0	0%	0	33	33
		D → B	A421 (W)	A421 (E)	306	24	330	213	11	224	124	27%	0	455	555	559	28	587	139	11	150	84	12%	0	670	737
		D → C	A421 (W)	A4421 Buckingham Road	4	0	4	0	0	0	0	0%	0	4	4	6	0	6	0	0	0	0	0%	0	6	6

Bicester Transport Model Junction Actual Turning Movements (2034 OxSRFI DS3A)

Bicester Transport Model Junction Actual Turning Movements (2034 OxSRFI DS3AwTP)

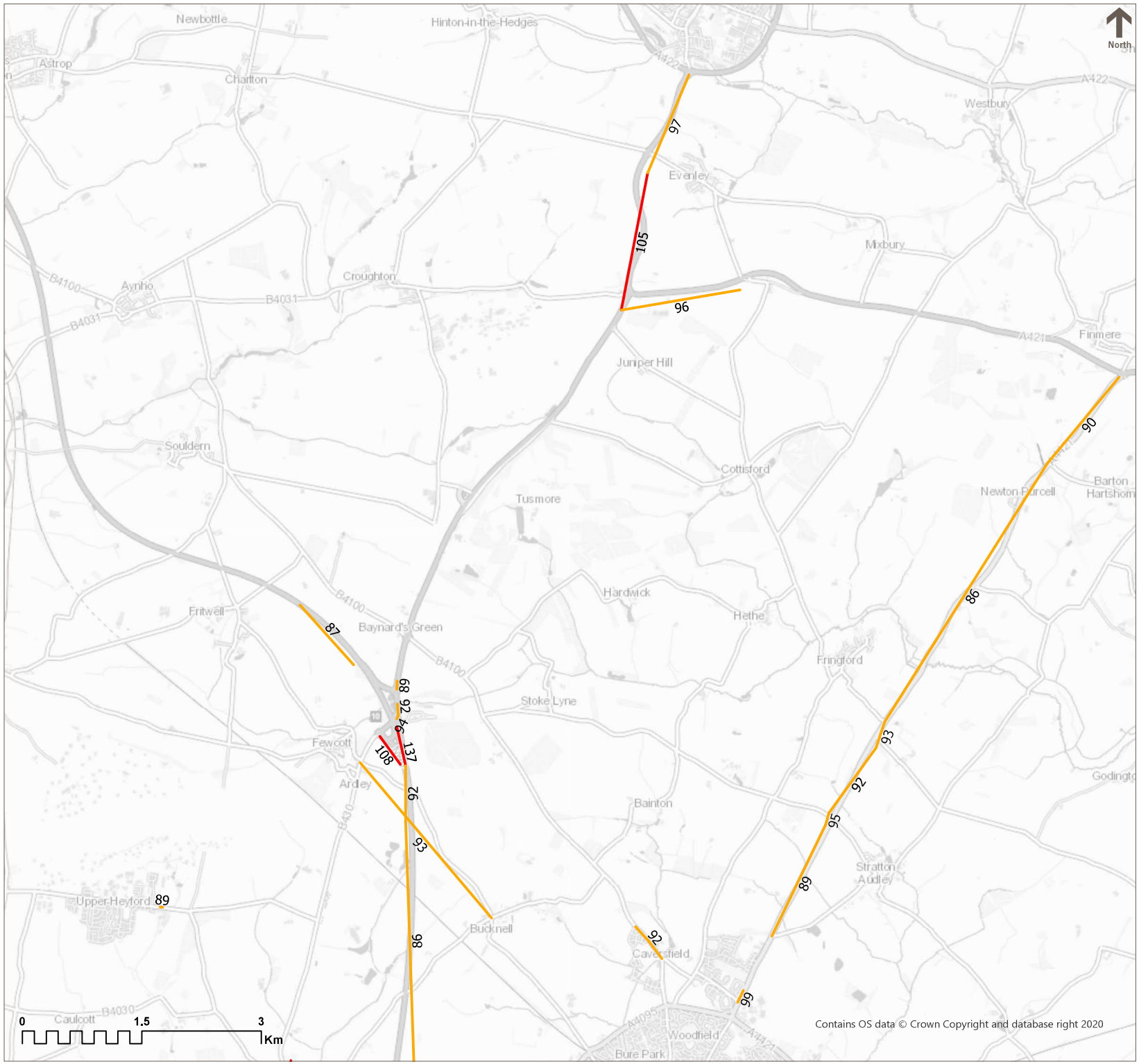
Junction Reference	Junction Description	Turn Reference	From Arm	To Arm	Actual										
					AM Peak										
					Car	LGV	LV Total	HGV (PCU)	HGV OxSRFI (PCU)	HGV Total (PCU)	HGV Total (Veh)	HGV% of Total (Veh)	Bus (Veh)	Total Veh	Total PCUs
4	HPLR/B430 T-Junction	A → B	HPLR	B430 (N)	176	1	177	0	0	0	0	0%	0	177	177
		A → C	HPLR	B430 (S)	484	16	500	90	0	90	50	9%	0	550	590
		B → C	B430 (N)	B430 (S)	432	73	505	25	0	25	14	3%	0	519	530
		B → A	B430 (N)	HPLR	227	25	252	0	0	0	0	0%	0	252	252
		C → A	B430 (S)	HPLR	440	61	502	18	0	19	10	2%	0	512	520
		C → B	B430 (S)	B430 (N)	411	16	427	69	0	69	38	8%	0	465	496
5	B430/MSRR T-Junction	A → B	B430 (N)	MSRR	775	60	836	102	0	102	57	6%	0	892	938
		A → C	B430 (N)	B430 (S)	140	31	171	11	0	11	6	3%	0	177	182
		B → C	MSRR	B430 (S)	-	-	-	-	-	-	-	-	-	-	-
		B → A	MSRR	B430 (N)	708	70	778	87	0	88	49	6%	0	827	865
		C → A	B430 (S)	B430 (N)	143	7	151	0	0	0	0	0%	0	151	151
		C → B	B430 (S)	MSRR	-	-	-	-	-	-	-	-	-	-	-
6	MSRR/B4030 Rbt	A → B	MSRR		60	0	60	0	0	0	0	0%	0	60	60
		A → C	MSRR	B4030 (E)	712	60	773	102	0	102	57	7%	0	829	875
		A → D	MSRR	B4030 (W)	3	0	3	0	0	0	0	0%	0	3	3
		B → C		B4030 (E)	5	0	5	0	0	0	0	0%	0	5	5
		B → D		B4030 (W)	73	13	87	0	0	0	0	0%	0	87	87
		B → A		MSRR	39	0	39	0	0	0	0	0%	0	39	39
		C → D	B4030 (E)	B4030 (W)	127	44	171	13	0	13	7	4%	4	183	193
		C → A	B4030 (E)	MSRR	636	70	706	87	0	88	49	6%	0	755	794
		C → B	B4030 (E)		3	0	3	0	0	0	0	0%	0	3	3
		D → A	B4030 (W)	MSRR	33	0	33	0	0	0	0	0%	0	33	33
		D → B	B4030 (W)		30	3	33	0	0	0	0	0%	0	33	33
		D → C	B4030 (W)	B4030 (E)	181	32	213	5	0	5	3	1%	4	220	226
7	M40 J9	A → B	M40 (N)	A41 (E)	286	1	286	60	54	113	60	17%	0	346	400
		A → C	M40 (N)	M40 (S)	0	0	0	0	0	0	0	0%	0	0	0
		A → D	M40 (N)	A34 (W)	1262	325	1587	841	30	871	483	23%	0	2070	2458
		A → A	M40 (N)	M40 (N)	0	0	0	0	0	0	0	0%	0	0	0
		B → C	A41 (E)	M40 (S)	198	41	240	52	0	52	29	11%	0	269	292
		B → D	A41 (E)	A34 (W)	646	174	820	161	0	161	89	10%	0	910	981
		B → A	A41 (E)	M40 (N)	14	0	14	0	56	56	28	67%	0	42	70
		B → B	A41 (E)	A41 (E)	0	0	0	0	0	0	0	100%	0	0	0
		C → D	M40 (S)	A34 (W)	215	34	249	50	0	50	28	10%	0	277	299
		C → A	M40 (S)	M40 (N)	0	0	0	0	0	0	0	0%	0	0	0
		C → B	M40 (S)	A41 (E)	285	40	325	16	0	16	9	3%	0	334	341
		C → C	M40 (S)	M40 (S)	0	0	0	0	0	0	0	0%	0	0	0
		D → A	A34 (W)	M40 (N)	1510	297	1807	539	34	573	317	15%	0	2124	2380
		D → B	A34 (W)	A41 (E)	969	131	1101	126	0	126	70	6%	0	1171	1226
		D → C	A34 (W)	M40 (S)	502	92	594	62	0	62	34	5%	0	628	655
		D → D	A34 (W)	A34 (W)	0	0	0	0	0	0	0	0%	0	0	0
8	B430/B4030 Middleton Stoney Crossroads	A → B	B430 Ardley Road	B4030 Bicester Road	0	0	0	0	0	0	0	0%	0	0	0
		A → C	B430 Ardley Road	B430 Oxford Road	124	31	156	11	0	11	6	4%	0	162	166
		A → D	B430 Ardley Road	B4030 Heyford Road	15	0	15	0	0	0	0	0%	0	15	15
		B → C	B4030 Bicester Road	B430 Oxford Road	82	13	95	5	0	5	3	3%	0	98	100
		B → D	B4030 Bicester Road	B4030 Heyford Road	118	39	157	12	0	12	7	4%	0	164	169
		B → A	B4030 Bicester Road	B430 Ardley Road	0	0	0	0	0	0	0	0%	0	0	0
		C → D	B430 Oxford Road	B4030 Heyford Road	64	13	77	0	0	0	0	0%	0	77	77
		C → A	B430 Oxford Road	B430 Ardley Road	117	3	120	0	0	0	0	0%	0	120	120
		C → B	B430 Oxford Road	B4030 Bicester Road	17	2	19	0	0	0	0	0%	0	19	19
		D → A	B4030 Heyford Road	B430 Ardley Road	27	4	31	0	0	0	0	0%	0	31	31
		D → B	B4030 Heyford Road	B4030 Bicester Road	194	34	229	3	0	3	1	1%	0	230	231
		D → C	B4030 Heyford Road	B430 Oxford Road	207	6	213	1	1	2	1	1%	0	214	215
9	Upper Heyford/Chillgrove Drive/Camp Road Junction	A → B	Chillgrove Drive	Camp Road (E)	246	16	261	47	0	47	26	9%	0	288	309
		A → C	Chillgrove Drive	Camp Road (S)	51	0	51	0	0	0	0	0%	0	51	51
		A → D	Chillgrove Drive	Camp Road (W)	14	0	14	0	0	0	0	0%	0	14	14
		B → C	Camp Road (E)	Camp Road (S)	0	0	0	0	0	0	0	0%	0	0	0
		B → D	Camp Road (E)	Camp Road (W)	250	35	286	15	0	16	9	3%	0	294	301
		B → A	Camp Road (E)	Chillgrove Drive	416	52	468	3	0	3	2	0%	0	470	471
		C → D	Camp Road (S)	Camp Road (W)	20	4	25	0	0	0	0	0%	0	25	25
		C → A	Camp Road (S)	Chillgrove Drive	87	2	89	0	0	0	0	0%	0	89	89
		C → B	Camp Road (S)	Camp Road (E)	0	0	0	0	0	0	0	0%	0	0	0
		D → A	Camp Road (W)	Chillgrove Drive	64	0	64	0	0	0	0	0%	0	64	64
		D → B	Camp Road (W)	Camp Road (E)	415	1	416	42	0	42	24	5%	0	440	459
		D → C	Camp Road (W)	Camp Road (S)	102	3	106	0	0	0	0	0%	0	106	106
10	Middleton Stoney Road/Empire Road	A → B	Empire Road	B4030 (E)	76	0	76	0	0	0	0	0%	0	76	76
		A → C	Empire Road	B4030 (W)	15	0	15	0	0	0	0	0%	0	15	15
		B → C	B4030 (E)	B4030 (W)	720	114	834	100	1	101	56	6%	4	894	943
		B → A	B4030 (E)	Empire Road	163	0	163	0	0	0	0	0%	0	163	163
		C → A	B4030 (W)	Empire Road	64	0	64	0	0	0	0	0%	0	64	64
		C → B	B4030 (W)	B4030 (E)	916	93	1009	107	0	108	60	6%	4	1073	1125
11	B4030 Middleton Stoney Road/Howes Lane Rbt	A → B	Howes Lane	Middleton Stoney Road	42	0	42	0	0	0	0	0%	0	42	42
		A → C	Howes Lane	Vendee Drive	312	51	363	38	0	38	21	6%	0	384	401
		A → D	Howes Lane	B4030 (W)	144	10	154	11	0	11	6	4%	0	160	165
		A → A	Howes Lane	Howes Lane	0	0	0	0	0	0	0	0%	0	0	0
		B → C	Middleton Stoney Road	Vendee Drive	168	47	216	0	0	0	0	0%	0	216	216
		B → D	Middleton Stoney Road	B4030 (W)	521	102	623	45	0	45	25	4%	2	650	672
		B → A	Middleton Stoney Road	Howes Lane	23	0	23	0	0	0	0	0%	0	23	23
		B → B	Middleton Stoney Road	Middleton Stoney Road	1	0	1	0	0	0	0	0%	0	1	1
		C → D	Vendee Drive	B4030 (W)	218	2	221	44	1	45	25	10%	2	248	270
		C → A	Vendee Drive	Howes Lane	230	14	244	23	0	23	13	5%	0	257	267
		C → B	Vendee Drive	Middleton Stoney Road	98	23	122	0	0	0	0	0%	0	122	122
		C → C	Vendee Drive	Vendee Drive	0	0	0	0	0	0	0	0%	0	0	0
		D → A	B4030 (W)	Howes Lane	67	1	68	33	0	34	19	22%	0	87	102
		D → B	B4030 (W)	Middleton Stoney Road	678	88	766	15	0	15	9	1%	2	776	785
		D → C	B4030 (W)	Vendee Drive	247	3	251	59	0	59	33	11%	2	286	314
		D → D	B4030 (W)	B4030 (W)	0	0	0	0	0	0	0	0%	0	0	0
12	Middleton Stoney Road/Shakespeare Drive Rbt	A → B	Shakespeare Drive	Middleton Stoney Road (E)	123	18	141	0	0	0	0	0%	0	141	141
		A → C	Shakespeare Drive	Whitelands Way	171	22	193	0	0	0	0	0%	4	197	201
		A → D	Shakespeare Drive	Middleton Stoney Road (W)	227	54	281	0	0	0	0	0%	0	281	281
		B → C	Middleton Stoney Road (E)	Whitelands Way	40	0	40	0	0	0	0	0%	0	40	40
		B → D	Middleton Stoney Road (E)	Middleton Stoney Road (W)	346	95	440	44	0	44	25	5%	2	467	489
		B → A	Middleton Stoney Road (E)	Shakespeare Drive	27	5	32	0	0	0	0	0%	0	32	32
		C → D	Whitelands Way	Middleton Stoney Road (W)	130	0	130	0	0	0	0	0%	0	130	130
		C → A	Whitelands Way	Shakespeare Drive	121	1	123	5	0	5	3	2%	4	129	136
		C → B	Whitelands Way	Middleton Stoney Road (E)	115	0	115	0	0	0	0	0%	0	115	115
		D → A	Middleton Stoney Road (W)	Shakespeare Drive	73	21	94	0	0	0	0	0%	0	94	94
		D → B	Middleton Stoney Road (W)	Middleton Stoney Road (E)	656	90	747	15	0	15	9	1%	6	761	774
		D → C	Middleton Stoney Road (W)	Whitelands Way	60	0	60	0	0	0	0	0%	0	60	60
13	Middleton Stoney Road/Kings End Road/Oxford Road	A → B	King's End	Oxford Road	650	93	743	30	0	31	17	2%	26	786	826
		A → C	King's End	Middleton Stoney Road (W)	136	77	213	18	0	18	10	4%	2	225	234
		B → C	Oxford Road	Middleton Stoney Road (W)	276	28	304	6	0	6	3	1%	0	307	310
		B → A	Oxford Road	King's End	766	67	833	40	1	41	23	3%	22	878	918
		C → A	Middleton Stoney Road (W)	King's End	209	46	255	16	0	16	9	3%	6	270	283
		C → B	Middleton Stoney Road (W)	Oxford Road	614	80	693	0	0	0	0	0%	0	693	694
14	A41 Oxford Road/Vendee Drive Rbt	A → B	A41 Oxford Road	Charles Shouler Way	1	0	1	0	0	0	0	0%	0	1	1
		A → C	A41 Oxford Road	A41	946	191	1137	113	55	168	90	7%	0	1228	1305
		A → D	A41 Oxford Road	P&R	0	0	0	0	0	0	0	0%	0	0	0
		A → E	A41 Oxford Road	Vendee Drive	102	0	102	44	0	44	25	19%	0	127	146
		A → A	A41 Oxford Road	A41 Oxford Road	5	0	5	0	0	0	0	0%	0	5	5
		B → C	Charles Shouler Way	A41	37	0	37	19	0	19	11	23%	0	48	56
		B → D	Charles Shouler Way	P&R	8	0	8	0	0	0	0	0%	0	8	8
		B → E	Charles Shouler Way	Vendee Drive	84	0	84	0	0	0	0	0%	0	84	84
		B → A	Charles Shouler Way	A41 Oxford Road	246	30	276	8	0	8	5	2%	0	281	285
		B →B	Charles Shouler Way	Charles Shouler Way	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A41	P&R	51	0	51	0	0	0	0	0%	0	51	51
		C → E	A41	Vendee Drive	182	4	186	25	2	28	15	8%	0	201	213
		C → A	A41	A41 Oxford Road	1016	166	1181	177	51	228	124	9%	0	1305	1409
		C → B	A41	Charles Shouler Way	148	2	150	0	0	0	0	0%	0	150	150
		C → C	A41	A41	5	0	5	0	0	0	0	1%	0	5	5
		D → E	P&R	Vendee Drive	2	0	2	0	0	0	0	0%	0	2	2
		D → A	P&R	A41 Oxford Road	0	0	0	0	0	0	0	0%	0	0	0
		D → B	P&R	Charles Shouler Way	1	0	1	0	0	0	0	0%	0	1	1
		D → C	P&R	A41	9	0	9	0	0	0	0	0%	0	9	9
		D → D	P&R	P&R	0	0	0	0	0	0	0	0%	0	0	0
		E → A	Vendee Drive	A41 Oxford Road	305	0	305	2	0	2	1	0%	0	306	307
		E → B	Vendee Drive	Charles Shouler Way	33	0	33	17	0	17	9	22%	0	43	50
		E → C	Vendee Drive	A41	207	23	230	81	1	82	45	16%	0	276	312
		E → D	Vendee Drive	P&R	0	0	0	0	0	0	0	0%	0	0	0
		E → E	Vendee Drive	Vendee Drive	0	0	0	0	0	0	0	0%	0	0	0
15	A41 Oxford Road/Oxford Road Rbt	A → B	Oxford Road	A41 (E)	450	73	522	0	0	0	0	0%	0	522	522
		A → C	Oxford Road	A41 Oxford Road	700	96	796	55	1	55	31	4%	0	827	851
		A → D	Oxford Road	Retail Access	14	11	24	0	0	0	0	0%	0	24	24
		A → A	Oxford Road	Oxford Road	0	0	0	0	0	0	0	0%	0	0	0
		B → C	A41 (E)	A41 Oxford Road	947	65	1012	75	54	129	69	6%	0	1080	1140
		B → D	A41 (E)	Retail Access	14	0	14	0	0	0	0	0%	0	14	14
		B → A	A41 (E)	Oxford Road	431	36	467	16	0	16	9	2%	0	476	483
		B → B	A41 (E)	A41 (E)	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A41 Oxford Road	Retail Access	25	16	41	19	0	19	11	20%	0	51	60
		C → A	A41 Oxford Road	Oxford Road	646	75	720	69	1	70	39	5%	0	759	790
		C → B	A41 Oxford Road	A41 (E)	709	106	815	99	50	149	80	9%	0	895	964
		C → C	A41 Oxford Road	A41 Oxford Road	0	0	0	0	0	0	0	0%	0	0	0
		D → A	Retail Access	Oxford Road	14	1	16	1	0	1	1	3%	0	16	17
		D → B	Retail Access	A41 (E)	5	7	12	0	0	0	0	0%	0	12	12
		D → C	Retail Access	A41 Oxford Road	34	25	58	27	0	28	15	21%	0	74	86
		D → D	Retail Access	A41 Oxford Road	0	0	0	0	0	0	0	0%	0	0	0
16	A4095 Southwold Lane/Fringford Road	A → B	Fringford Road	A4095 Southwold Lane (E)	381	0	381	0	0	0	0	0%	0	381	381
		A → C	Fringford Road	A4095 Southwold Lane (W)	75	3	78	0	0	0	0	0%	0	78	78
		B → C	A4095 Southwold Lane (E)	A4095 Southwold Lane (W)	735	133	867	93	6	99	55	6%	0	922	966
		B → A	A4095 Southwold Lane (E)	Fringford Road	-	-	-	-	-	-	-	-	-	-	-
		C → A	A4095 Southwold Lane (W)	Fringford Road	40	0	40	0	0	0	0	0%	0	40	40
		C → B	A4095 Southwold Lane (W)	A4095 Southwold Lane (E)	444	110	555	106	5	111	61	10%	0	616	665
17	A4260 Oxford Road/B4030 Crossroads	A → B	A4260 Oxford Road (N)	B4030 (E)	63	4	67	0	0	0	0	0%	0	67	67
		A → C	A4260 Oxford Road (N)	A4260 Banbury Road (S)	1037	29	1066	0	0	0	0	0%	0	1066	1066
		A → D	A4260 Oxford Road (N)	B4030 (W)	23	7	29	0	0	0	0	1%	0	29	29
		B → C	B4030 (E)	A4260 Banbury Road (S)	0	0	0	0	0	0	0	0%	0	0	0
		B → D	B4030 (E)	B4030 (W)	97	10	107	11	0	11	6	5%	0	113	118
		B → A	B4030 (E)	A4260 Oxford Road (N)	29	12	41	0	0	0	0	0%	0	41	41
		C → D	A4260 Banbury Road (S)	B4030 (W)	1	0	1	0	0	0	0	0%	0	1	1

Junction Reference	Junction Description	Turn Reference	From Arm	To Arm	PM Peak										
					Car	LGV	LV Total	HGV (PCU)	HGV OxSRFI (PCU)	HGV Total (PCU)	HGV Total (Veh)	HGV% of Total (Veh)	Bus (Veh)	Total Veh	Total PCUs
4	HPLR/B430 T-Junction	A → B	HPLR	B430 (N)	207	2	209	0	0	0	0	0%	0	209	209
		A → C	HPLR	B430 (S)	354	8	362	84	0	84	47	12%	0	410	447
		B → C	B430 (N)	B430 (S)	540	16	557	2	0	2	1	0%	0	558	559
		B → A	B430 (N)	HPLR	130	0	130	0	0	0	0	0%	0	130	130
		C → A	B430 (S)	HPLR	134	33	167	20	0	20	11	6%	0	178	187
		C → B	B430 (S)	B430 (N)	600	14	614	54	0	54	30	5%	0	644	668
5	B430/MSRR T-Junction	A → B	B430 (N)	MSRR	704	22	726	84	0	84	47	6%	0	773	810
		A → C	B430 (N)	B430 (S)	191	3	194	2	0	2	1	0%	0	195	196
		B → C	MSRR	B430 (S)	-	-	-	-	-	-	-	-	-	-	-
		B → A	MSRR	B430 (N)	593	47	640	67	0	67	38	6%	0	678	707
		C → A	B430 (S)	B430 (N)	141	0	141	7	0	7	4	3%	0	145	148
		C → B	B430 (S)	MSRR	-	-	-	-	-	-	-	-	-	-	-
6	MSRR/B4030 Rbt	A → B	MSRR		31	0	31	0	0	0	0	0%	0	31	31
		A → C	MSRR	B4030 (E)	631	22	653	84	0	84	47	7%	0	700	737
		A → D	MSRR	B4030 (W)	42	0	42	0	0	0	0	0%	0	42	42
		B → C		B4030 (E)	7	3	10	0	0	0	0	0%	0	10	10
		B → D		B4030 (W)	56	0	56	0	0	0	0	0%	0	56	56
		B → A		MSRR	13	0	13	0	0	0	0	0%	0	13	13
		C → D	B4030 (E)	B4030 (W)	407	54	461	4	0	4	2	0%	4	468	473
		C → A	B4030 (E)	MSRR	578	47	625	67	0	67	38	6%	0	663	692
		C → B	B4030 (E)		5	0	5	0	0	0	0	0%	0	5	5
		D → A	B4030 (W)	MSRR	2	0	2	0	0	0	0	0%	0	2	2
		D → B	B4030 (W)		43	0	43	0	0	0	0	0%	0	43	43
		D → C	B4030 (W)	B4030 (E)	151	18	169	20	0	20	11	6%	4	184	197
7	M40 J9	A → B	M40 (N)	A41 (E)	107	1	108	19	48	67	35	24%	0	143	175
		A → C	M40 (N)	M40 (S)	0	0	0	0	0	0	0	0%	0	0	0
		A → D	M40 (N)	A34 (W)	1771	364	2135	495	29	523	292	12%	0	2427	2658
		A → A	M40 (N)	M40 (N)	0	0	0	0	0	0	0	0%	0	0	0
		B → C	A41 (E)	M40 (S)	408	24	432	6	0	6	3	1%	0	435	438
		B → D	A41 (E)	A34 (W)	455	59	514	116	0	116	65	11%	0	580	631
		B → A	A41 (E)	M40 (N)	111	0	111	0	50	50	25	18%	0	136	161
		B → B	A41 (E)	A41 (E)	0	0	0	0	0	0	0	0%	0	0	0
		C → D	M40 (S)	A34 (W)	573	120	693	28	0	28	16	2%	0	708	721
		C → A	M40 (S)	M40 (N)	0	0	0	0	0	0	0	0%	0	0	0
		C → B	M40 (S)	A41 (E)	276	21	298	32	0	32	18	6%	0	316	330
		C → C	M40 (S)	M40 (S)	0	0	0	0	0	0	0	0%	0	0	0
		D → A	A34 (W)	M40 (N)	1946	357	2304	615	32	647	362	14%	0	2665	2951
		D → B	A34 (W)	A41 (E)	727	177	904	22	0	22	12	1%	0	917	926
		D → C	A34 (W)	M40 (S)	60	56	115	40	0	40	23	16%	0	138	155
		D → D	A34 (W)	A34 (W)	0	0	0	0	0	0	0	0%	0	0	0
8	B430/B4030 Middleton Stoney Crossroads	A → B	B430 Ardley Road	B4030 Bicester Road	0	0	0	0	0	0	0	0%	0	0	0
		A → C	B430 Ardley Road	B430 Oxford Road	163	0	163	2	0	2	1	1%	0	164	165
		A → D	B430 Ardley Road	B4030 Heyford Road	29	3	32	0	0	0	0	0%	0	32	32
		B → C	B4030 Bicester Road	B430 Oxford Road	70	2	72	0	0	0	0	0%	0	72	72
		B → D	B4030 Bicester Road	B4030 Heyford Road	430	56	486	3	0	3	2	0%	0	488	489
		B → A	B4030 Bicester Road	B430 Ardley Road	0	0	0	0	0	0	0	0%	0	0	0
		C → D	B430 Oxford Road	B4030 Heyford Road	37	0	37	4	0	4	2	5%	0	39	41
		C → A	B430 Oxford Road	B430 Ardley Road	133	0	133	7	0	7	4	3%	0	137	140
		C → B	B430 Oxford Road	B4030 Bicester Road	37	0	37	1	0	1	1	1%	0	38	38
		D → A	B4030 Heyford Road	B430 Ardley Road	12	0	12	0	0	0	0	0%	0	12	12
		D → B	B4030 Heyford Road	B4030 Bicester Road	153	16	169	19	0	19	11	6%	0	180	188
		D → C	B4030 Heyford Road	B430 Oxford Road	81	1	83	0	1	1	0	1%	0	83	83
9	Upper Heyford/Chillgrove Drive/Camp Road Junction	A → B	Chillgrove Drive	Camp Road (E)	382	5	388	31	0	31	17	4%	0	405	418
		A → C	Chillgrove Drive	Camp Road (S)	71	0	71	0	0	0	0	0%	0	71	71
		A → D	Chillgrove Drive	Camp Road (W)	23	0	23	0	0	0	0	0%	0	23	23
		B → C	Camp Road (E)	Camp Road (S)	0	0	0	0	0	0	0	0%	0	0	0
		B → D	Camp Road (E)	Camp Road (W)	66	0	66	6	0	6	3	5%	0	70	73
		B → A	Camp Road (E)	Chillgrove Drive	196	34	230	14	0	15	8	3%	0	238	244
		C → D	Camp Road (S)	Camp Road (W)	223	37	260	0	0	0	0	0%	0	260	260
		C → A	Camp Road (S)	Chillgrove Drive	30	2	33	0	0	0	0	0%	0	33	33
		C → B	Camp Road (S)	Camp Road (E)	0	0	0	0	0	0	0	0%	0	0	0
		D → A	Camp Road (W)	Chillgrove Drive	8	0	8	0	0	0	0	2%	0	8	9
		D → B	Camp Road (W)	Camp Road (E)	179	5	184	54	0	54	30	14%	0	215	238
		D → C	Camp Road (W)	Camp Road (S)	28	0	28	0	0	0	0	0%	0	28	28
10	Middleton Stoney Road/Empire Road	A → B	Empire Road	B4030 (E)	180	0	180	0	0	0	0	0%	0	180	180
		A →

		C → A	A4260 Banbury Road (S)	A4260 Oxford Road (N)	272	57	328	0	0	0	0	0%	0	328	328	863	68	931	0	0	0	0	0%	0	931	931
		C → B	A4260 Banbury Road (S)	B4030 (E)	34	24	58	0	0	0	0	0%	0	58	58	57	19	76	0	0	0	0	0%	0	76	76
		D → A	B4030 (W)	A4260 Oxford Road (N)	15	0	15	0	0	0	0	1%	0	15	15	18	1	19	0	0	0	0	1%	0	19	20
		D → B	B4030 (W)	B4030 (E)	159	15	174	0	0	0	0	0%	0	174	174	102	1	103	10	0	10	6	5%	0	109	113
		D → C	B4030 (W)	A4260 Banbury Road (S)	20	0	20	0	0	0	0	0%	0	20	20	19	0	19	0	0	0	0	0%	0	19	19
		A → B	A4260 Banbury Road (N)	B4027 (E)	354	29	383	0	0	0	0	0%	0	383	383	27	0	27	0	0	0	0	0%	0	27	27
		A → C	A4260 Banbury Road (N)	A4260 Banbury Road (S)	711	0	711	0	0	0	0	0%	0	711	711	344	9	354	0	0	0	0	0%	0	354	354
		A → D	A4260 Banbury Road (N)	B4027 (W)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	B4027 (E)	A4260 Banbury Road (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		B → D	B4027 (E)	B4027 (W)	99	37	136	0	1	1	0	0%	0	137	137	193	14	207	0	1	1	0	0%	0	207	208
18	Banbury Road/B4027	B → A	B4027 (E)	A4260 Banbury Road (N)	9	0	9	0	0	0	0	0%	0	9	9	275	18	294	0	0	0	0	0%	0	294	294
		C → D	A4260 Banbury Road (S)	B4027 (W)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → A	A4260 Banbury Road (S)	A4260 Banbury Road (N)	255	57	312	0	0	0	0	0%	0	312	312	594	51	645	0	0	0	0	0%	0	645	645
		C → B	A4260 Banbury Road (S)	B4027 (E)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	B4027 (W)	A4260 Banbury Road (N)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → B	B4027 (W)	B4027 (E)	256	43	299	0	1	1	0	0%	0	299	300	172	41	213	4	1	5	2	1%	0	216	218
		D → C	B4027 (W)	A4260 Banbury Road (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → B	A4260 Banbury Road (N)	A4095 Bunkers Hill	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → C	A4260 Banbury Road (N)	A4260 Banbury Road (S)	177	0	177	0	0	0	0	0%	0	177	177	16	0	16	0	0	0	0	0%	0	16	16
		A → D	A4260 Banbury Road (N)	Upper Campsfield Road	600	0	600	0	0	0	0	0%	0	600	600	329	9	338	0	0	0	0	0%	0	338	338
		B → C	A4095 Bunkers Hill	A4260 Banbury Road (S)	107	5	112	0	0	0	0	0%	0	112	112	154	13	166	0	0	0	0	0%	0	166	167
		B → D	A4095 Bunkers Hill	Upper Campsfield Road	409	28	437	9	0	9	5	1%	0	442	446	266	17	283	0	0	0	0	0%	0	283	283
19	Banbury Road/Upper Campsfield Road	B → A	A4095 Bunkers Hill	A4260 Banbury Road (N)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A4260 Banbury Road (S)	Upper Campsfield Road	3	0	3	0	0	0	0	0%	0	3	3	0	0	0	0	0	0	0	0%	0	0	0
		C → A	A4260 Banbury Road (S)	A4260 Banbury Road (N)	1	0	1	0	0	0	0	0%	0	1	1	126	41	168	0	0	0	0	0%	0	168	168
		C → B	A4260 Banbury Road (S)	A4095 Bunkers Hill	95	14	109	0	0	0	0	0%	0	109	109	108	14	123	0	0	0	0	0%	0	123	123
		D → A	Upper Campsfield Road	A4260 Banbury Road (N)	254	57	312	0	0	0	0	0%	0	312	312	499	0	499	0	0	0	0	0%	0	499	499
		D → B	Upper Campsfield Road	A4095 Bunkers Hill	253	51	304	0	0	0	0	0%	0	304	304	487	34	521	5	0	5	3	1%	0	524	526
		D → C	Upper Campsfield Road	A4260 Banbury Road (S)	0	0	0	0	0	0	0	0%	0	0	0	4	0	4	0	0	0	0	0%	0	4	4
		A → B	A4095 Lince Lane	B4027 Station Road	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → C	A4095 Lince Lane	A4095 Bunkers Hill	248	42	290	9	0	9	5	2%	0	295	299	440	27	467	0	0	0	0	0%	0	467	467
20	A4095 Bunkers Hill/Lince Lane	B → C	B4027 Station Road	A4095 Bunkers Hill	93	19	112	0	1	1	0	0%	0	112	113	180	17	198	0	1	1	0	0%	0	198	198
		B → A	B4027 Station Road	A4095 Lince Lane	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → A	A4095 Bunkers Hill	A4095 Lince Lane	298	44	342	0	0	0	0	0%	0	342	342	364	47	411	0	0	0	0	0%	0	411	411
		C → B	A4095 Bunkers Hill	B4027 Station Road	368	83	452	0	1	1	1	0%	0	452	453	169	18	187	9	1	10	6	3%	0	193	198
		A → B	A43 (N)	A421 (E)	60	0	60	12	0	12	7	10%	0	67	72	78	1	79	21	0	21	12	13%	0	91	100
		A → C	A43 (N)	A43 (S)	1644	281	1925	255	20	275	152	7%	2	2079	2204	1114	202	1316	177	20	196	109	8%	2	1428	1517
		A → D	A43 (N)	B4031 (W)	4	0	4	0	0	0	0	0%	0	4	4	10	0	10	10	0	10	6	37%	0	16	20
		A → A	A43 (N)	A43 (N)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	A421 (E)	A43 (S)	524	85	609	245	12	257	142	19%	0	751	866	406	35	441	61	12	73	40	8%	0	481	513
		B → D	A421 (E)	B4031 (W)	46	7	53	0	0	0	0	0%	0	53	53	81	1	82	0	0	0	0	0%	0	82	82
		B → A	A421 (E)	A43 (N)	36	0	36	39	0	39	22	38%	0	57	75	99	0	99	28	0	28	16	14%	0	115	127
21	Barley Mow Rbt	B → B	A421 (E)	A421 (E)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A43 (S)	B4031 (W)	74	15	89	0	0	0	0	0%	0	89	90	201	4	205	0	0	0	0	0%	0	205	205
		C → A	A43 (S)	A43 (N)	891	169	1060	198	19	217	120	10%	2	1181	1281	1621	273	1894	158	18	176	98	5%	2	1994	2074
		C → B	A43 (S)	A421 (E)	266	26	292	209	11	221	122	29%	0	414	513	505	27	531	117	11	128	71	12%	0	603	659
		C → C	A43 (S)	A43 (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	B4031 (W)	A43 (N)	16	0	16	19	0	19	11	40%	0	26	35	6	0	6	0	0	0	0	0%	0	6	6
		D → B	B4031 (W)	A421 (E)	66	2	68	0	0	0	0	0%	0	68	68	68	5	73	0	0	0	0	0%	0	73	73
		D → C	B4031 (W)	A43 (S)	208	0	208	0	0	0	0	0%	0	208	208	112	22	134	0	0	0	0	0%	0	134	134
		D → D	B4031 (W)	A43 (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → B	A43 (N)	Broad Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		A → C	A43 (N)	A43 (S)	1614	281	1895	267	20	288	159	8%	2	2056	2187	1203	202	1405	208	20	228	127	8%	2	1534	1637
		A → D	A43 (N)	Charlton Road	4	0	4	0	0	0	0	0%	0	4	4	0	0	0	0	0	0	0	0%	0	0	0
		B → C	Broad Lane	A43 (S)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		B → D	Broad Lane	Charlton Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		B → A	Broad Lane	A43 (N)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22	A43/Brackley Road Rbt	C → D	A43 (S)	Charlton Road	2	0	2	0	0	0	0	0%	0	2	2	11	0	11	0	0	0	0	0%	0	11	11
		C → A	A43 (S)	A43 (N)	930	167	1097	253	19	272	150	12%	2	1249	1372	1715	274	1989	185	18	203	113	5%	2	2104	2196
		C → B	A43 (S)	Broad Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		D → A	Charlton Road	A43 (N)	6	0	6	0	0	0	0	0%	0	6	6	4	0	4	0	0	0	0	0%	0	4	4
		D → B	Charlton Road	Broad Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		D → C	Charlton Road	A43 (S)	6	0	6	0	0	0	0	0%	0	6	6	0	0	0	0	0	0	0	0%	0	0	0
		A → B	Oxford Road	Brackley Bypass A43 (E)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → C	Oxford Road	A43 (S)	271	24	295	0	2	2	1	0%	0	296	297	183	4	187	0	2	2	1	1%	0	188	189
		A → D	Oxford Road	A422 (W)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → A	Oxford Road	Oxford Road	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		B → C	Brackley Bypass A43 (E)	A43 (S)	1333	257	1590	255	18	273	151	9%	0	1741	1863	922	198	1121	187	17	205	114	9%	0	1235	1325
		B → D	Brackley Bypass A43 (E)	A422 (W)	237	42	279	52	0	52	29	9%	0	308	331	134	20	155	7	0	7	4	2%	0	158	161
		B → A	Brackley Bypass A43 (E)	Oxford Road	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
23	A43/Brackley Bypass Rbt	B → B	Brackley Bypass A43 (E)	Brackley Bypass A43 (E)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A43 (S)	A422 (W)	8	3	12	39	0	39	22	65%	0	33	51	37	0	37	27	0	28	15	30%	0	52	64
		C → A	A43 (S)	Oxford Road	142	5	147	0	2	2	1	1%	0	148	149	295	13	308	0	2	2	1	0%	0	309	311
		C → B	A43 (S)	Brackley Bypass A43 (E)	781	160	941	217	17	233	129	12%	0	1070	1174	1373	267	1640	163	16	179	99	6%	0	1740	1819
		C → C	A43 (S)	A43 (S)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → A	A422 (W)	Oxford Road	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		D → B	A422 (W)	Brackley Bypass A43 (E)	148	32	180	12	0	12	7	4%	0	187	192	266	36	302	24	0	24	13	4%	0	316	326
		D → C	A422 (W)	A43 (S)	13	0	13	12	0	13	7	35%	0	20	26	98	1	99	21	0	22	12	11%	0	112	121
		D → D	A422 (W)	A422 (W)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → B	Unnamed Road (N)	A421 (E)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		A → C	Unnamed Road (N)	A4421 Buckingham Road	609	53	662	23	0	23	13	2%	0	675	685	319	51	369	16	0	16	9	2%	0	378	385
		A → D	Unnamed Road (N)	A421 (W)	22	4	27	0	0	0	0	0%	0	27	27	42	0	42	0	0	0	0	0%	0	42	42
		B → C	A421 (E)	A4421 Buckingham Road	326	89	415	60	0	60	33	7%	0	448	474	185	20	205	6	0	6	3	2%	0	209	211
		B → D	A421 (E)	A421 (W)	479	87	566	284	12	296	164	22%	0	730	861	457	36	493	89	12	101	56	10%	0	549	594
24	A421/Buckingham Road Rbt	B → A	A421 (E)	Unnamed Road (N)	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0%	0	0	0
		C → D	A4421 Buckingham Road	A421 (W)	2	0	2	0	0	0	0	0%	0	2	2	5	0	5	0	0	0	0	0%	0	5	5
		C → A	A4421 Buckingham Road	Unnamed Road (N)	260	43	303	35	0	35	20	6%	0	323	339	547	42	588	1	0	1	0	0%	0	589	589
		C → B	A4421 Buckingham Road	A421 (E)	240	35	274	6	0	6	3	1%	0	277	280	411	72	483	26	0	26	15	3%	0	498	510
		D → A	A421 (W)	Unnamed Road (N)	22	0	22	0	0	0	0	0%	0	22	22	28	4	32	0	0	0	0	0%	0	32	32
		D → B	A421 (W)	A421 (E)	305	27	333	219	11	230	127	28%	0	460	562	550	28	578	139	11	150	84	13%	0	662	728
		D → C	A421 (W)	A4421 Buckingham Road	4	0	4	0	0	0	0	0%	0	4	4	6	0	6	0	0	0	0	0%	0	6	6

Bicester Transport Model Junction Actual Turning Movements (2034 OxSRFI DS3AwTP)

Appendix H: V/C Plots (RC3A, DS3A and DS3AwTP)



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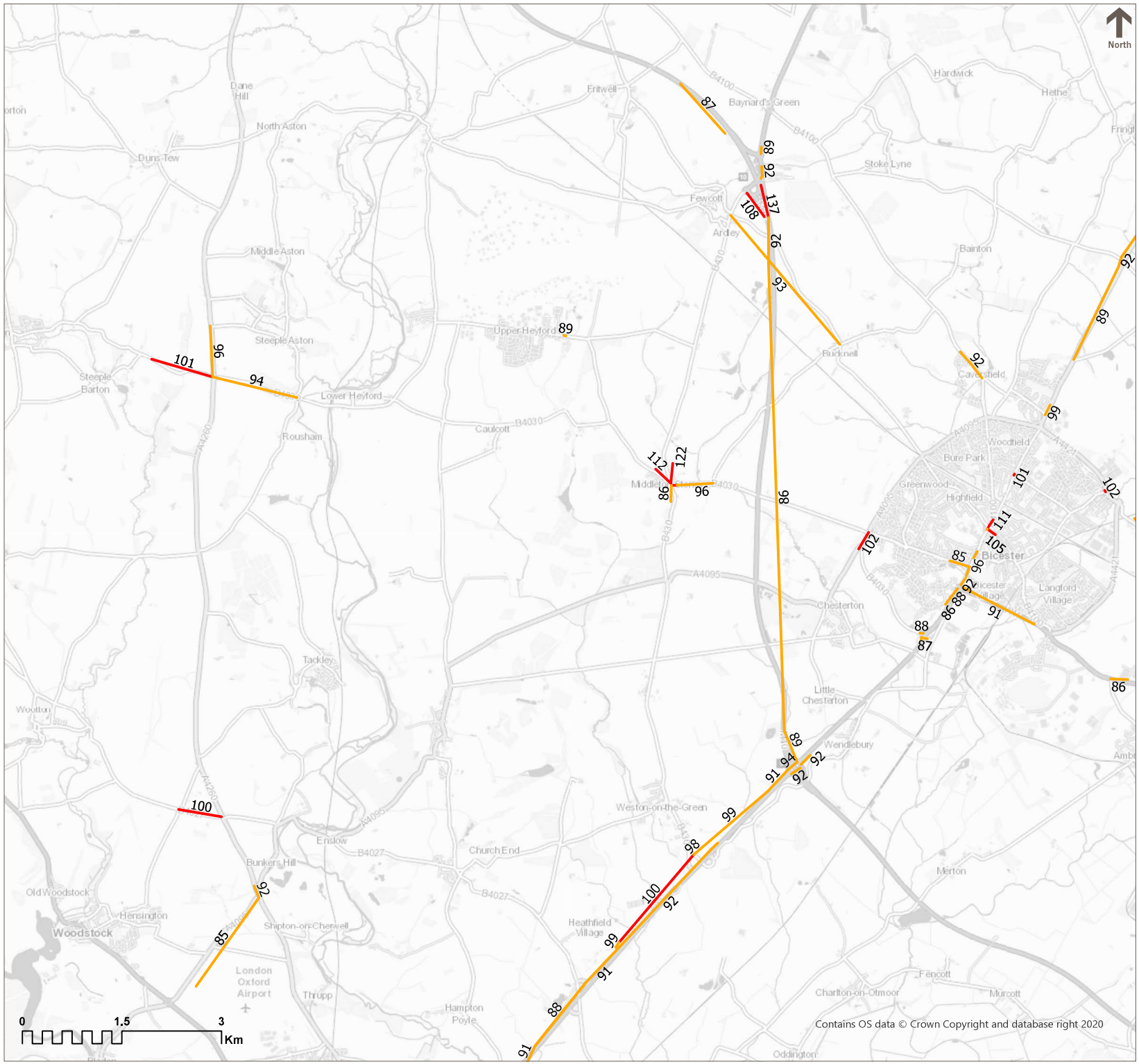
2034 OxSRFI RC3A (AM)
V C Flow
North

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	106	-

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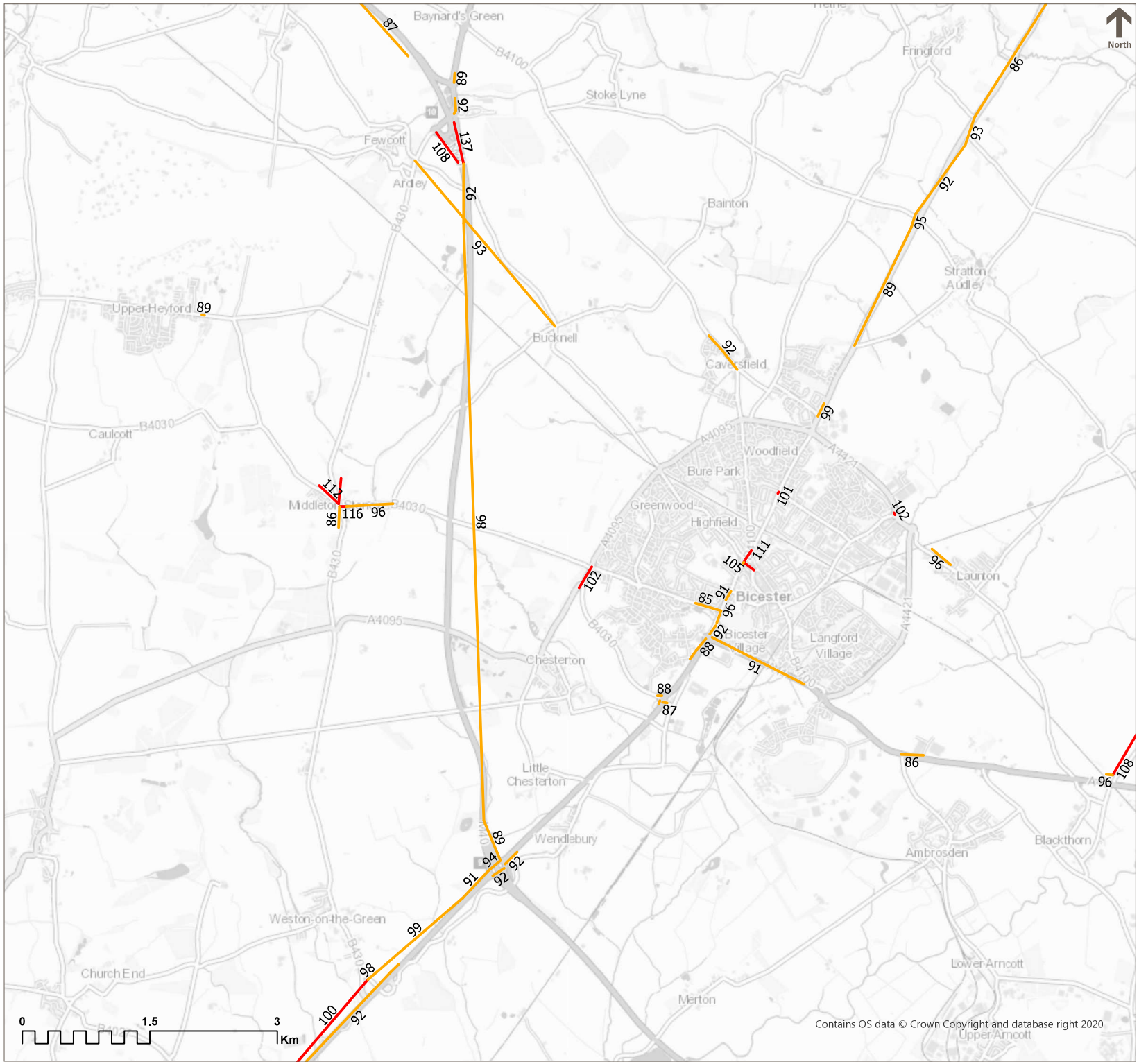
2034 OxSRFI RC3A (AM)
V C Flow
West

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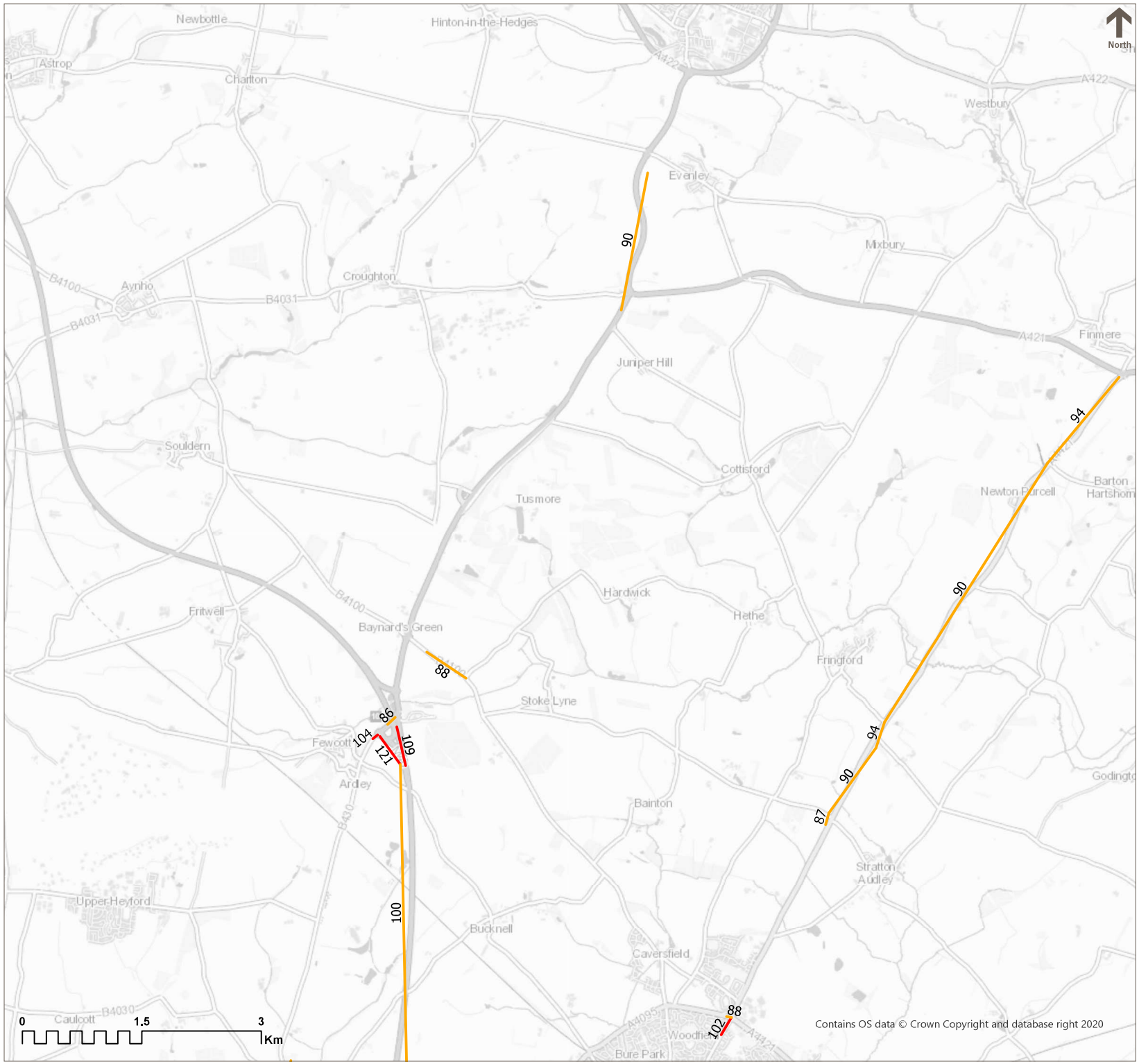
2034 OxSRFI RC3A (AM)
V C Flow
Centre

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2034 OxSRFI RC3A (PM)
V C Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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2034 OxSRFI RC3A (PM)
V C Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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2034 OxSRFI RC3A (PM)
V C Flow
Centre

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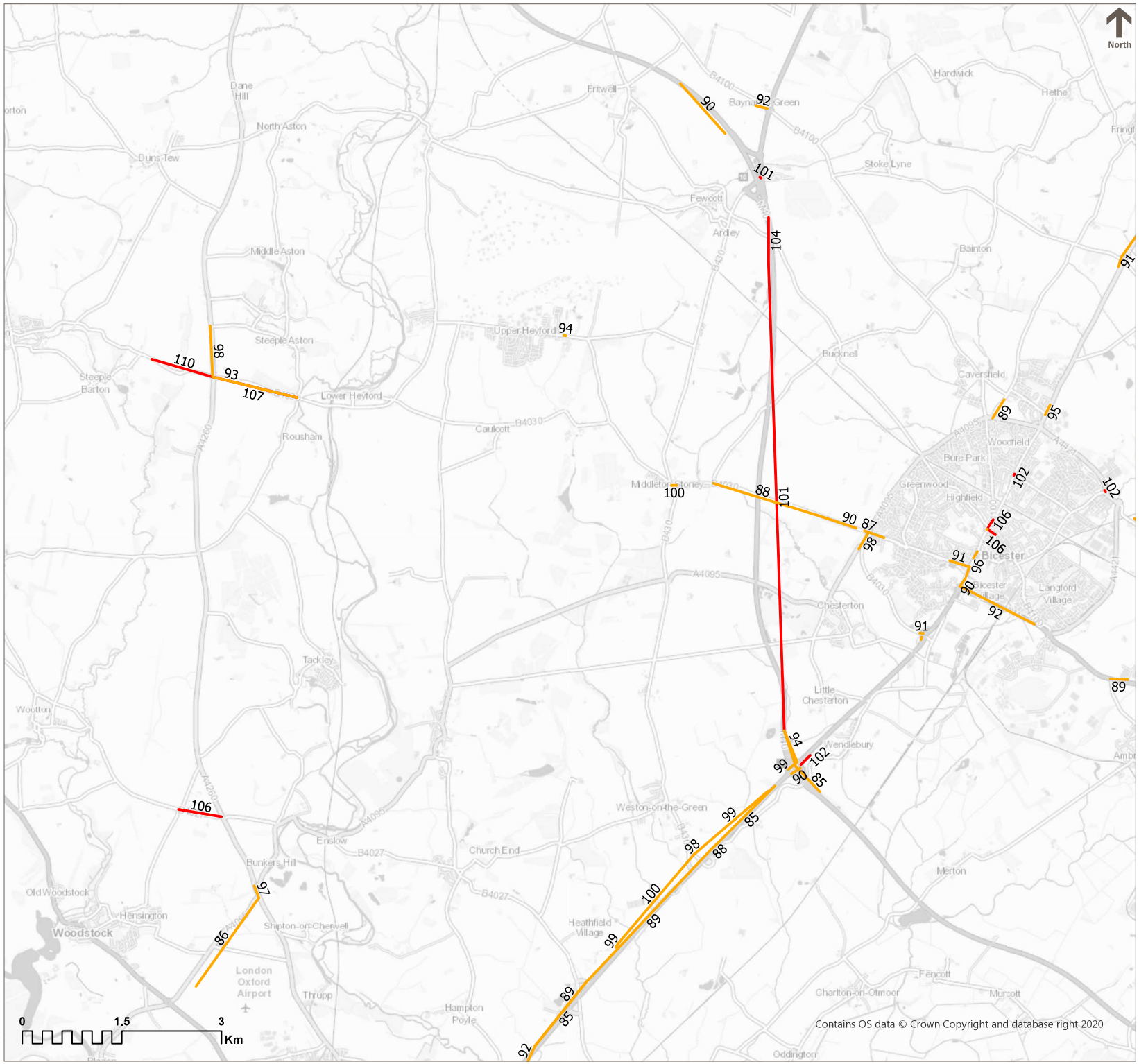
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V C Flow
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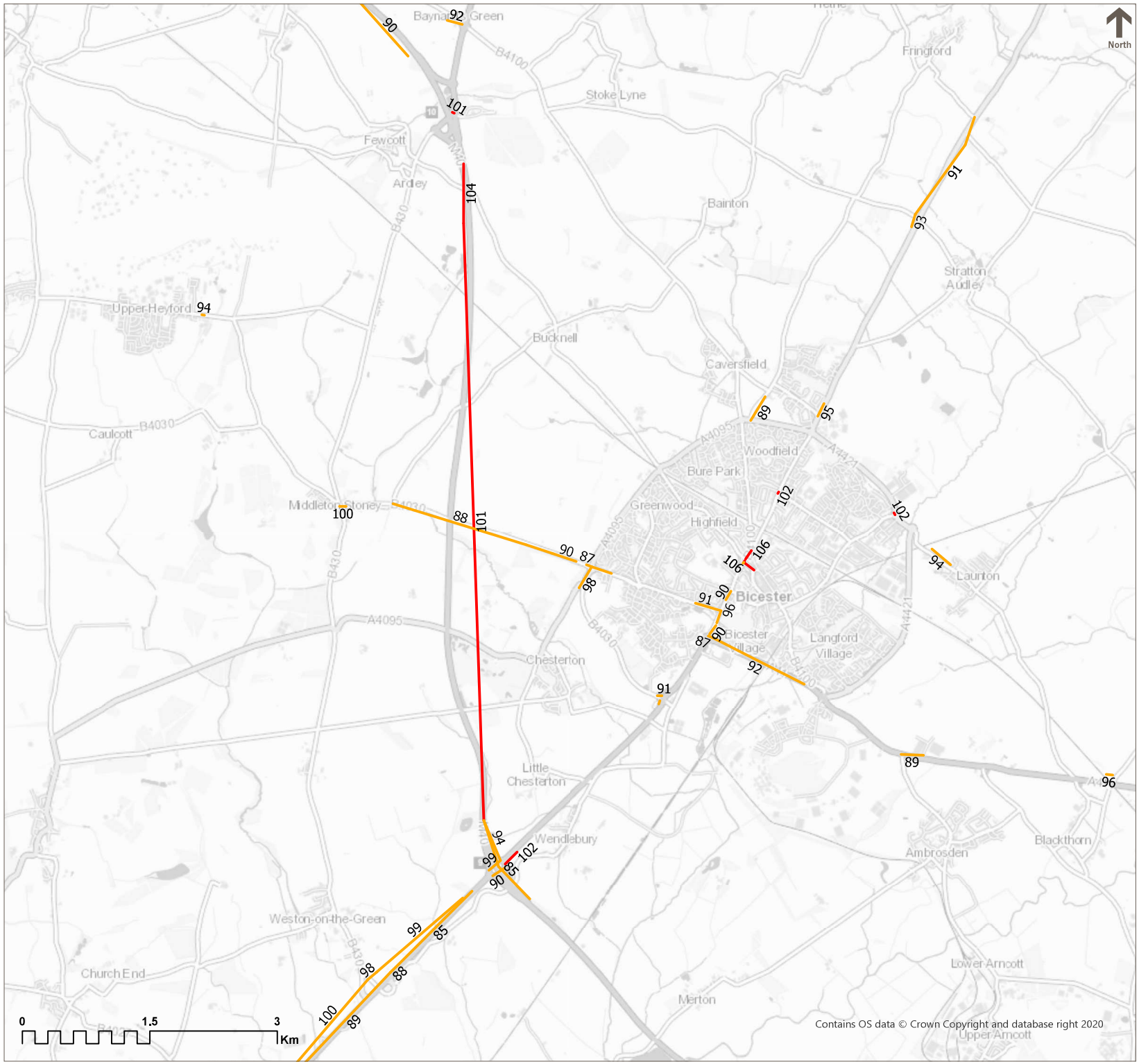
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2034 OxSRFI DS3A (AM)
V C Flow
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2034 OxSRFI DS3A (PM)
V C Flow
North

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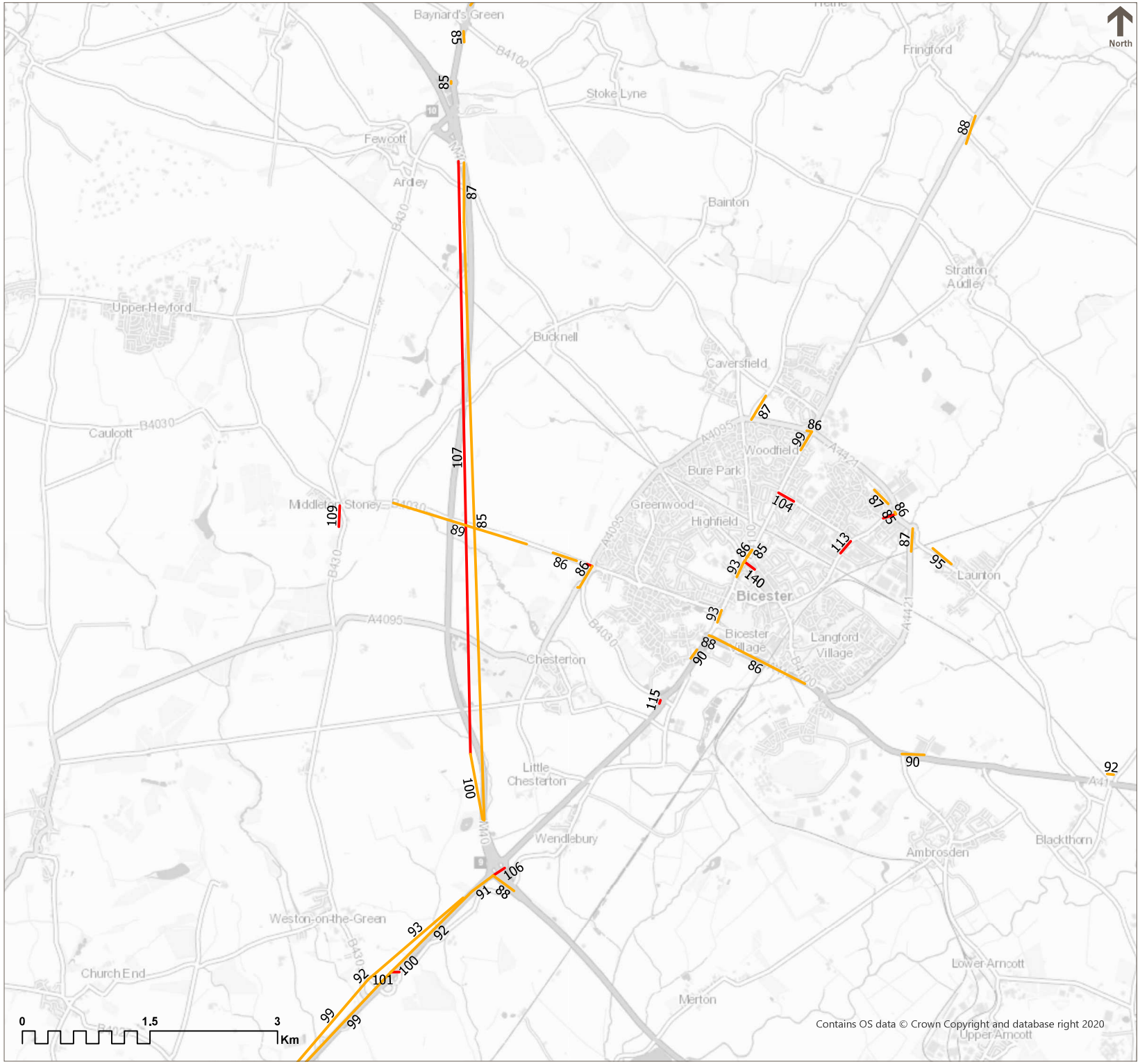
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V C Flow
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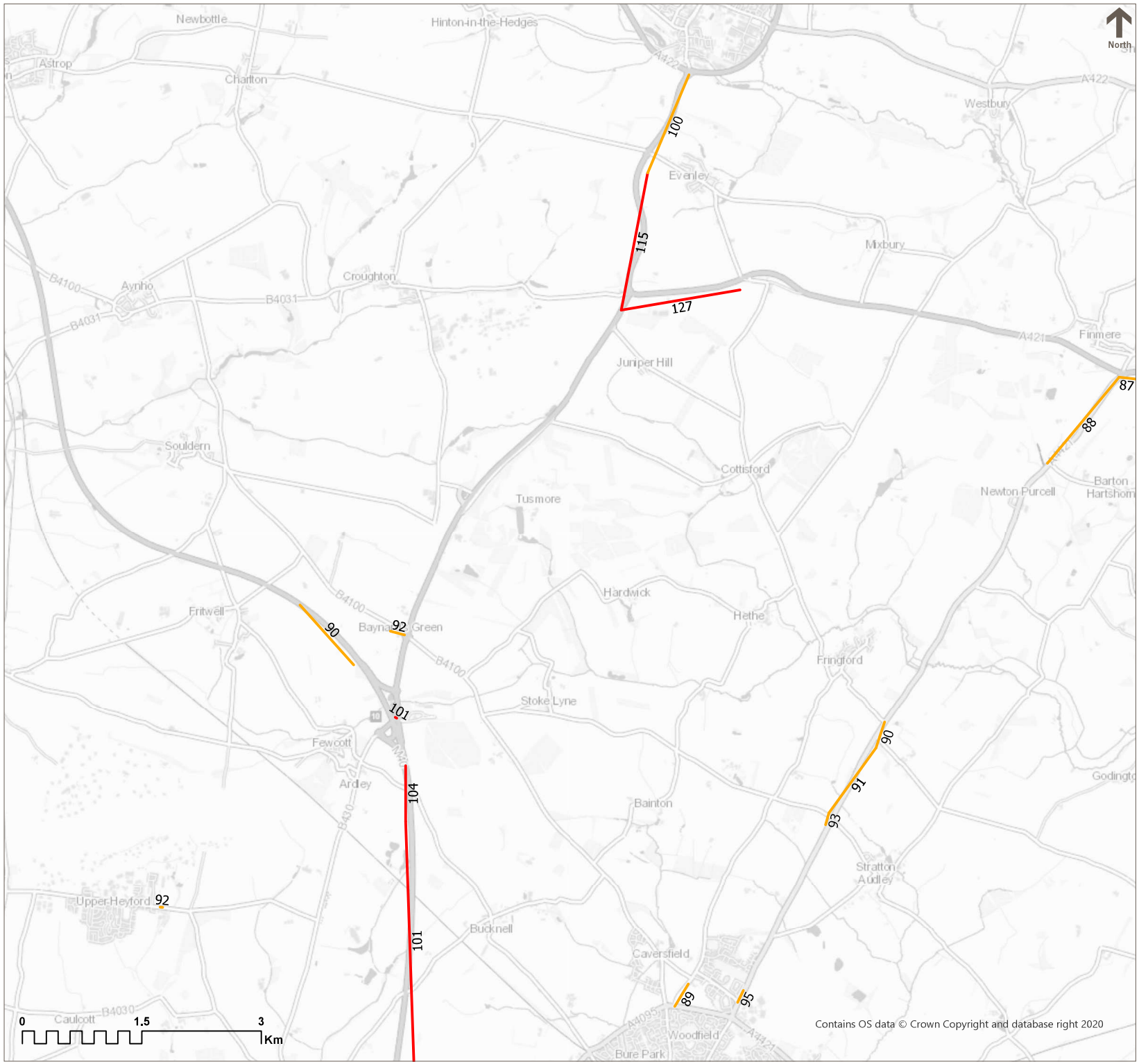
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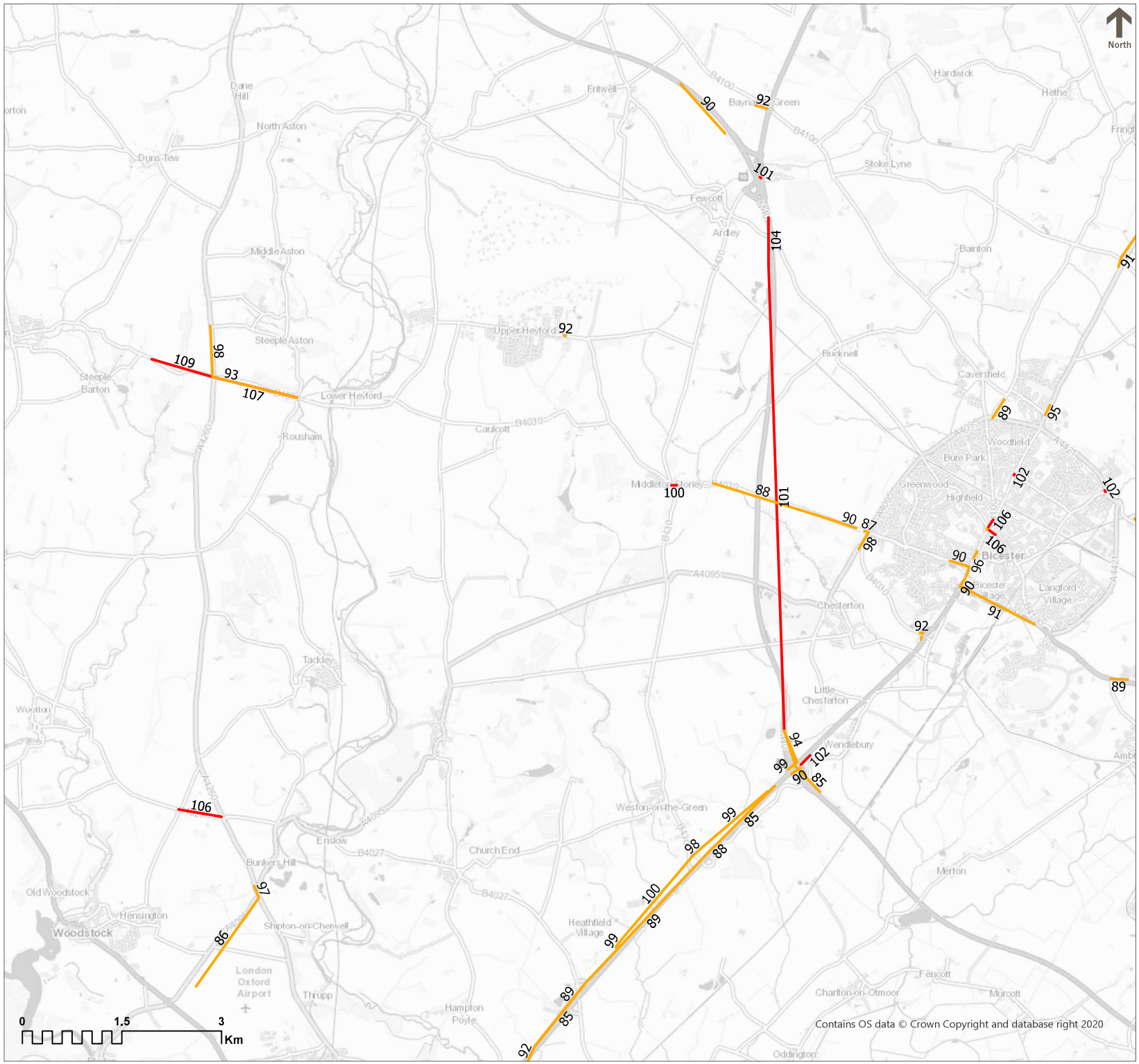
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V C Flow
North

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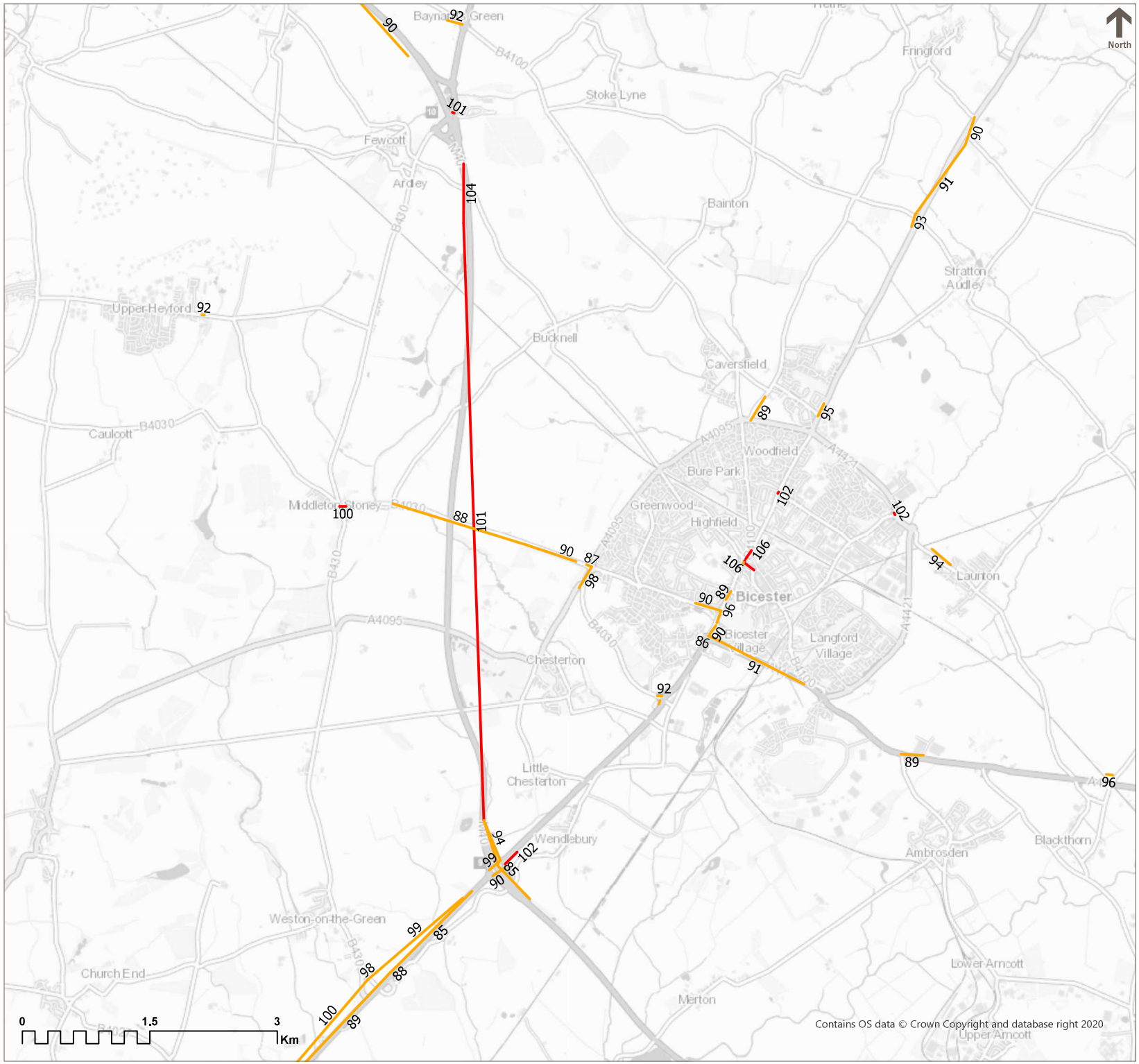
2034 OxSRFI DS3AwTP (AM)
V C Flow
West

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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V C Flow
Centre

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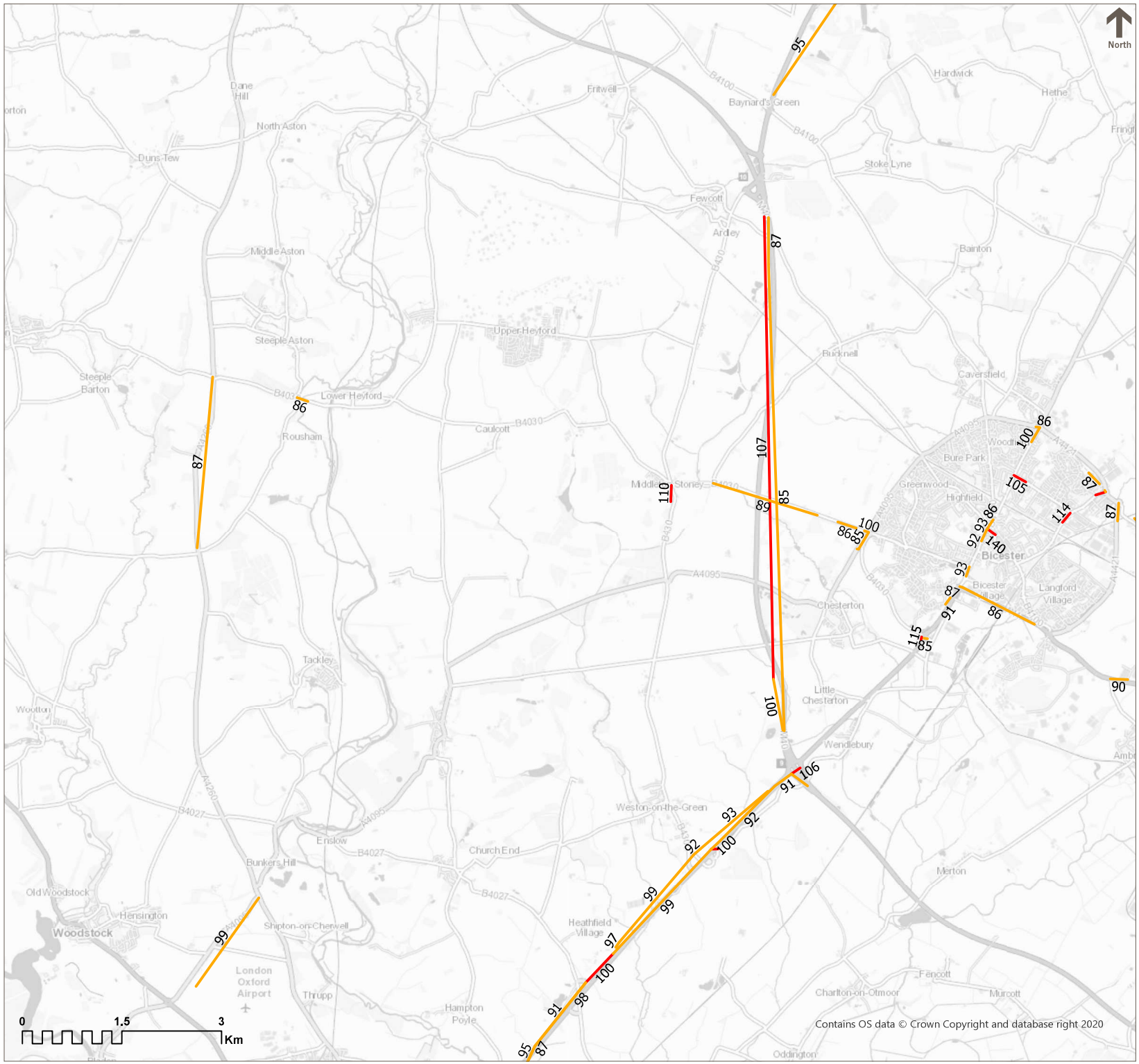
2034 OxSRFI DS3AwTP (PM)
V C Flow
North

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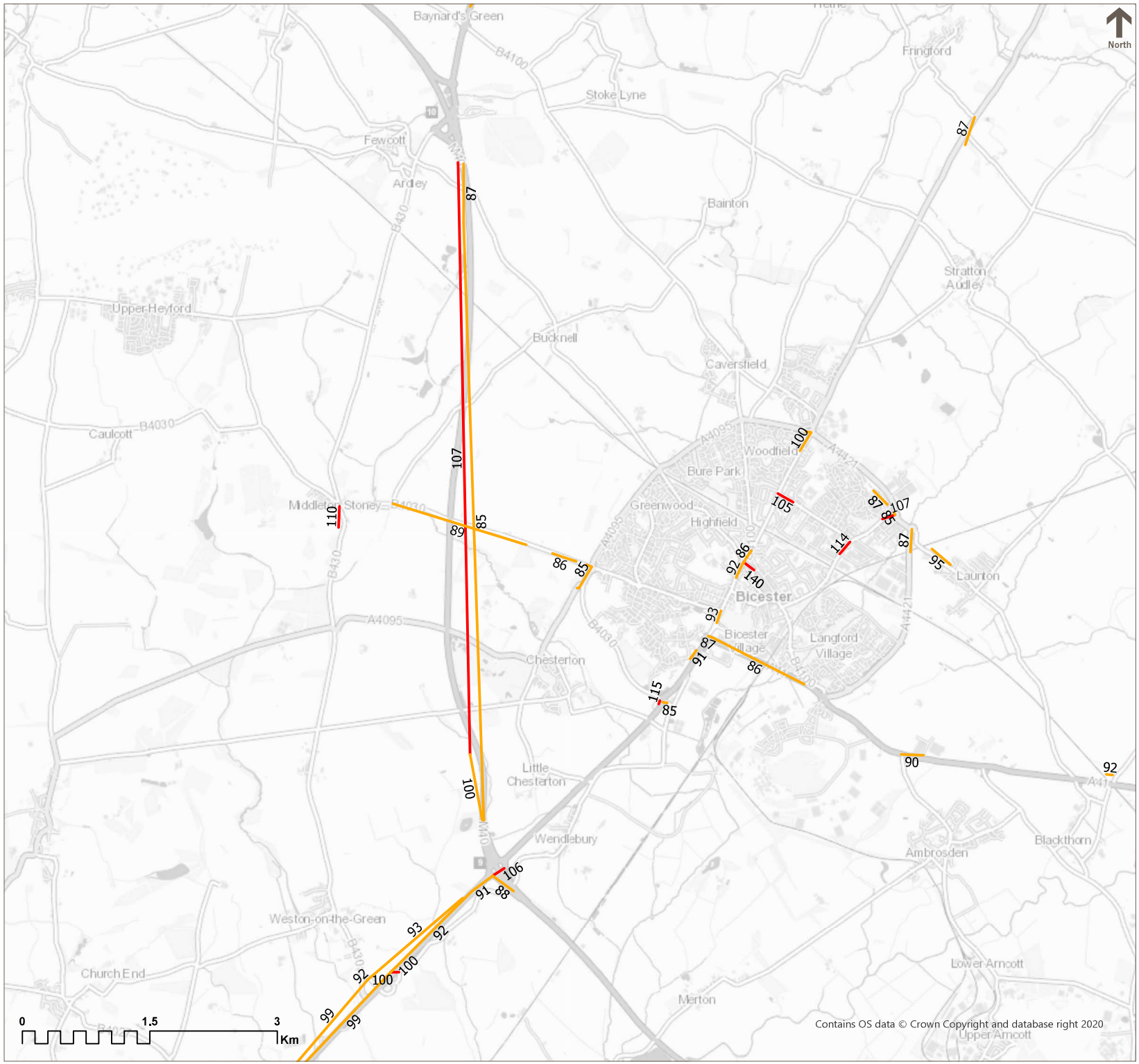
2034 OxSRFI DS3AwTP (PM)
V C Flow
West

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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V C Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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Appendix I: Flow difference plots (DS3A-RC3A and DS3AwTP-RC3A)



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Key

Actual_Total_PCU_Diff

- Removed Links
- -500
- -250
- -100
- -1
- 0
- 1
- 100
- 250
- 500
- Added Links

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2034 OxSRFI DS3A minus RC3A (AM)
Actual Total PCU Diff Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Key

Actual_Total_PCU_Diff

- Removed Links
- -500
- -250
- -100
- -1
- 0
- 1
- 100
- 250
- 500
- Added Links

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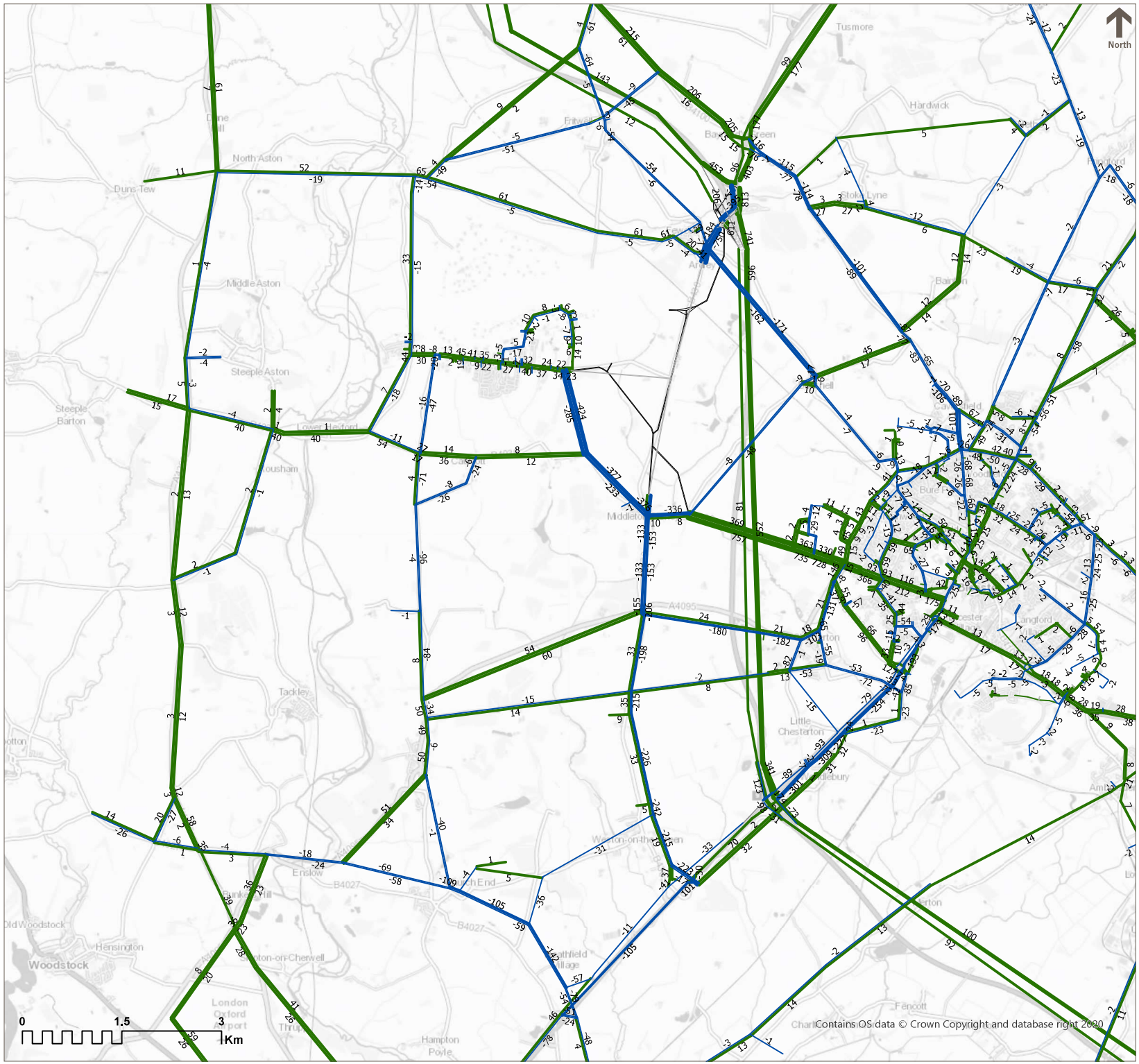
2034 OxSRFI DS3A minus RC3A (AM)
Actual Total PCU Diff Flow
North

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Key

Actual_Total_PCU_Diff

- Removed Links
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- -100
- -1
- 0
- 1
- 100
- 250
- 500
- Added Links

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Actual Total PCU Diff Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	25/02/26	CW	25/02/26	CW	25/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	3	-

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Key

Actual_Total_PCU_Diff

- Removed Links
- -500
- -250
- -100
- -1
- 0
- 1
- 100
- 250
- 500
- Added Links

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI

Oxfordshire Railfreight Ltd

2034 OxSRFI DS3A minus RC3A (PM)
Actual Total PCU Diff Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	03/02/26	CW	03/02/26	CW	03/02/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	4	-

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Key

Actual_Total_PCU_Diff

Removed Links	0
-500	1
-250	100
-100	250
-1	500
	Added Links

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

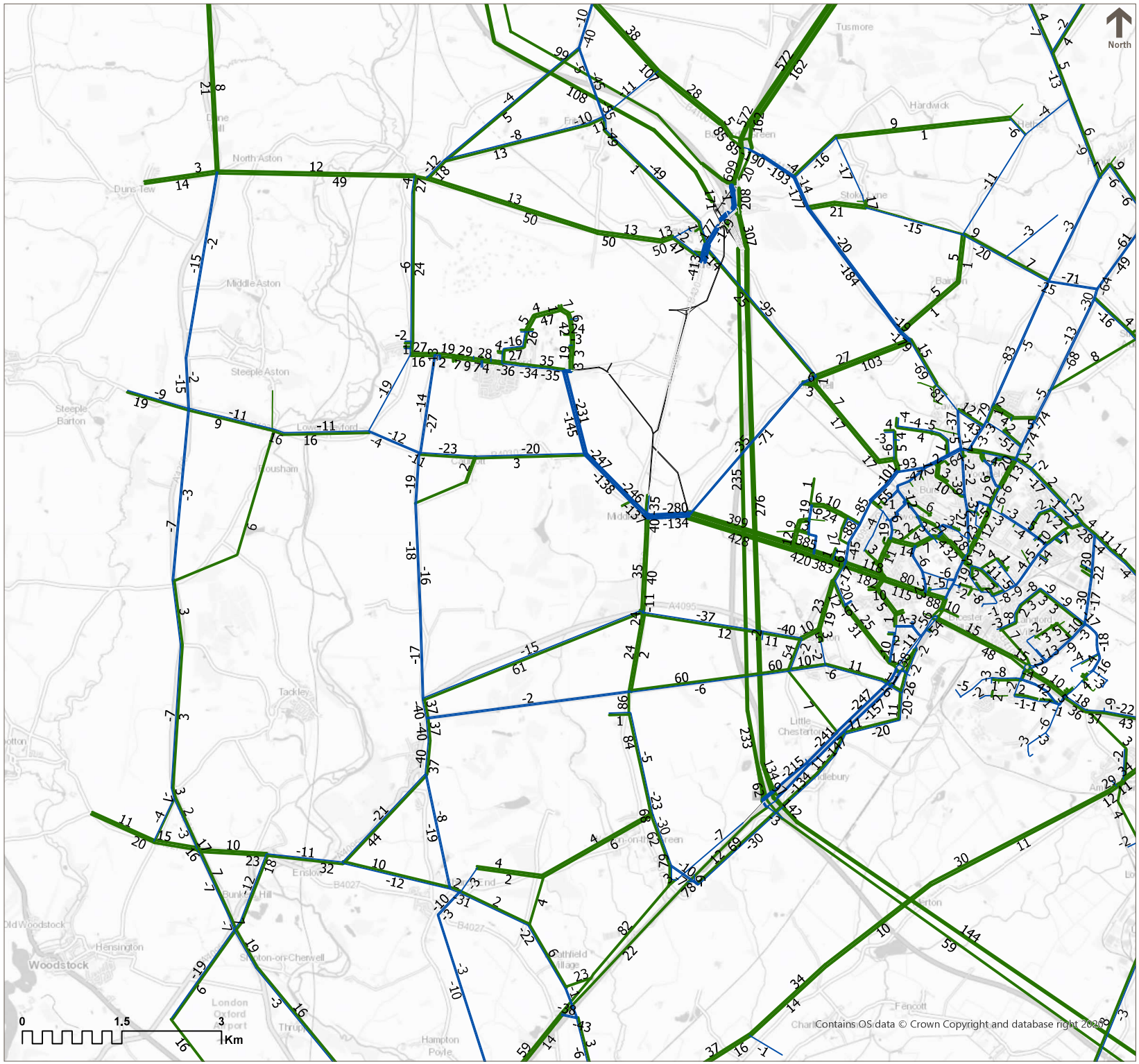
2034 OxSRFI DS3A minus RC3A (PM)
Actual Total PCU Diff Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	0	2	-

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Key

Actual_Total_PCU_Diff

- Removed Links
- -500
- -250
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- -1
- 0
- 1
- 100
- 250
- 500
- Added Links

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
Oxfordshire Railfreight Ltd

2034 OxSRFI DS3A minus RC3A (PM)
Actual Total PCU Diff Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	3	-

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Key

Actual_Total_PCU_Diff

- Removed Links
- -500
- -250
- -100
- -1
- 0
- 1
- 100
- 250
- 500
- Added Links

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI

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2034 OxSRFI DS3AwTP minus RC3A (AM)
Actual Total PCU Diff Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	4	-

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Key

Actual_Total_PCU_Diff

Removed Links	0
-500	1
-250	100
-100	250
-1	500
	Added Links

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI

Oxfordshire Railfreight Ltd

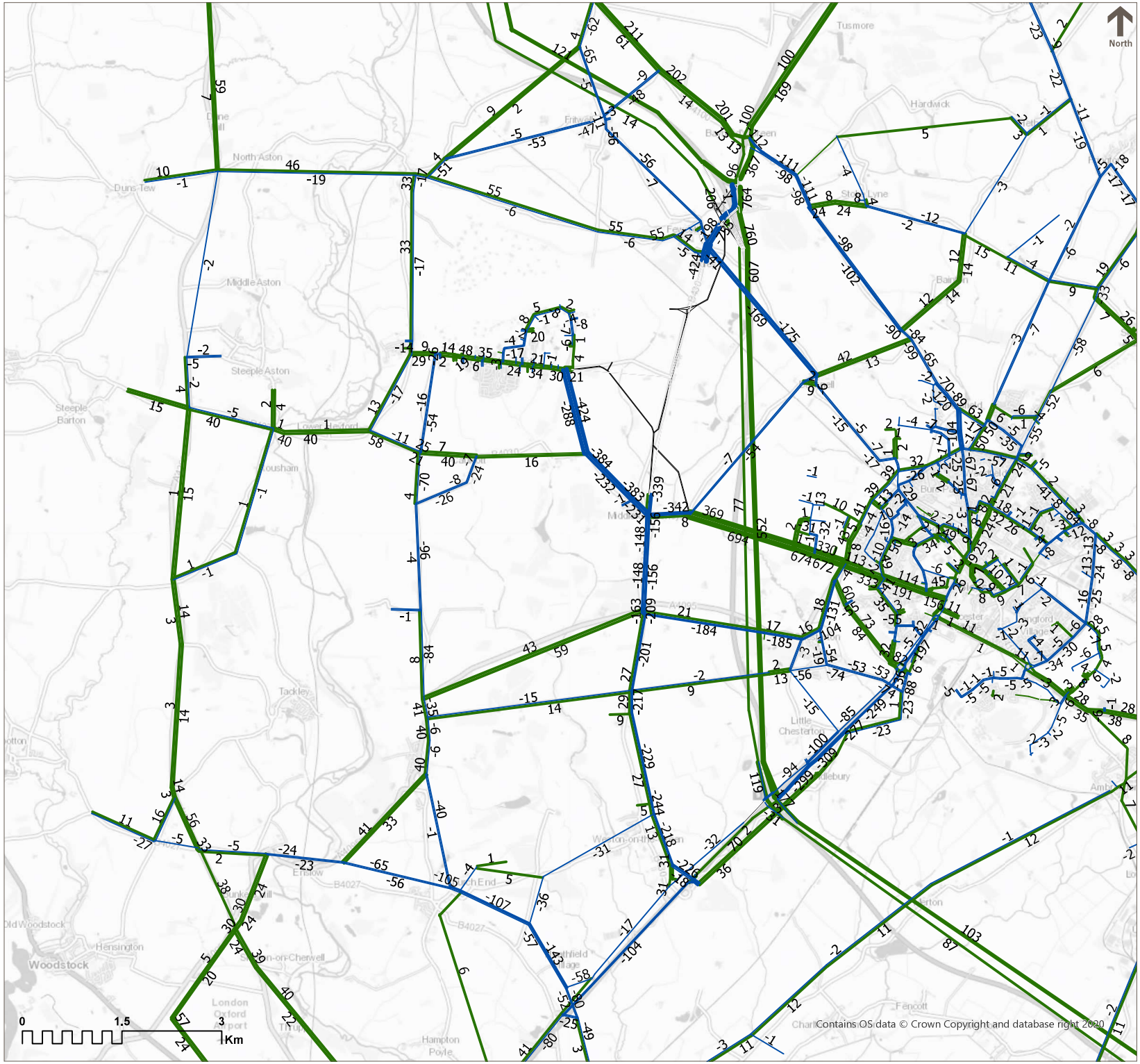
2034 OxSRFI DS3AwTP minus RC3A (AM)
Actual Total PCU Diff Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	2	-

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Key

Actual_Total_PCU_Diff

- Removed Links
- -500
- -250
- -100
- -1
- 0
- 1
- 100
- 250
- 500
- Added Links

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI

Oxfordshire Railfreight Ltd

2034 OxSRFI DS3AwithTP minus RC3A (AM) Actual Total PCU Diff Flow West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	25/02/26	CW	25/02/26	CW	25/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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Key

Actual_Total_PCU_Diff

- Removed Links
- -500
- -250
- -100
- -1
- 0
- 1
- 100
- 250
- 500
- Added Links

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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2034 OxSRFI DS3AwTP minus RC3A (PM) Actual Total PCU Diff Flow Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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Key

Actual_Total_PCU_Diff

Removed Links	0
-500	1
-250	100
-100	250
-1	500
	Added Links

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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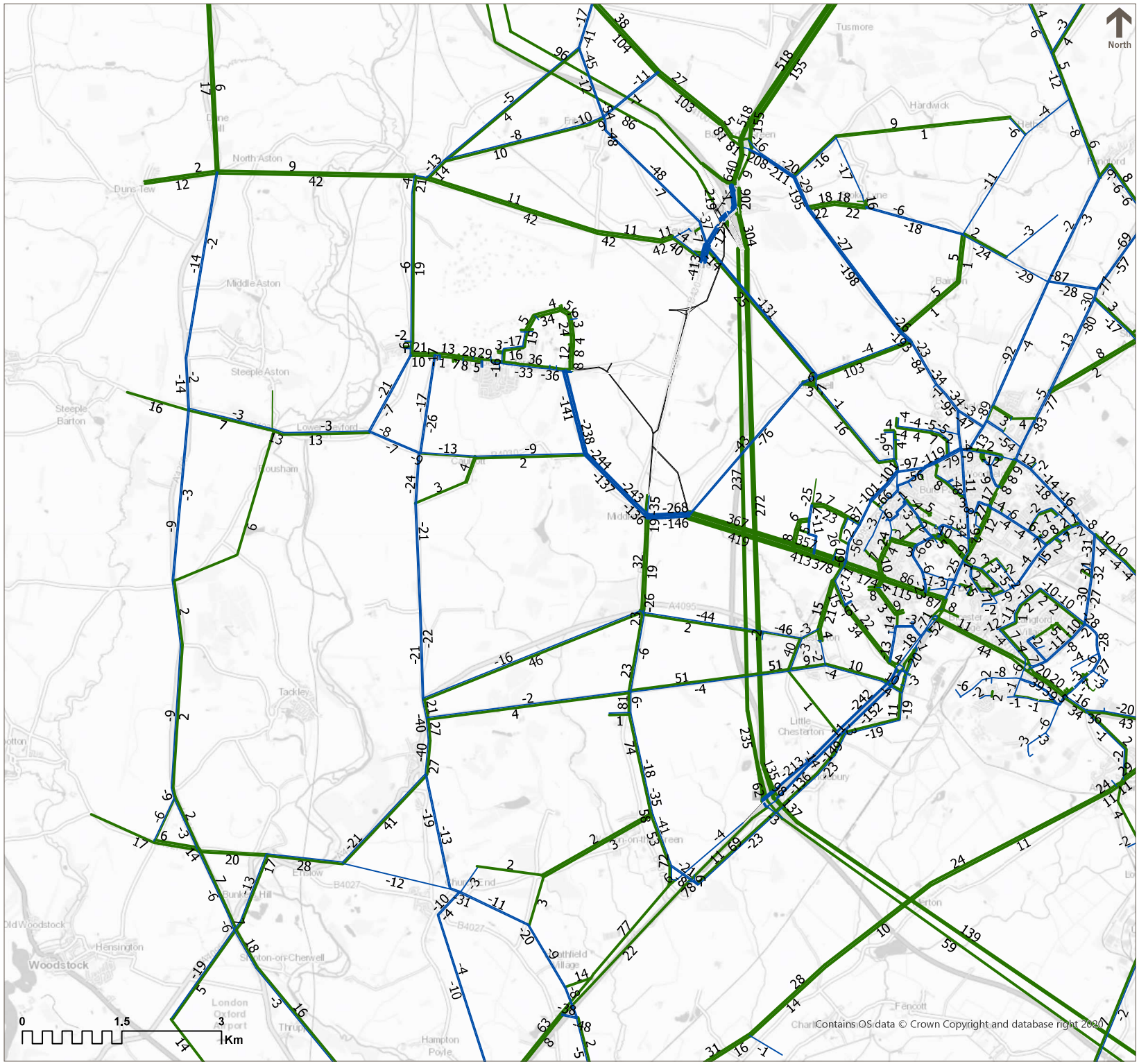
2034 OxSRFI DS3AwTP minus RC3A (PM)
Actual Total PCU Diff Flow
North

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	2	-

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Key

Actual_Total_PCU_Diff

- Removed Links
- -500
- -250
- -100
- -1
- 0
- 1
- 100
- 250
- 500
- Added Links

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
Oxfordshire Railfreight Ltd

2034 OxSRFI DS3AwithTP minus RC3A (PM)
Actual Total PCU Diff Flow
West

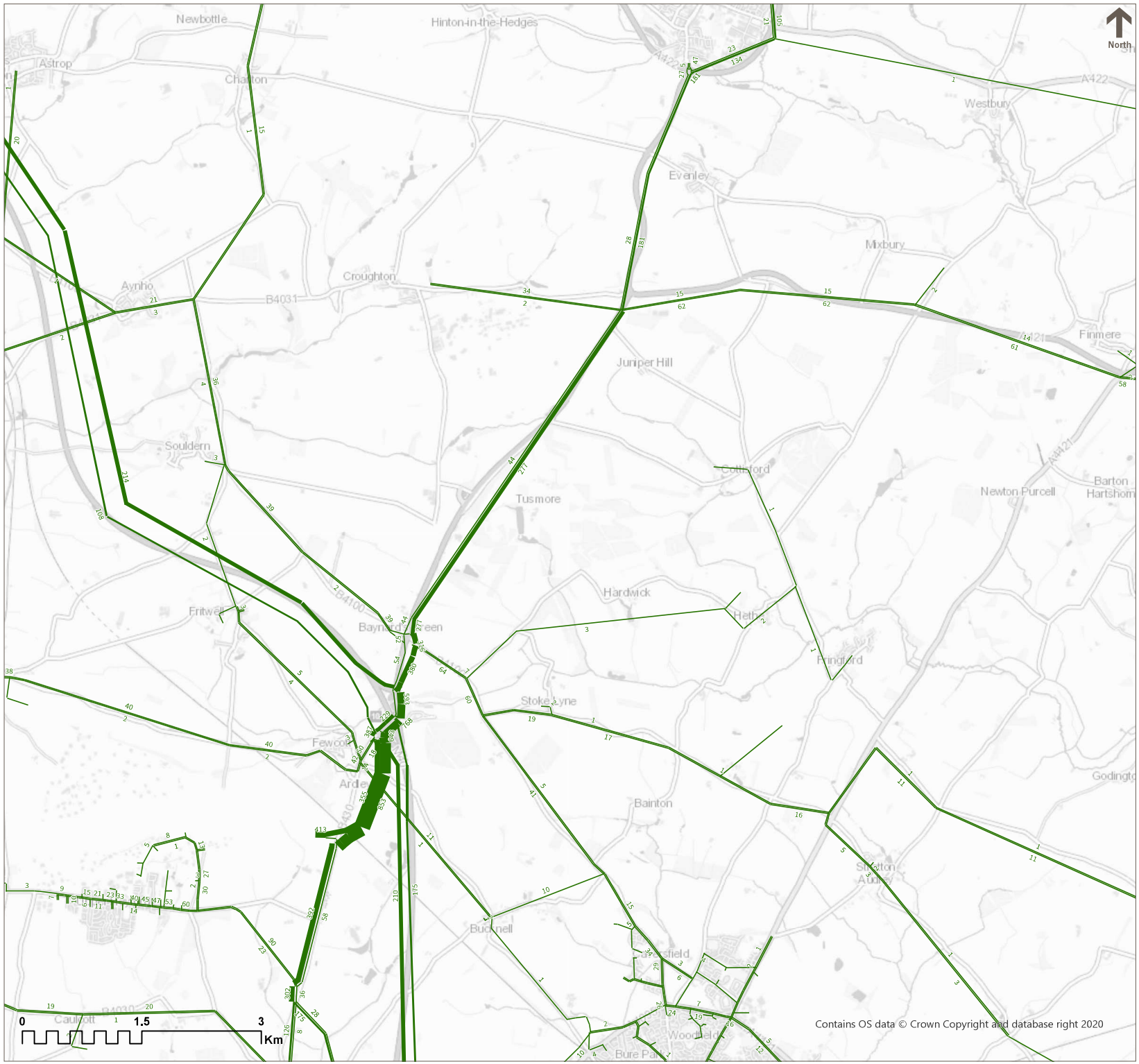
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	3	-

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Appendix J: Development traffic plots (DS1A SRN, DS2A and DS2AwTP with DS1 SRN)



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Key

Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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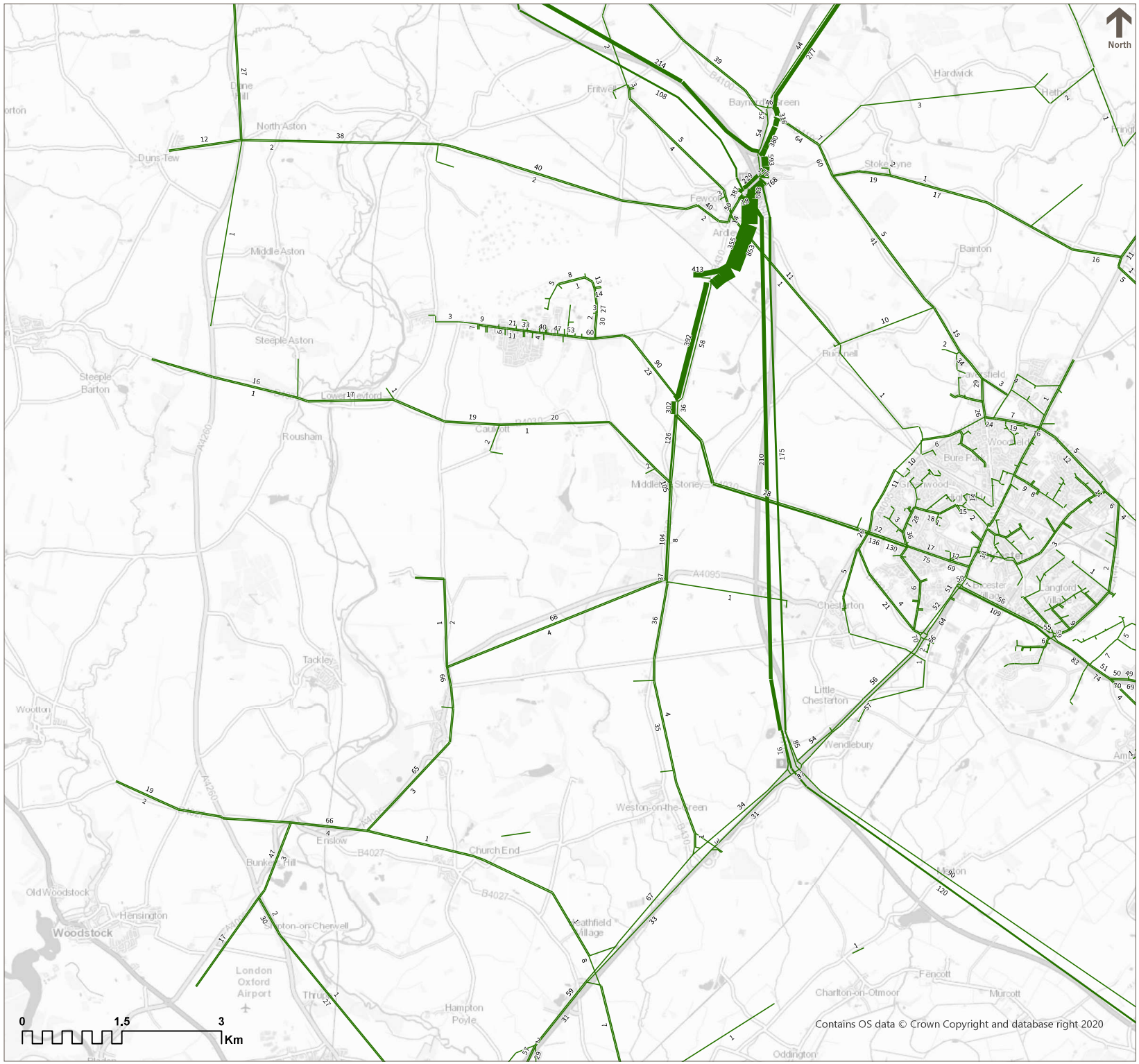
2031 OxSRFI DS1A (AM)
Dev Actual Total PCU Flow
North

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	14	-

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Key

Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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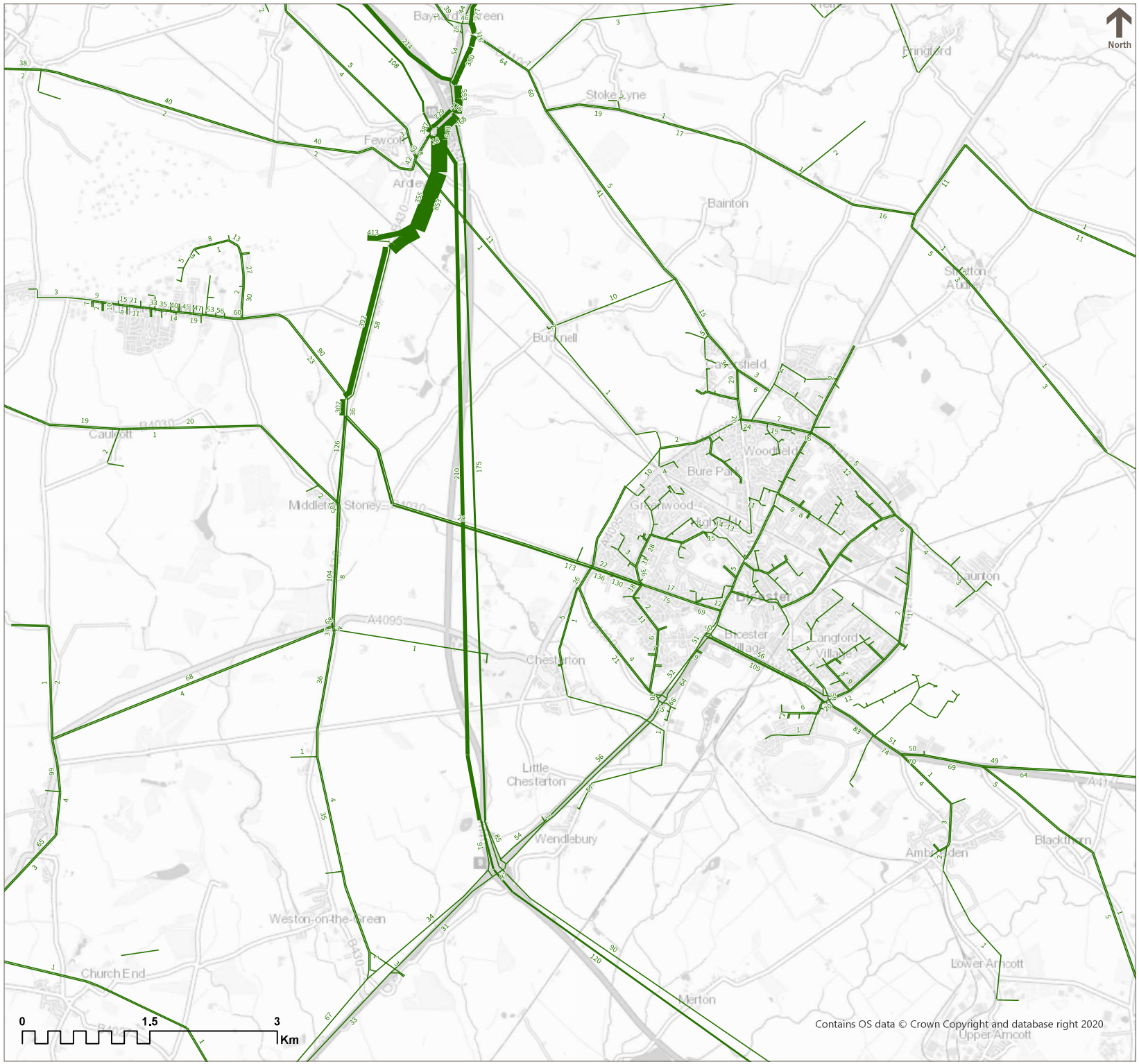
2031 OxSRFI DS1A (AM)
Dev Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	15	-

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Key

Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

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OxSRFI
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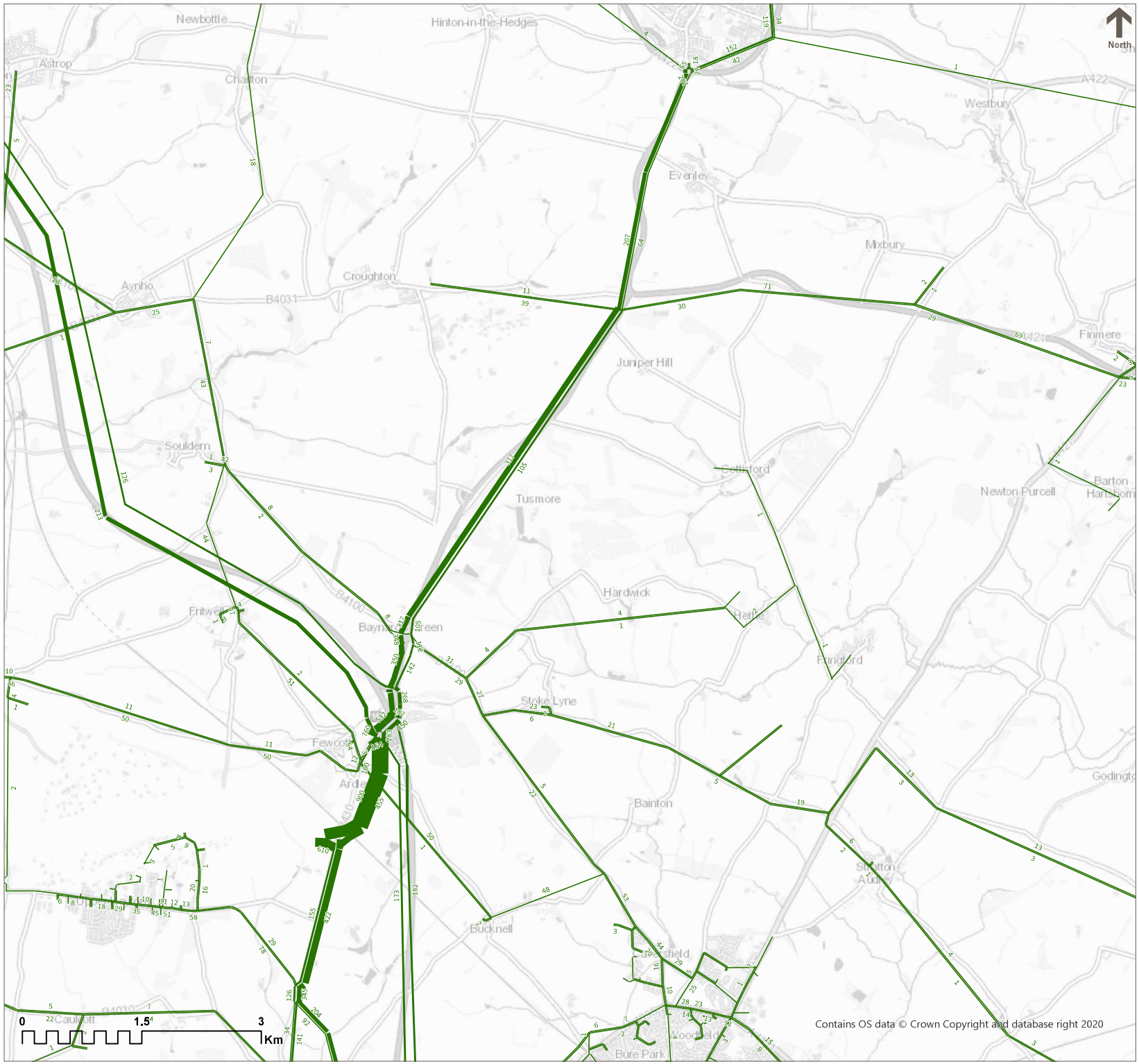
2031 OxSRFI DS1A (AM)
Dev Actual Total PCU Flow Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	16	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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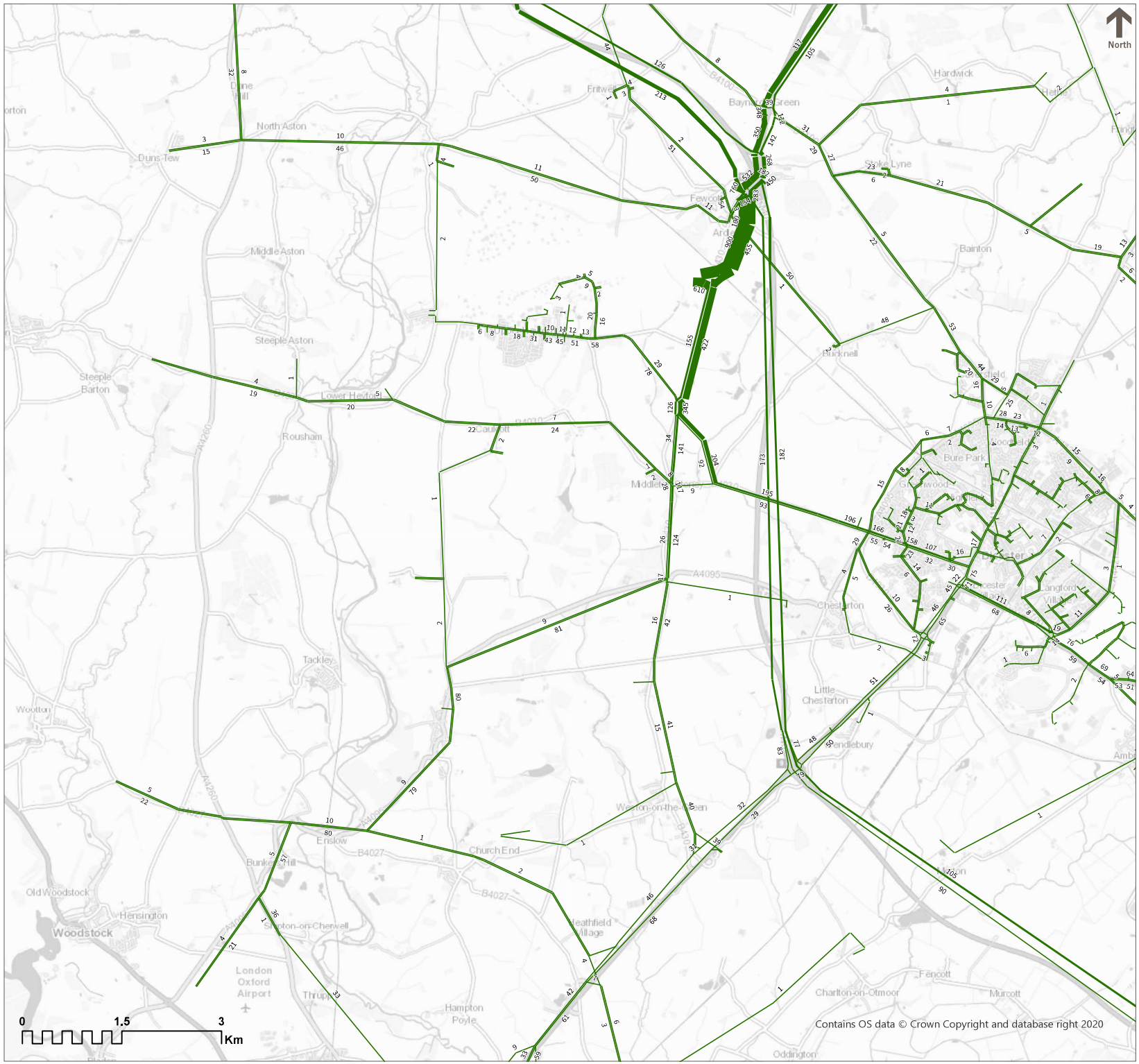
2031 OxSRFI DS1A (PM)
Dev Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	10	-

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Key

Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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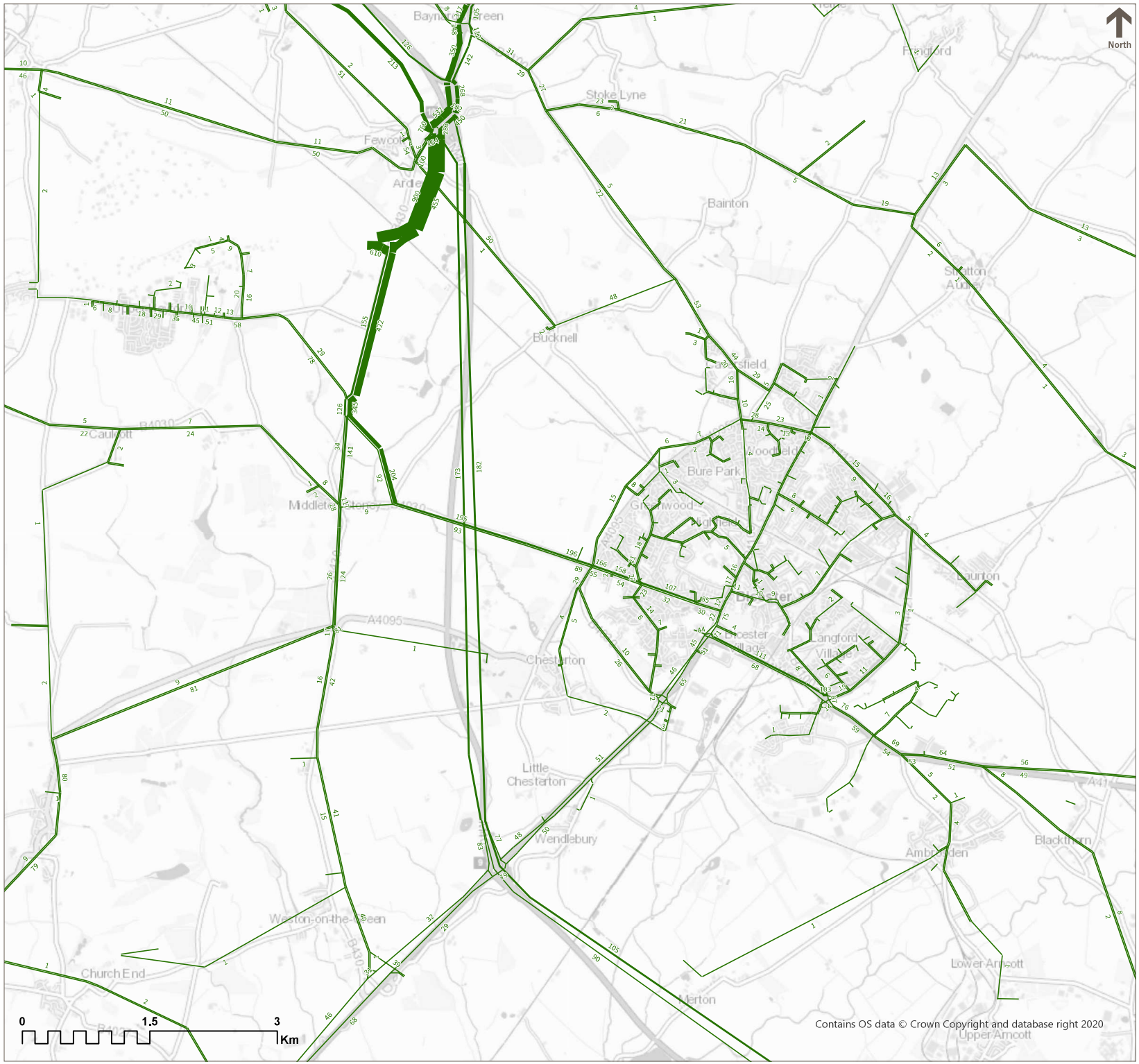
2031 OxSRFI DS1A (PM)
Dev Actual Total PCU Flow
West

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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Dev_Actual_Total_PCU	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
Oxfordshire Railfreight Ltd

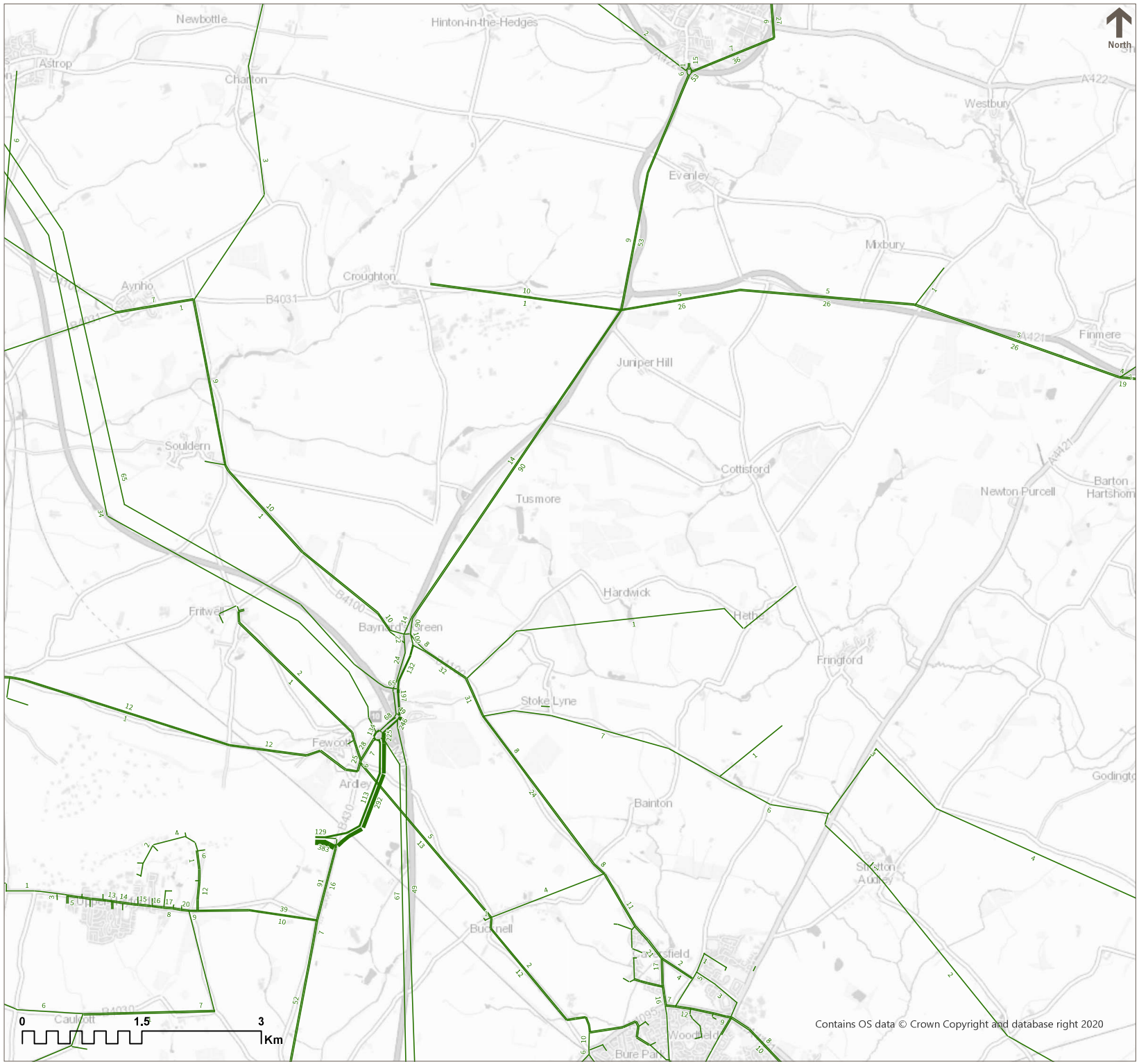
2031 OxSRFI DS1A (PM)
Dev Actual Total PCU Flow
Centre

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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	12	-

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Key

Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
Oxfordshire Railfreight Ltd

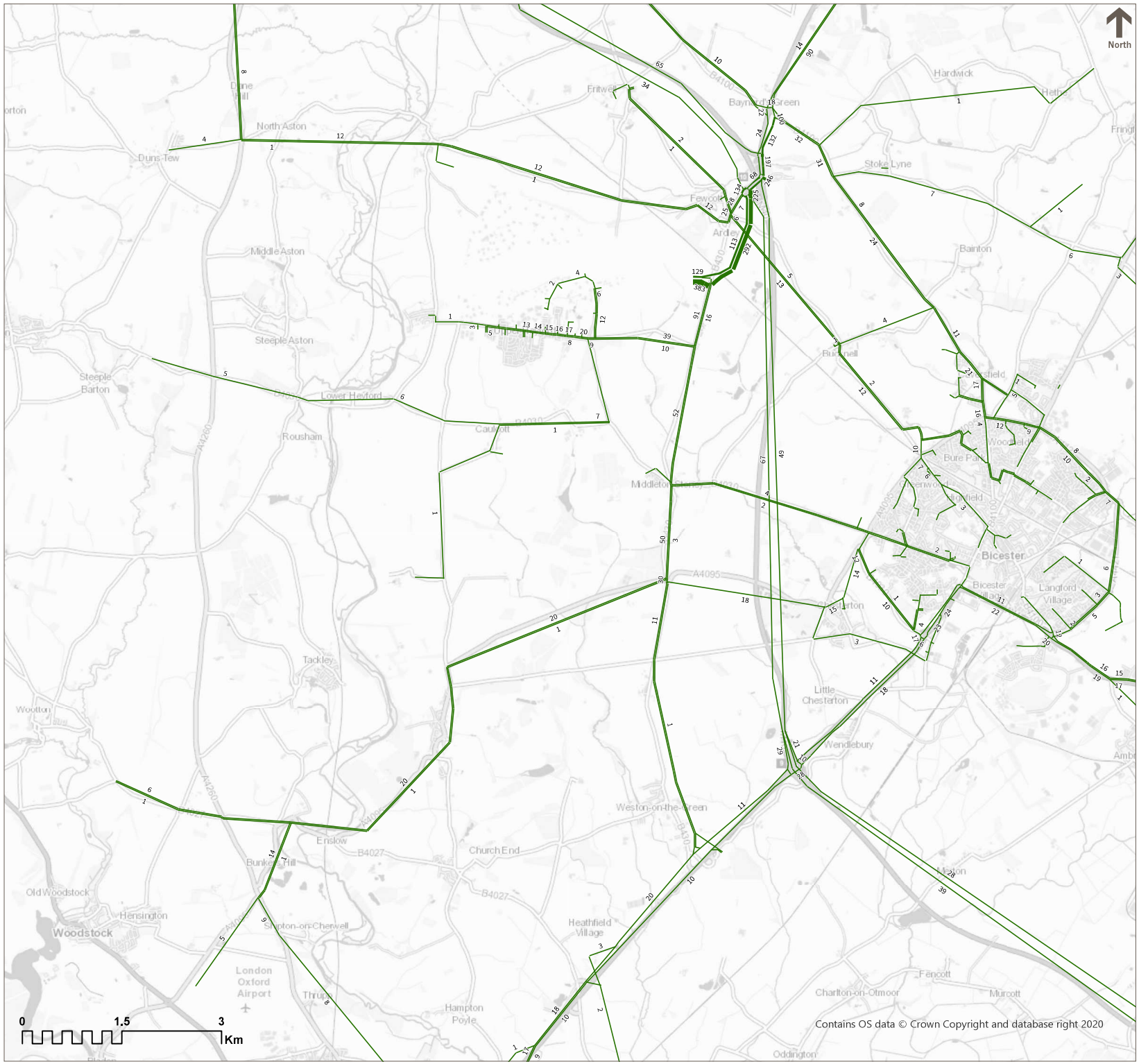
2031 OxSRFI DS2A (AM)
Dev Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	22	-

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Dev_Actual_Total_PCU

- 0
- 100
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- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

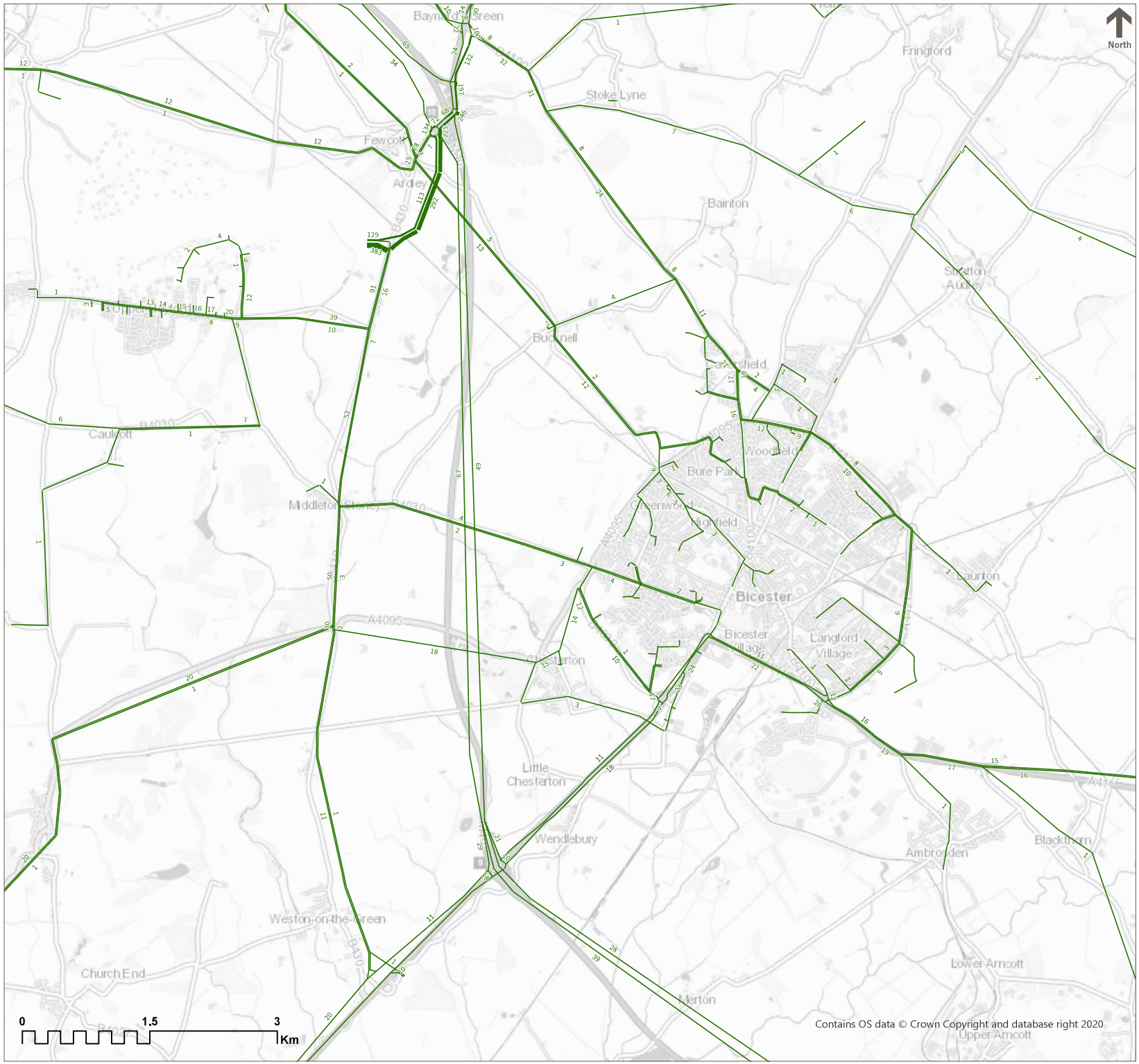
2031 OxSRFI DS2A (AM)
Dev Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	23	-

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Key

Dev_Actual_Total_PCU	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

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OxSRFI
Oxfordshire Railfreight Ltd

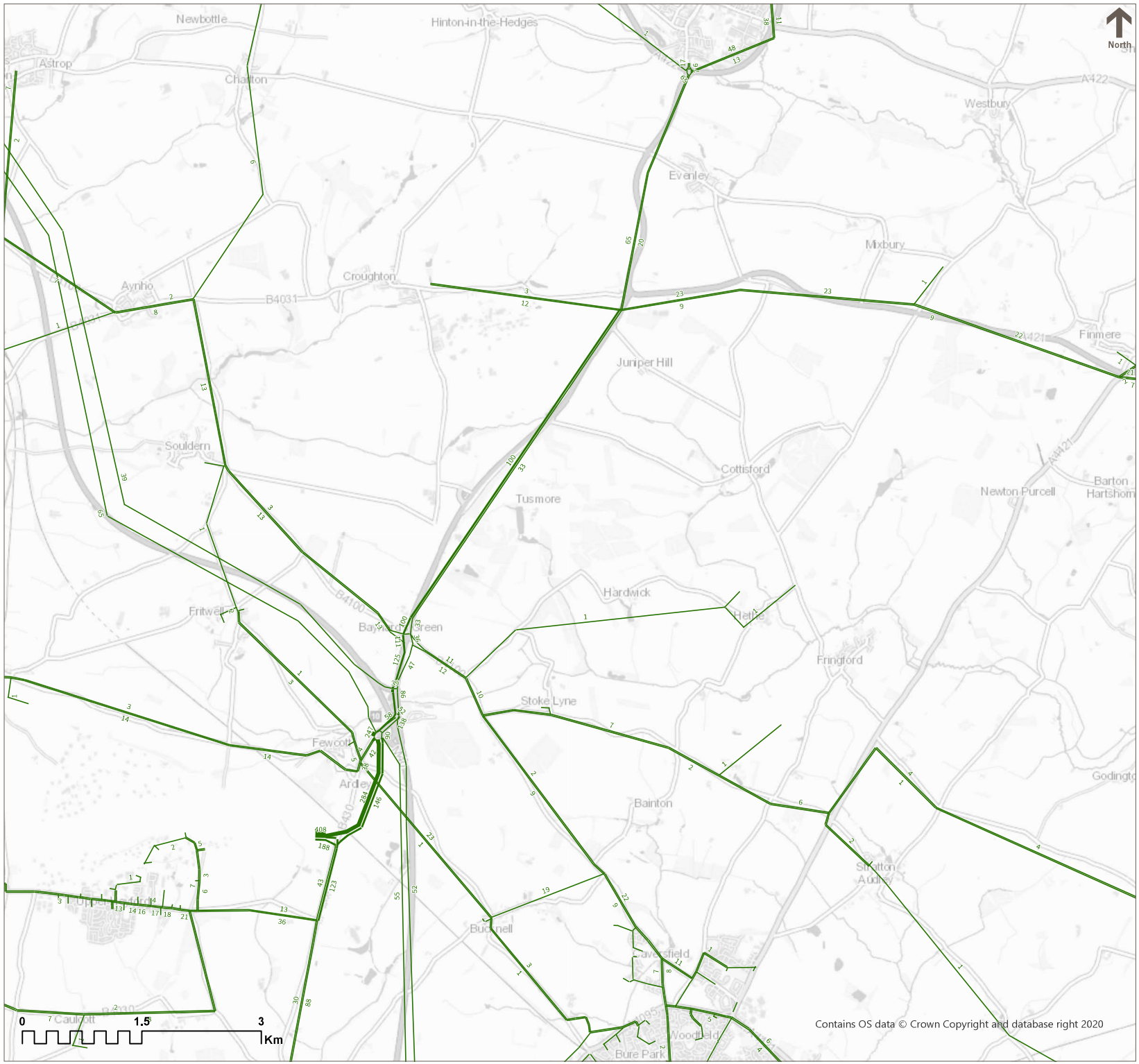
2031 OxSRFI DS2A (AM)
Dev Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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- 200
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- 500
- 600
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- 1000
- Over 1000

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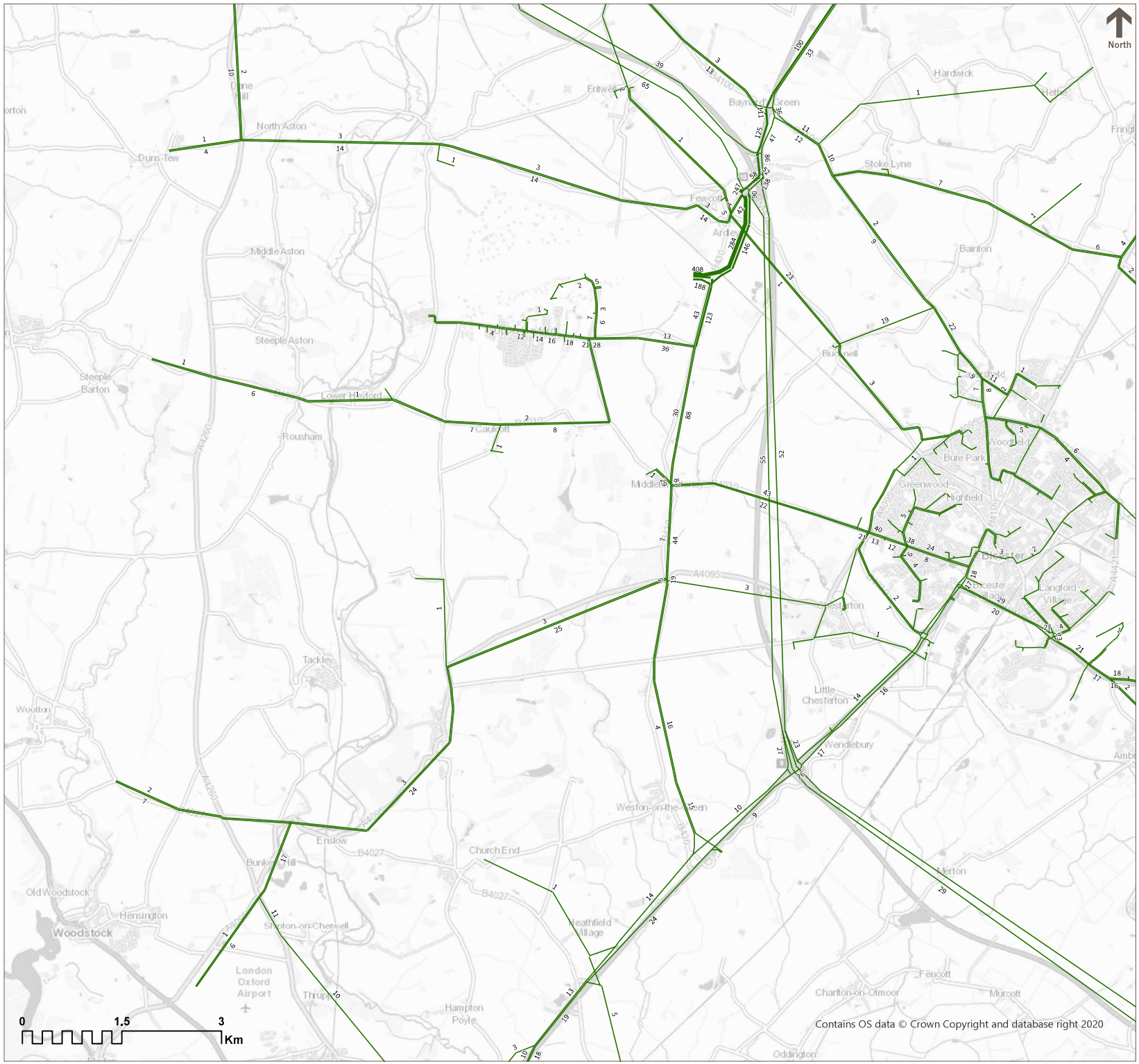
2031 OxSRFI DS2A (PM)
Dev Actual Total PCU Flow
North

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B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	18	-

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Key

Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

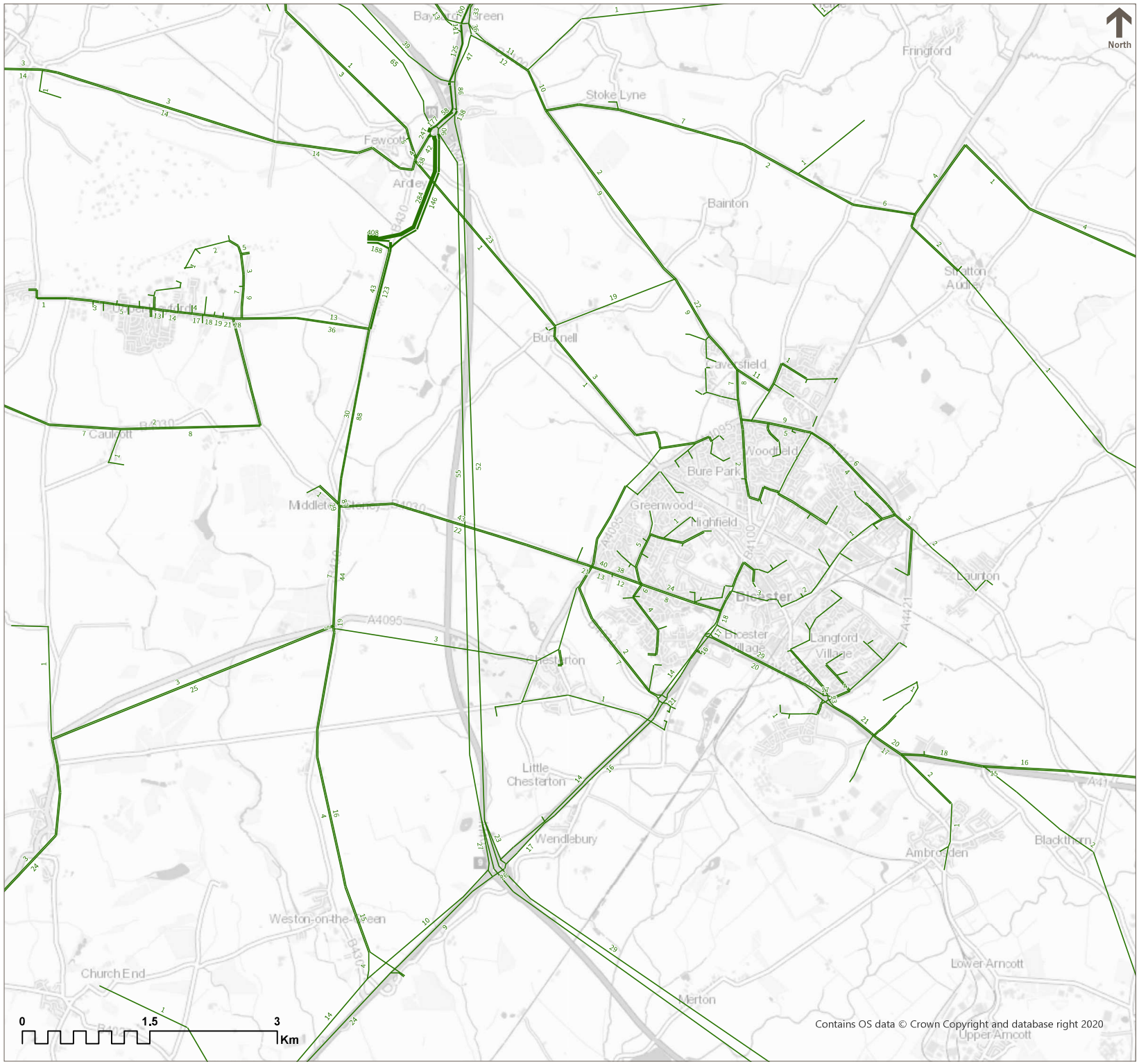
2031 OxSRFI DS2A (PM)
Dev Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	19	-

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Dev_Actual_Total_PCU	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

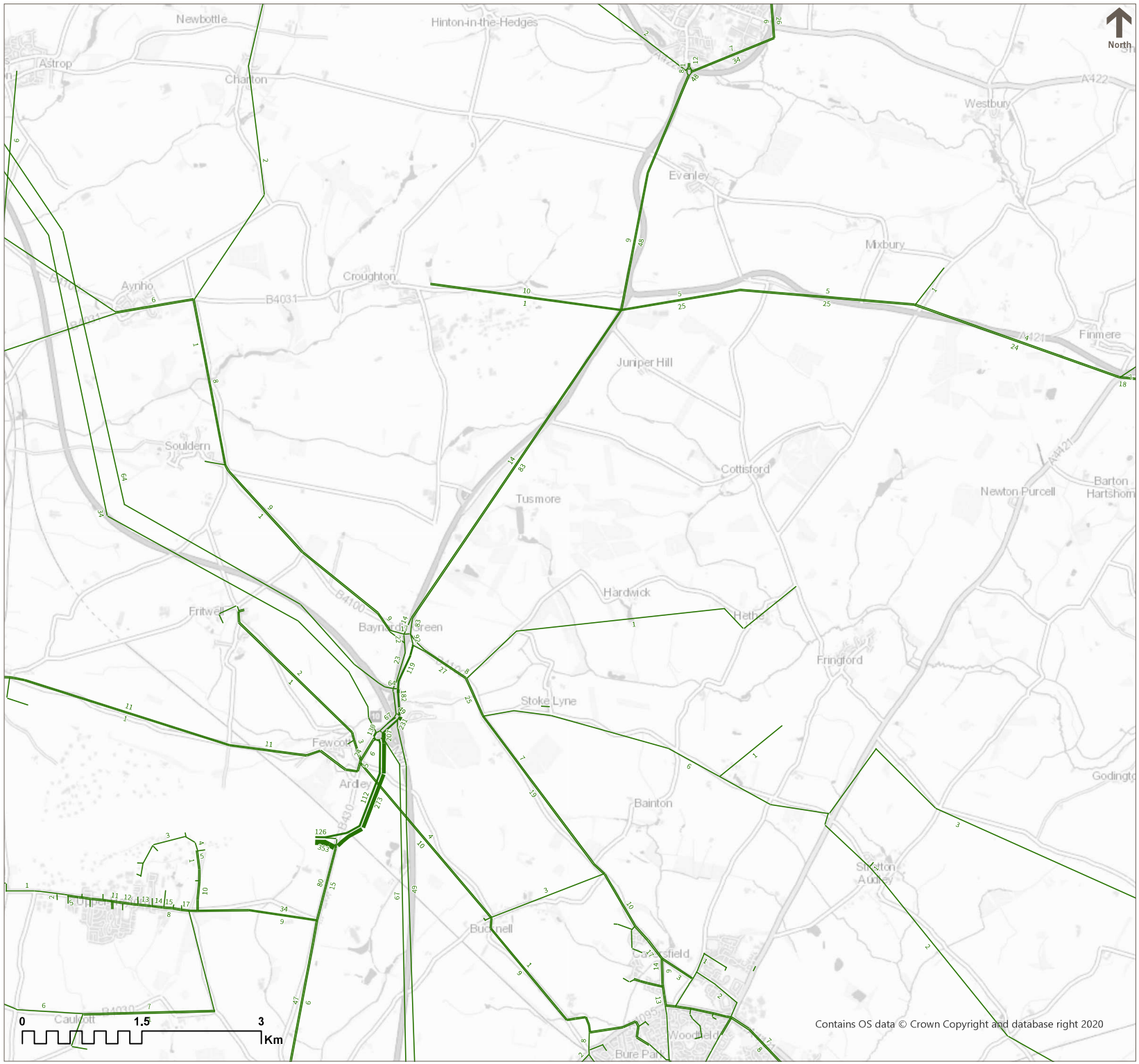
2031 OxSRFI DS2A (PM)
Dev Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	20	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
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- 400
- 500
- 600
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- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

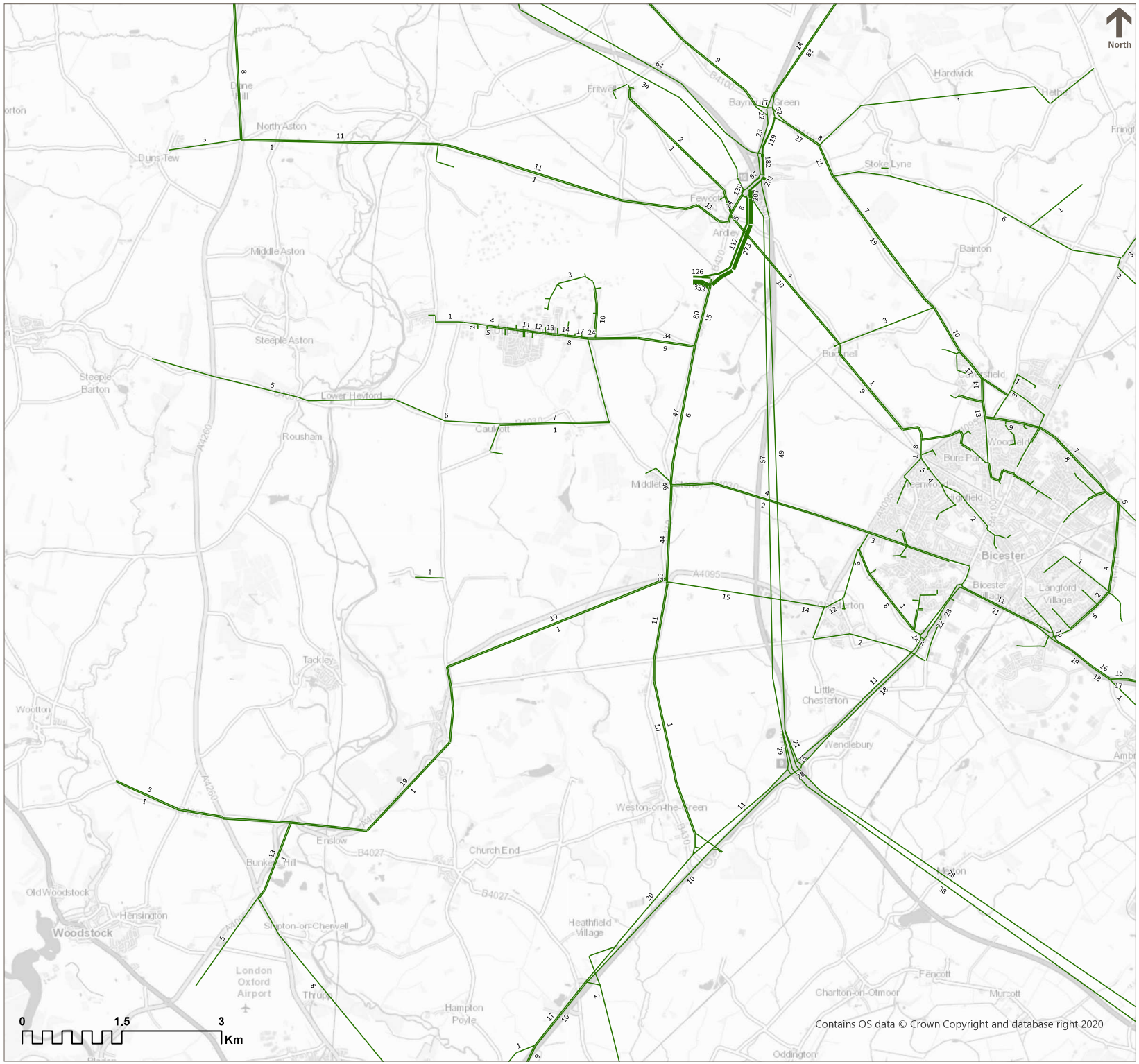
2031 OxSRFI DS2AwTP (AM)
Dev Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	30	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

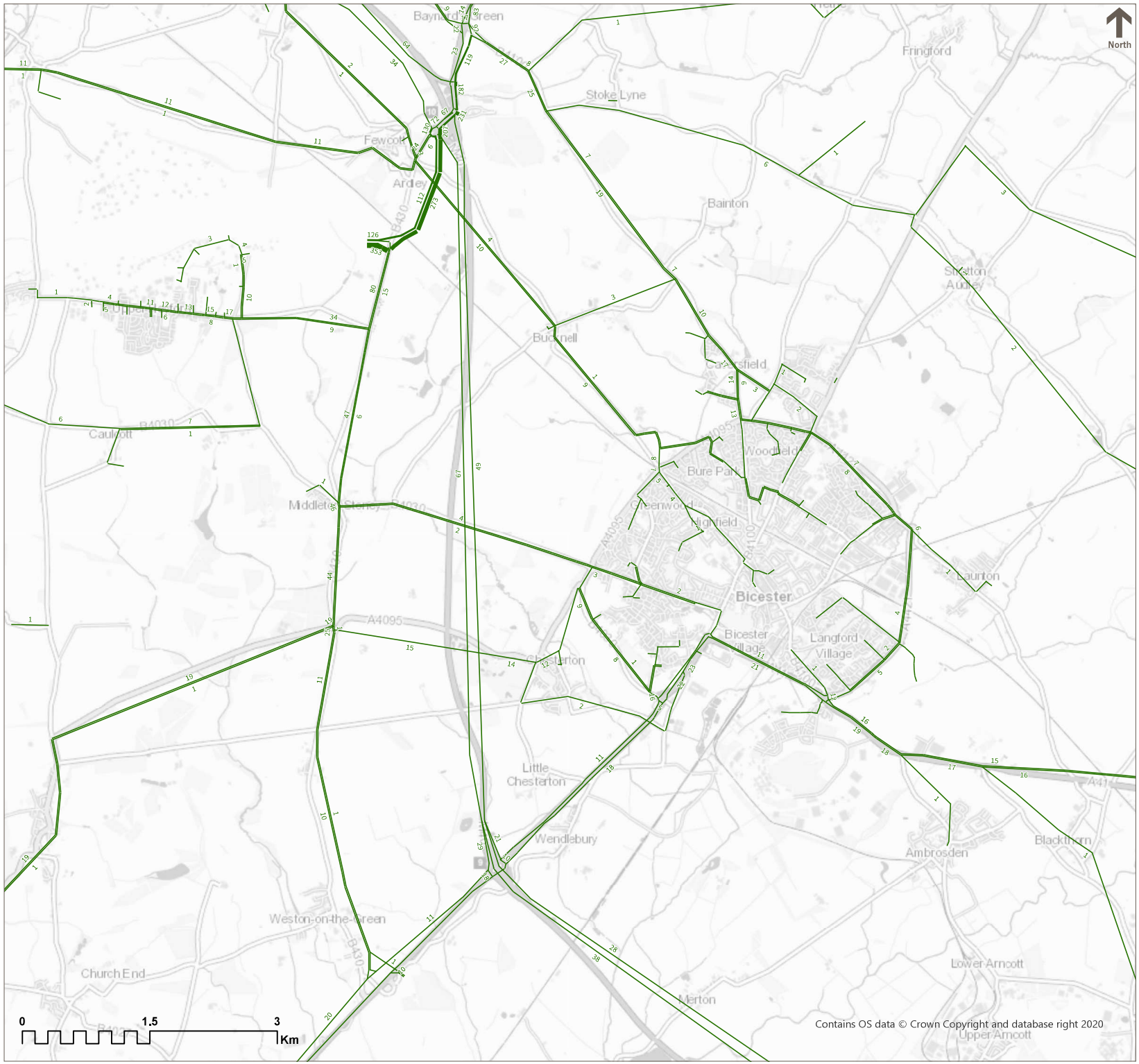
2031 OxSRFI DS2AwTP (AM)
Dev Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	31	-

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Dev_Actual_Total_PCU	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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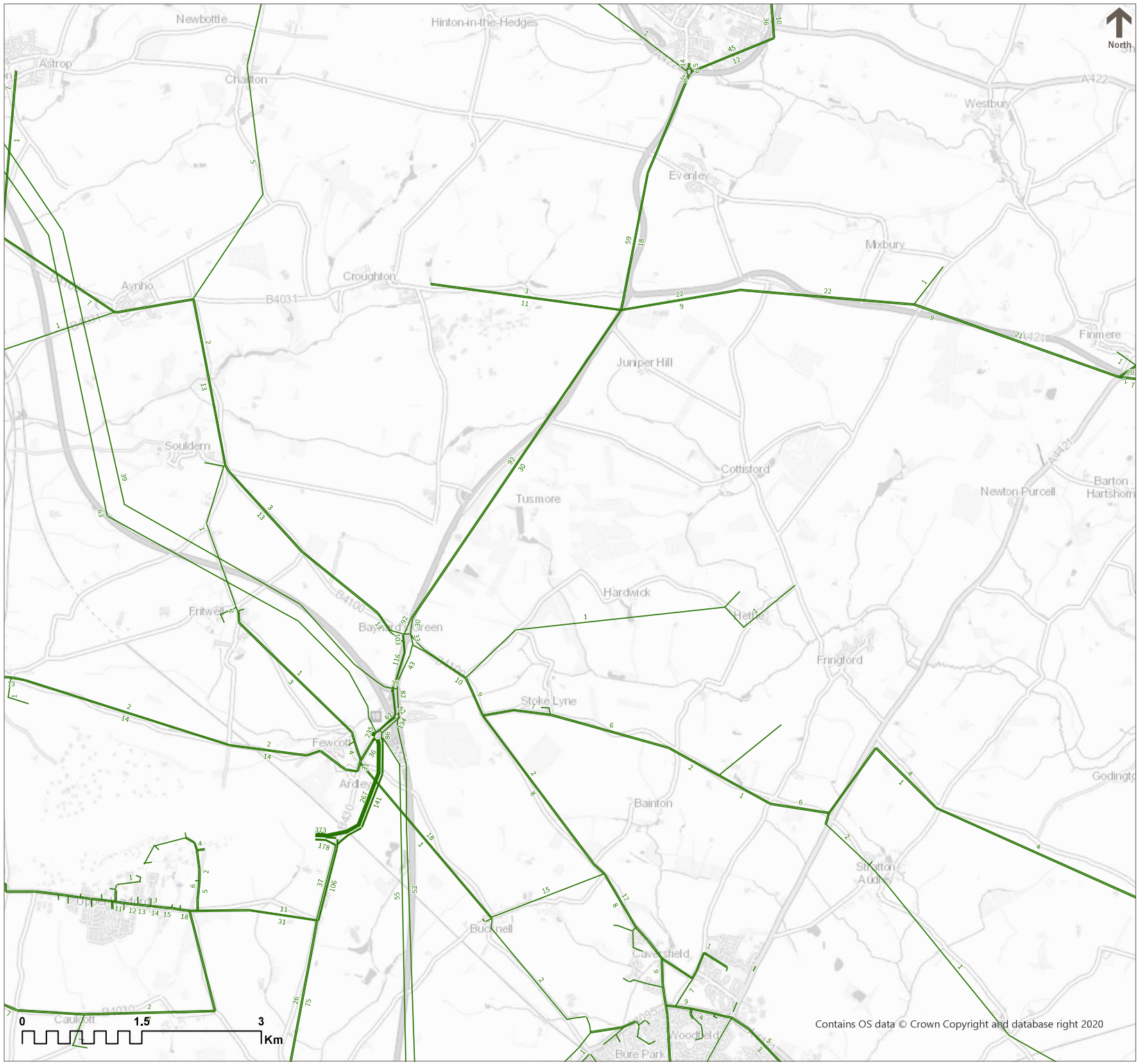
2031 OxSRFI DS2AwTP (AM)
Dev Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	32	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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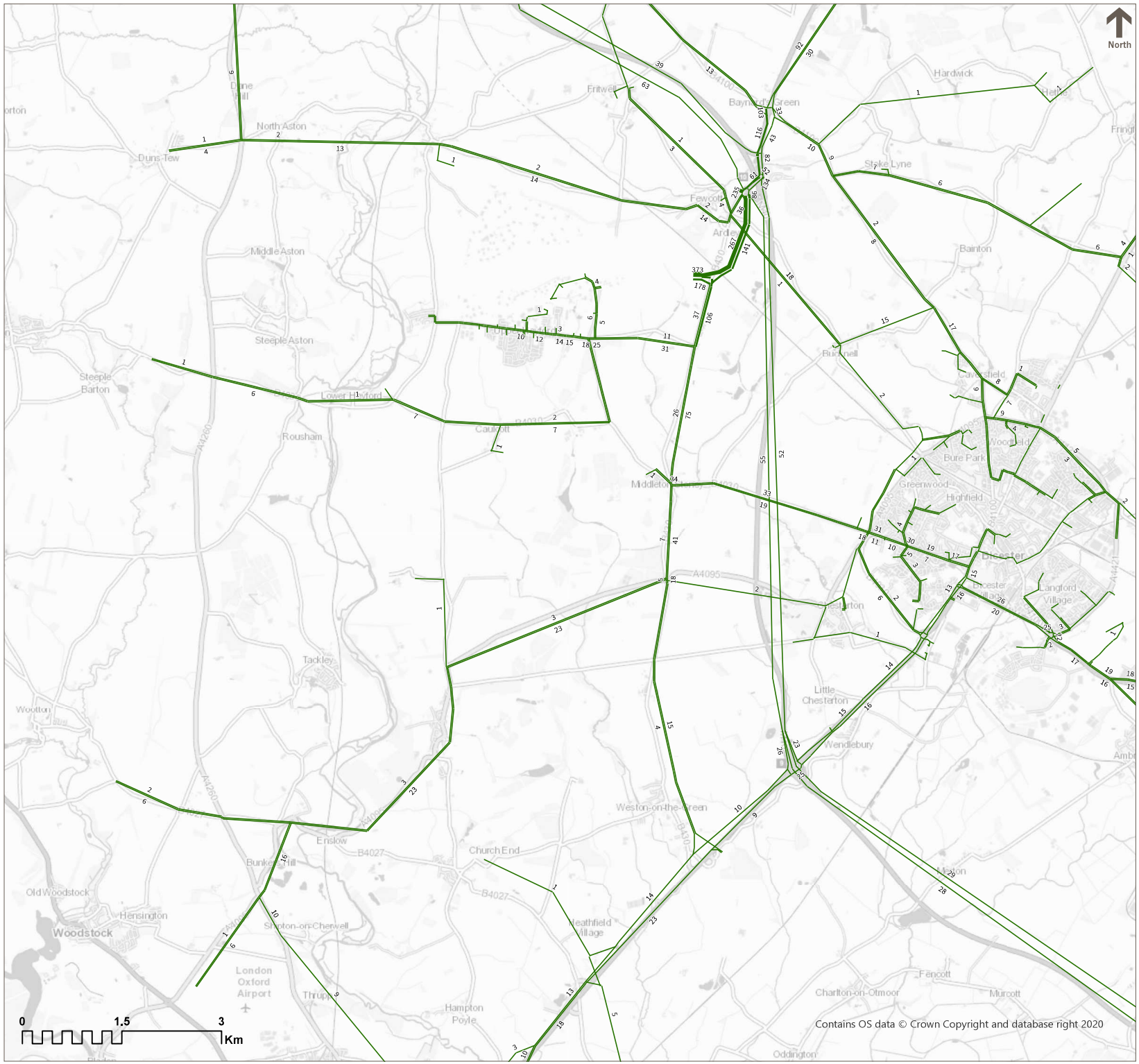
2031 OxSRFI DS2AwTP (PM)
Dev Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	26	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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Oxfordshire Railfreight Ltd

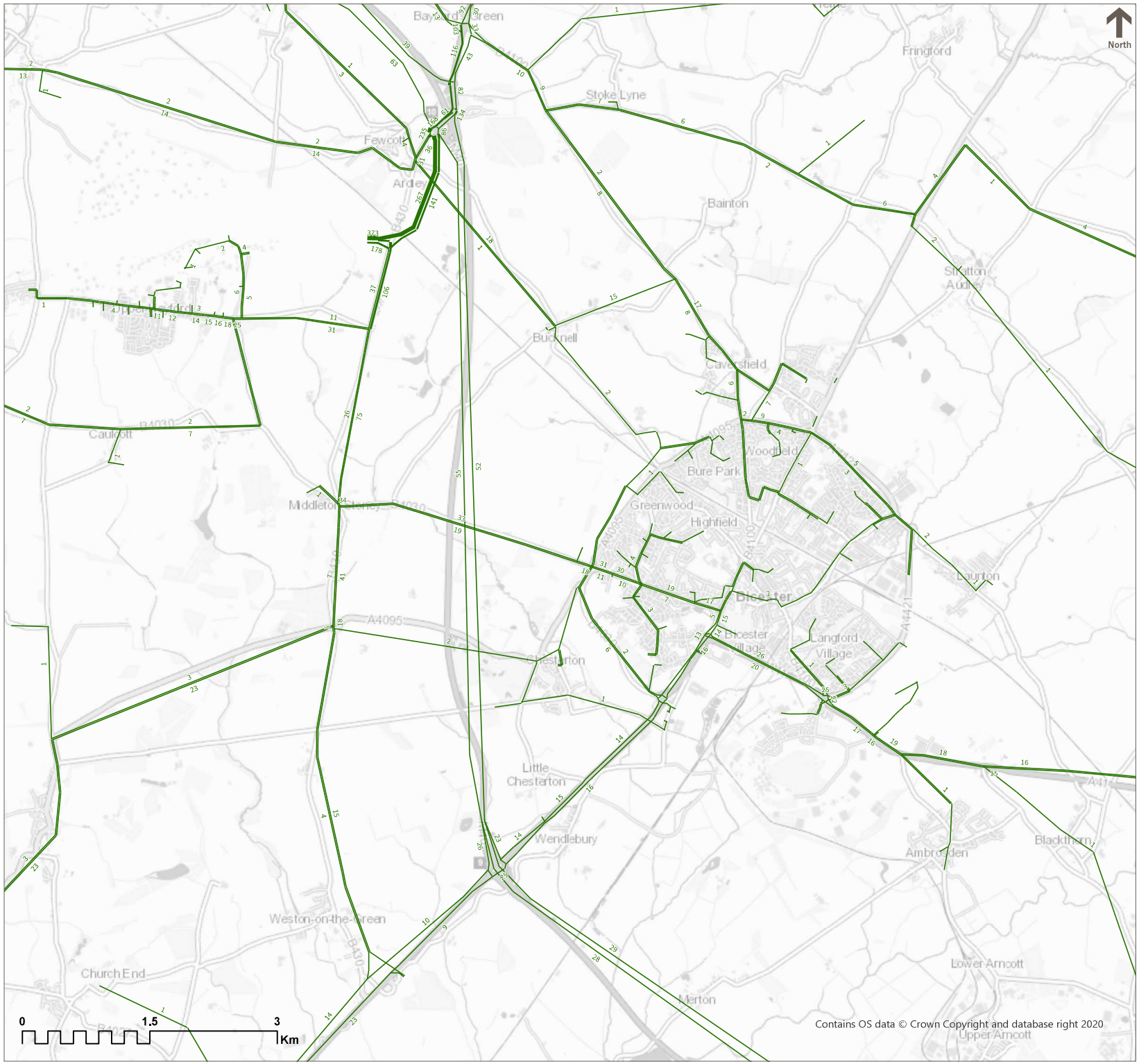
2031 OxSRFI DS2AwTP (PM)
Dev Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	27	-

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Dev_Actual_Total_PCU	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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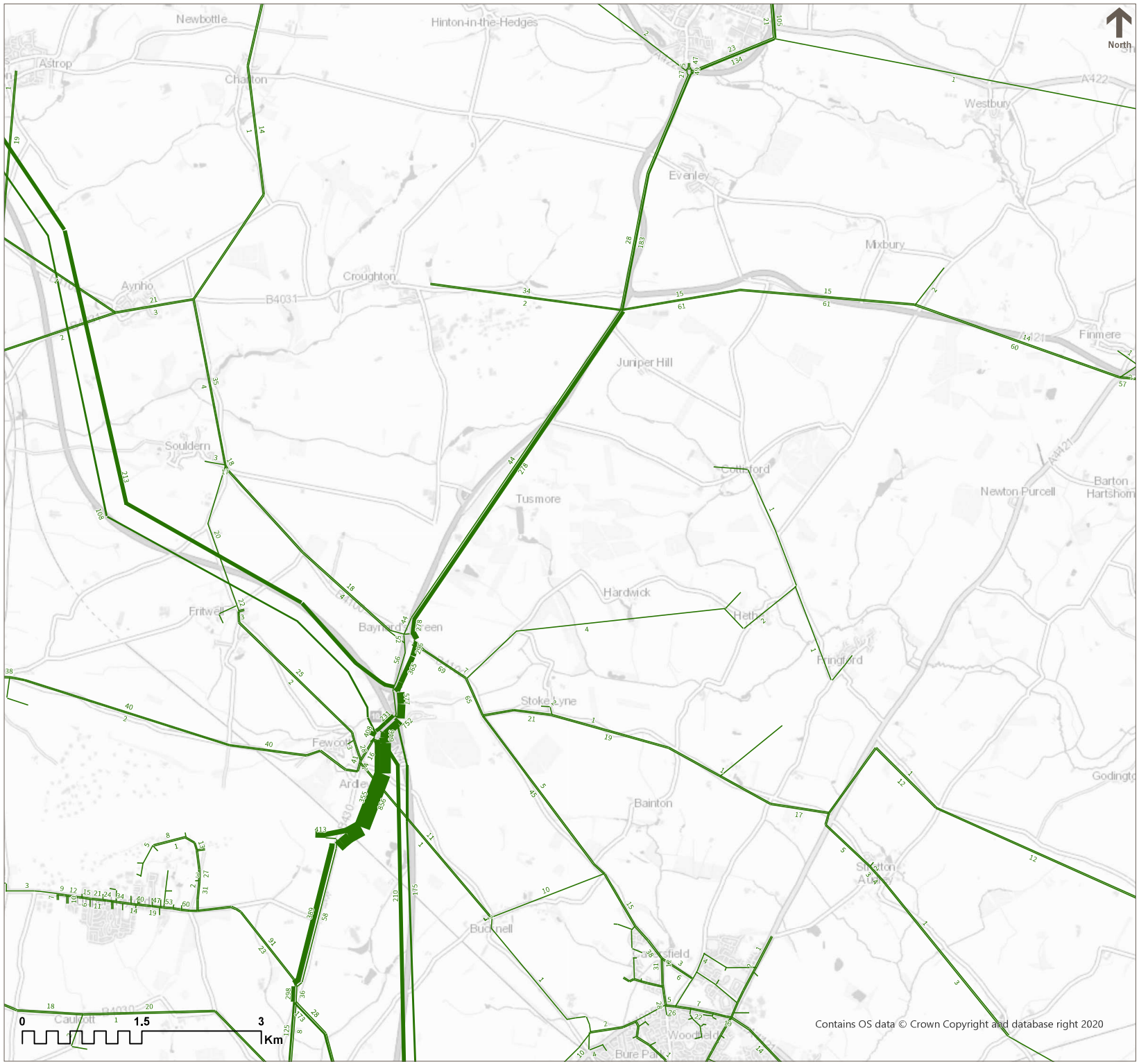
2031 OxSRFI DS2AwTP (PM)
Dev Actual Total PCU Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	28	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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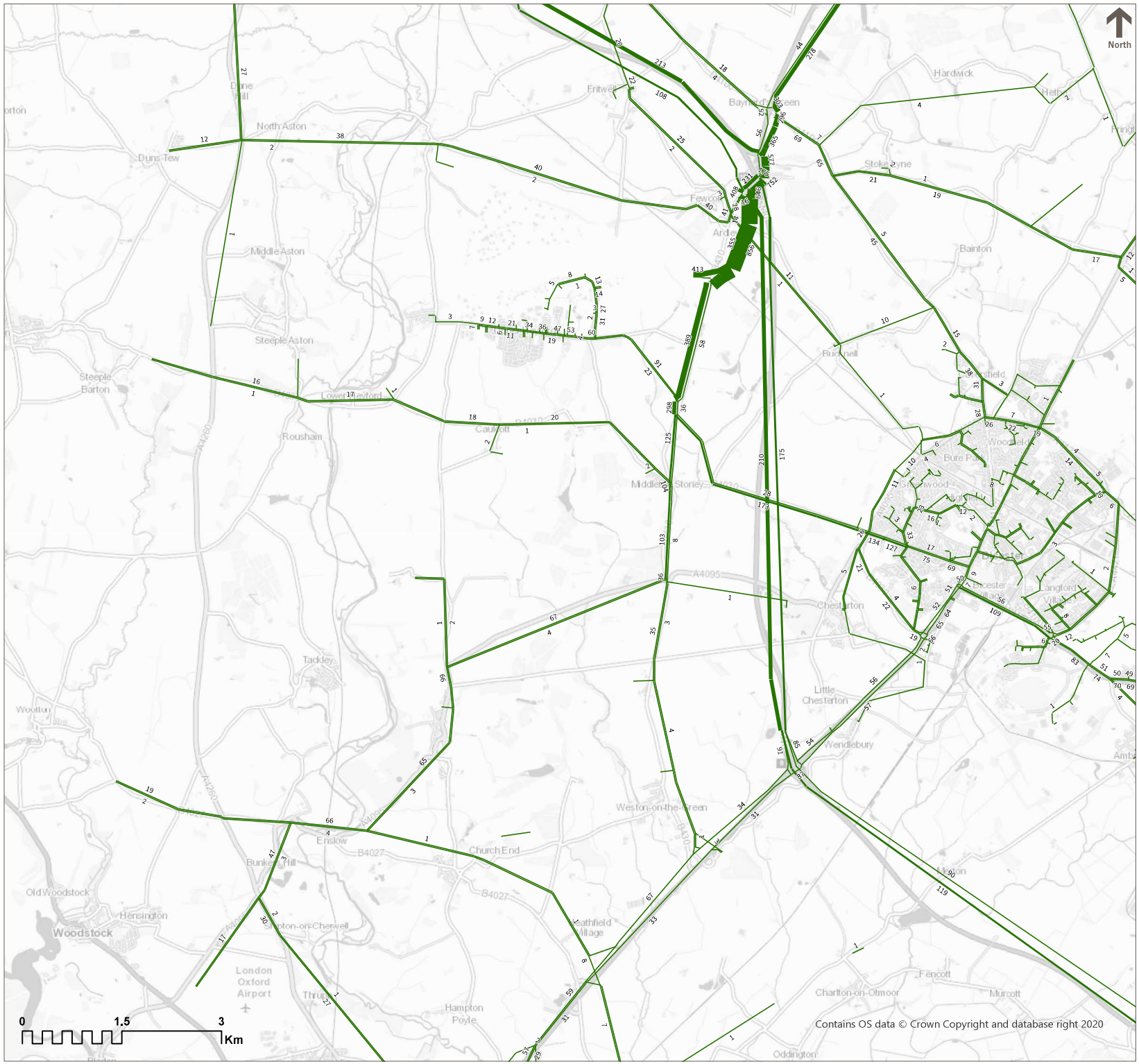
2031 OxSRFI DS1 (AM)
Dev Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	6	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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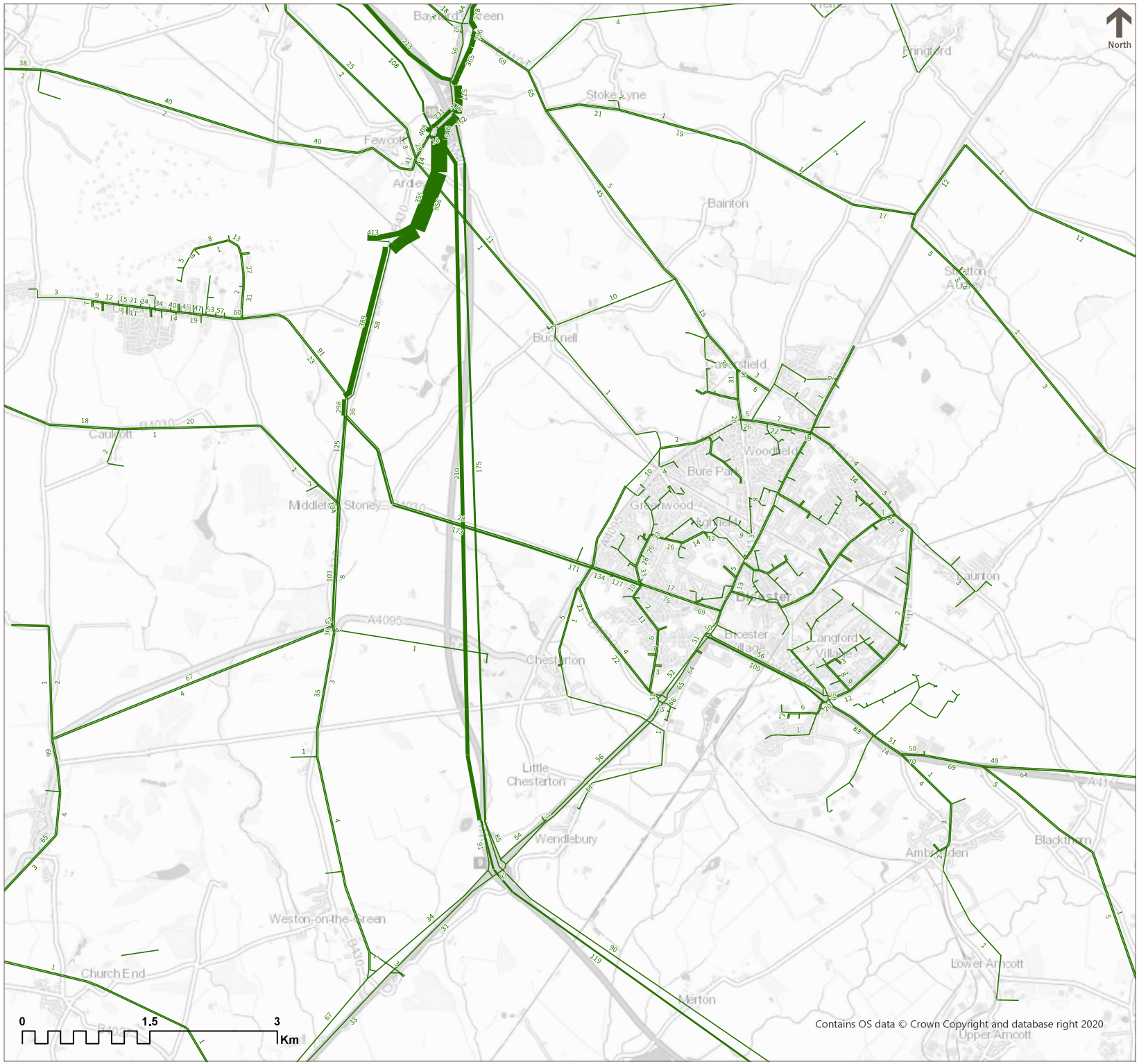
2031 OxSRFI DS1 (AM)
Dev Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	7	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

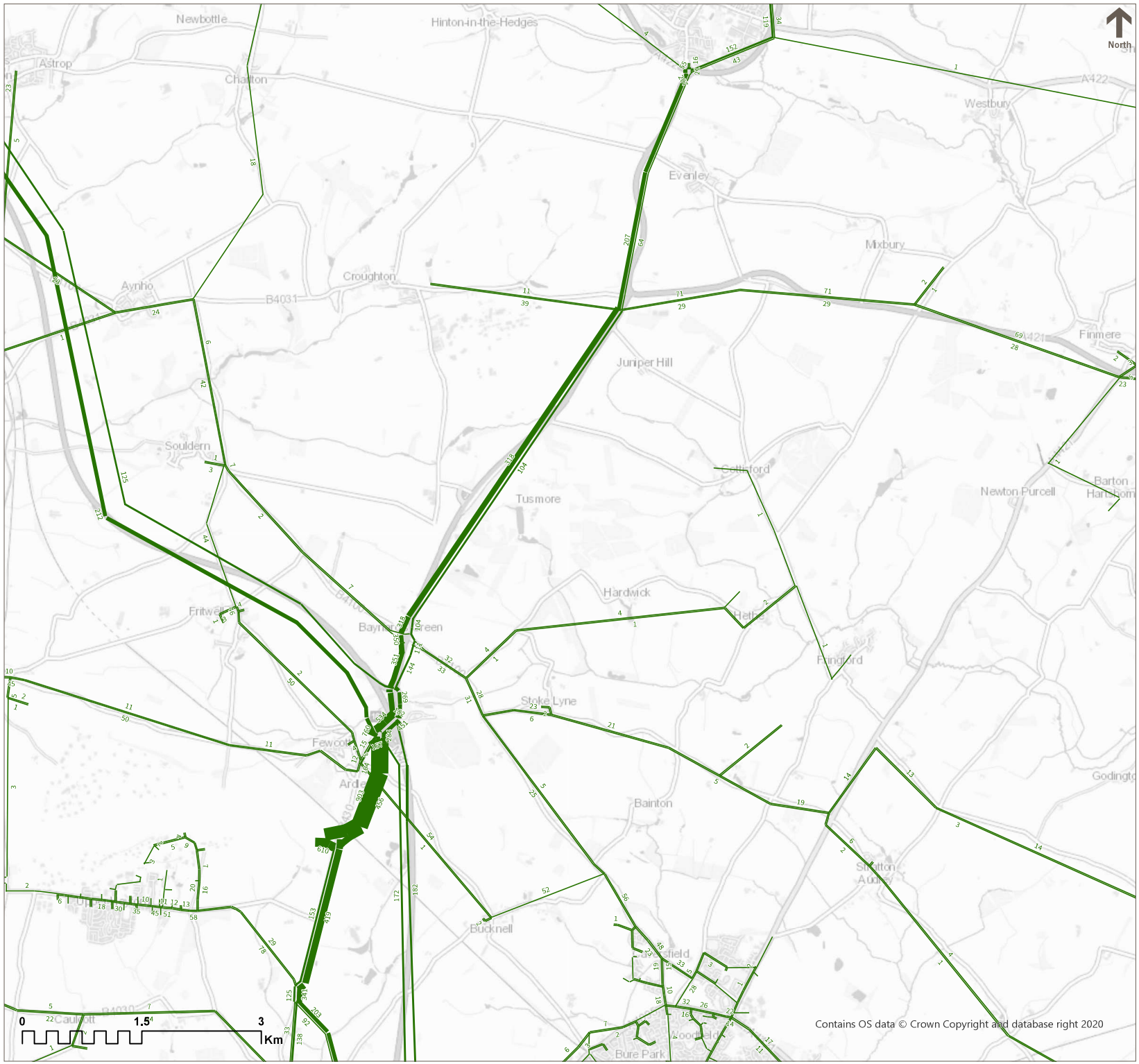
2031 OxSRFI DS1 (AM)
Dev Actual Total PCU Flow Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	8	-

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Dev_Actual_Total_PCU	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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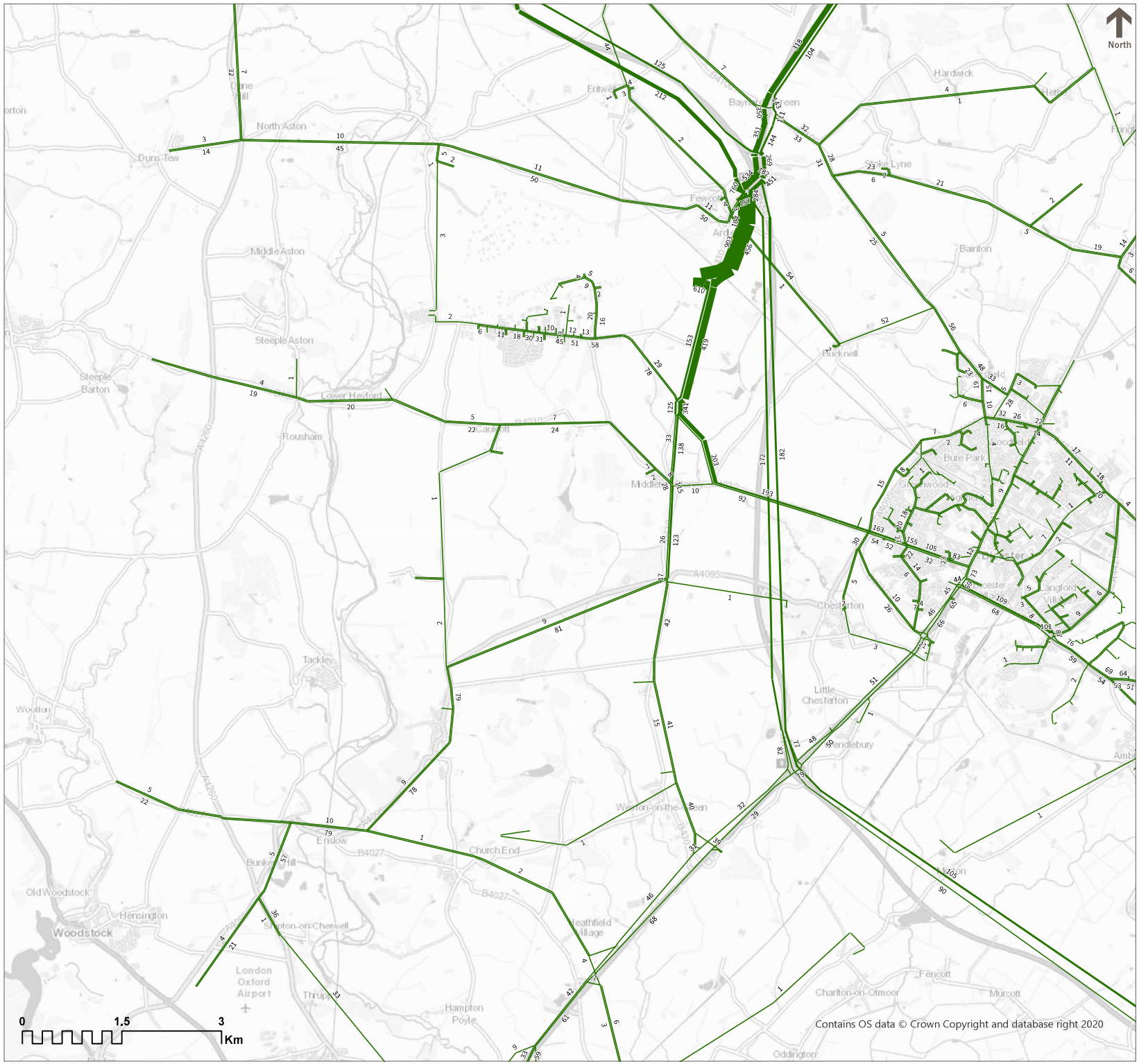
2031 OxSRFI DS1 (PM)
Dev Actual Total PCU Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	2	-

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Dev_Actual_Total_PCU

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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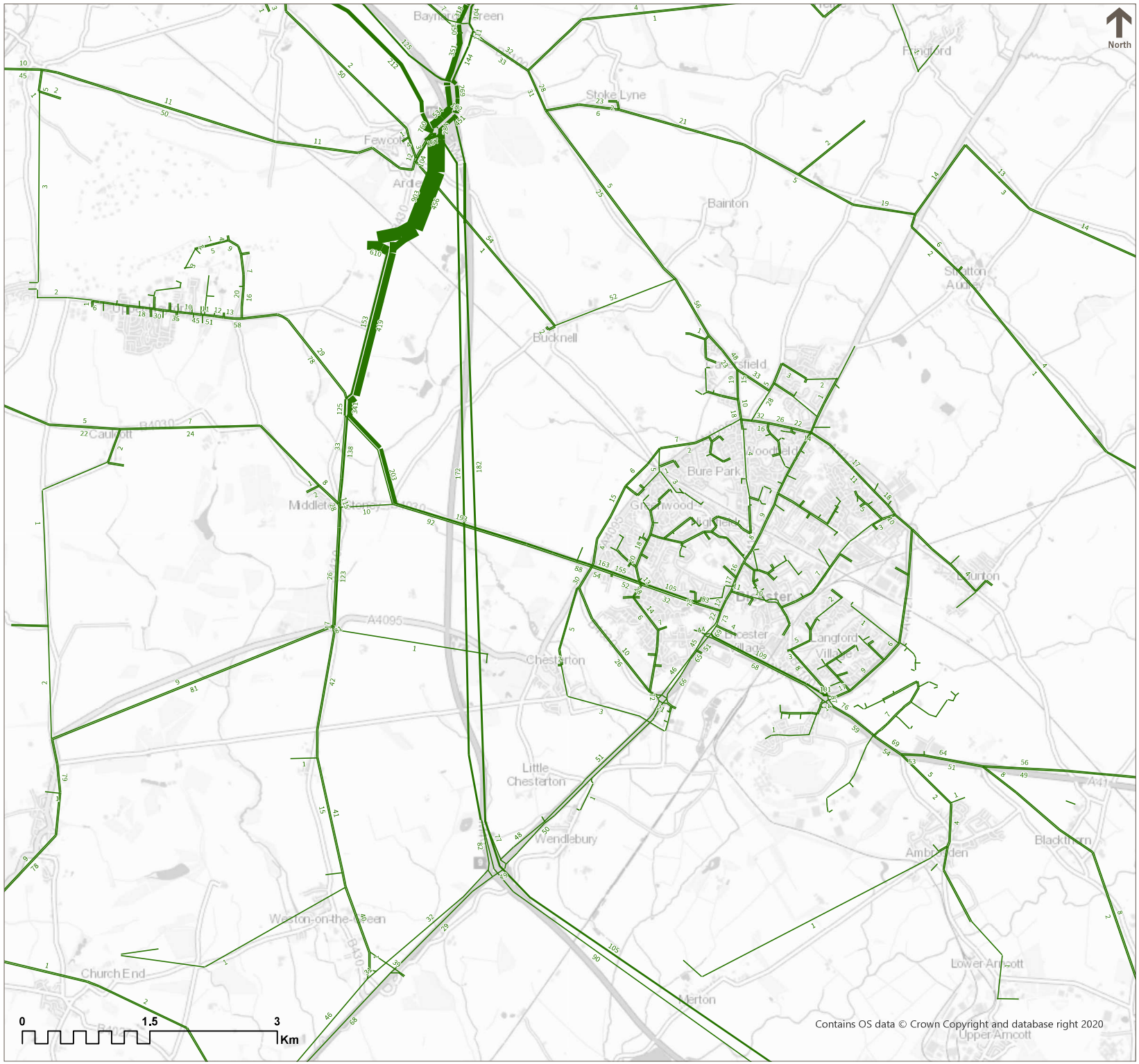
2031 OxSRFI DS1 (PM)
Dev Actual Total PCU Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	3	-

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Dev_Actual_Total_PCU	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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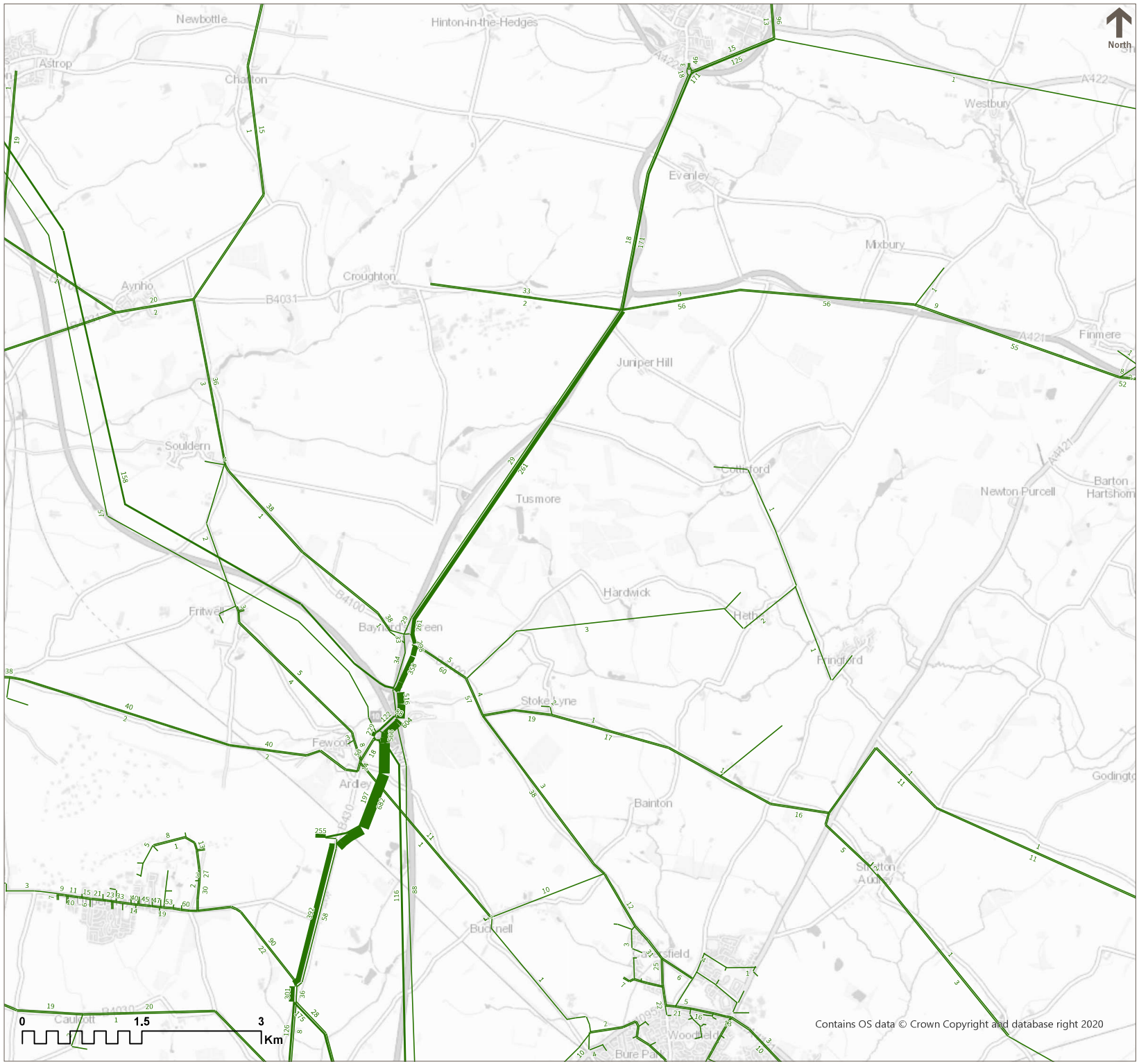
2031 OxSRFI DS1 (PM)
Dev Actual Total PCU Flow Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	4	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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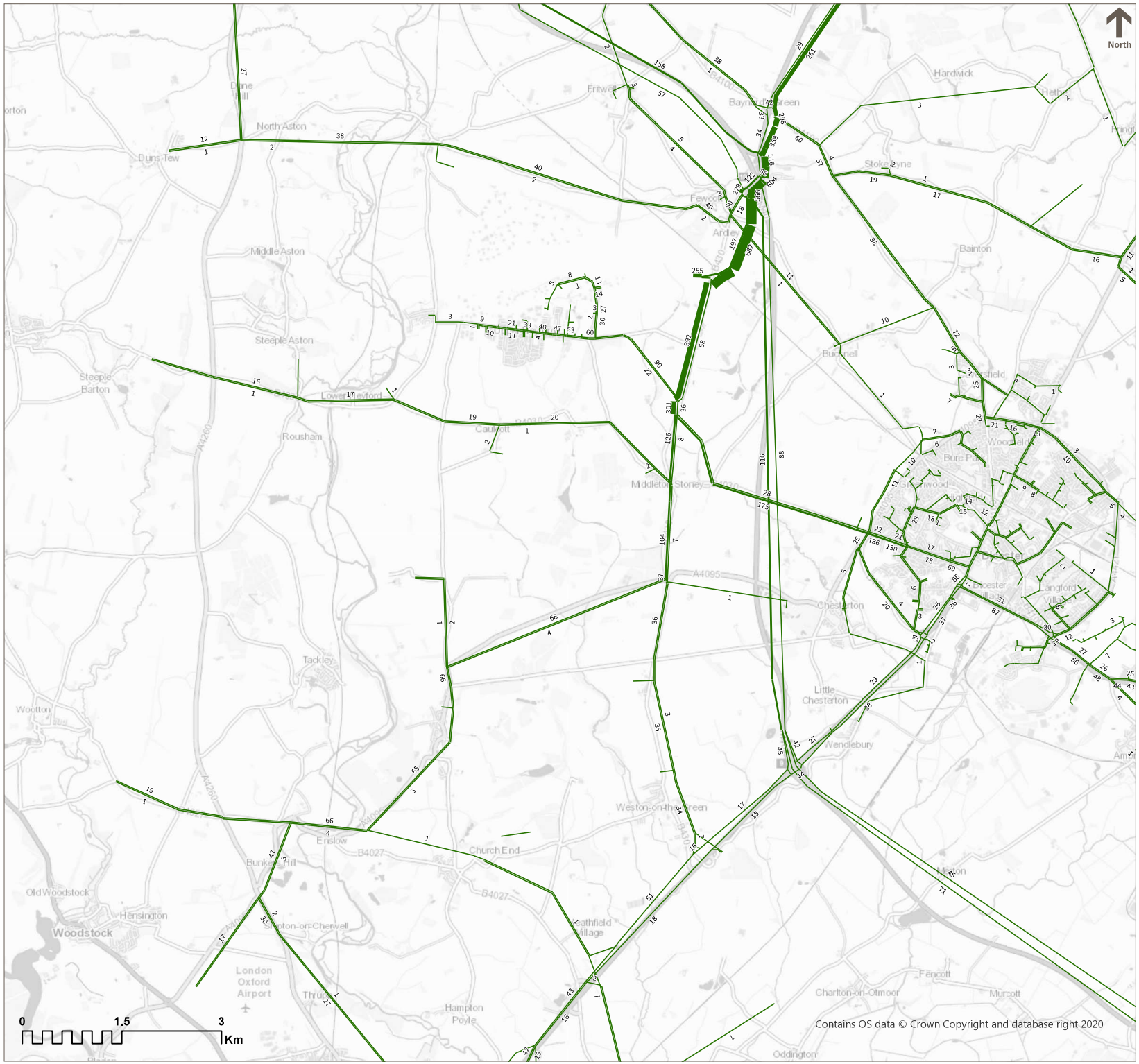
2031 OxSRFI DS1A (AM)
Dev Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	14	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
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- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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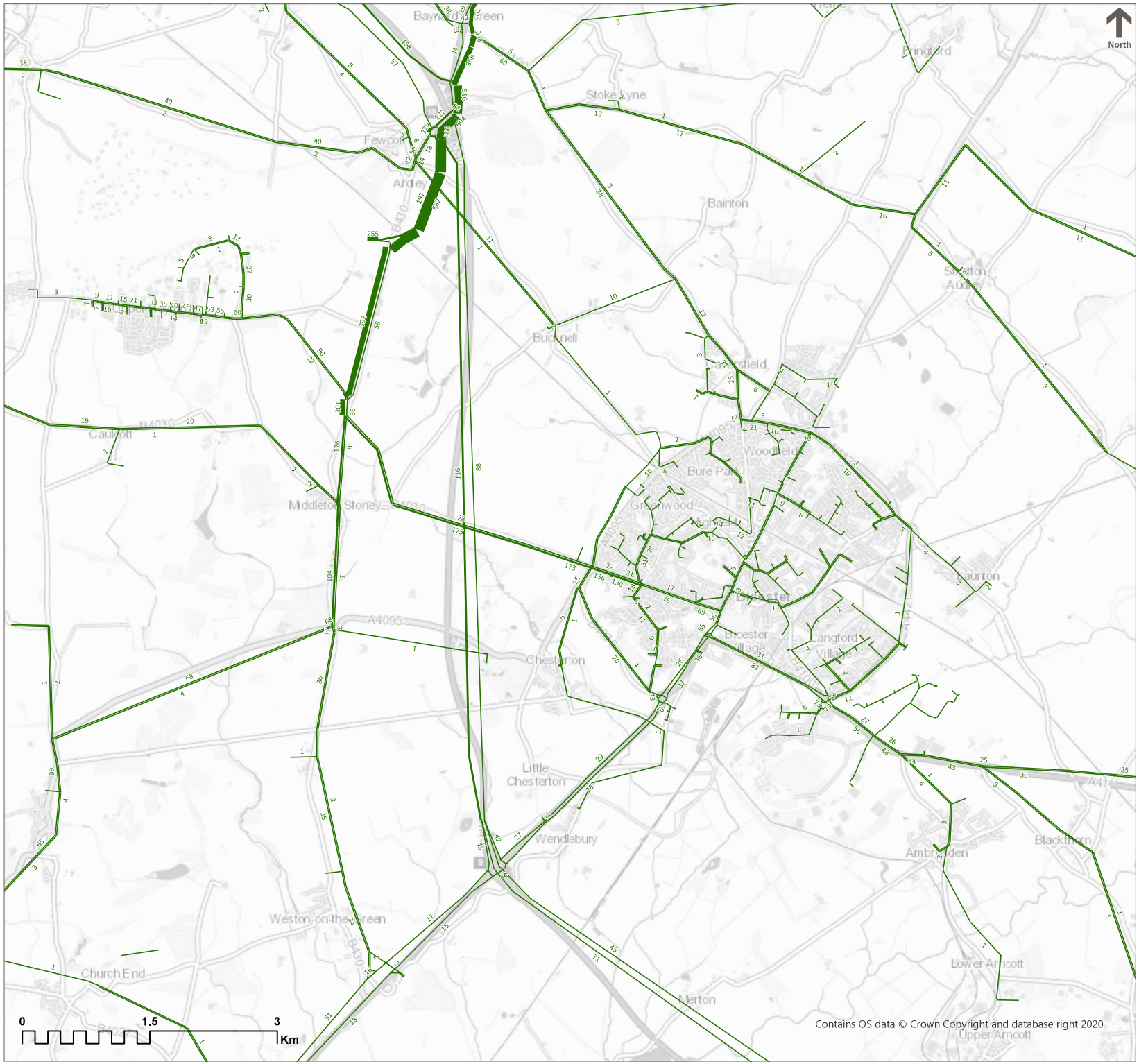
2031 OxSRFI DS1A (AM)
Dev Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	15	-

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Dev_Actual_Total_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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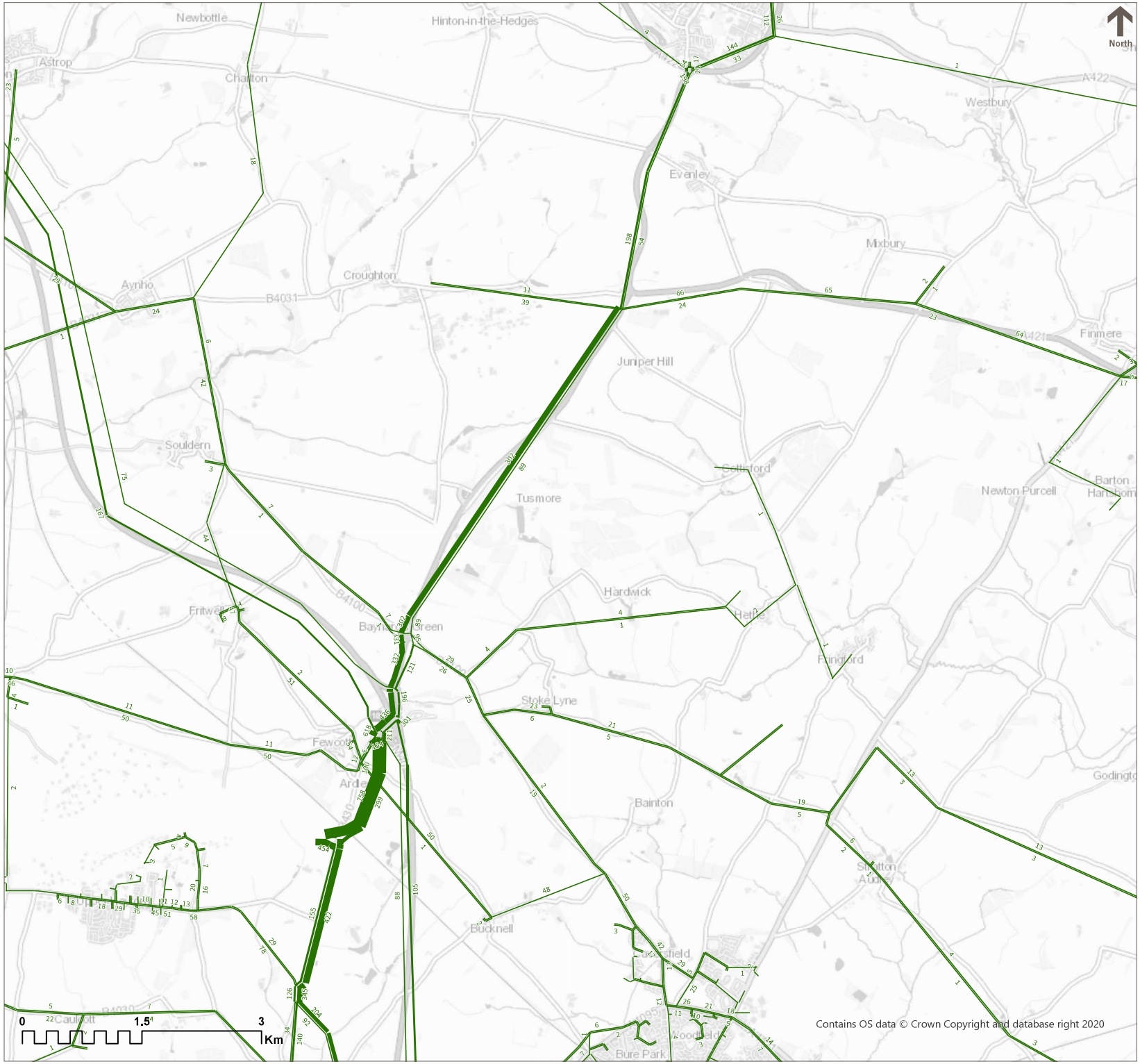
2031 OxSRFI DS1A (AM)
Dev Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	16	-

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- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
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- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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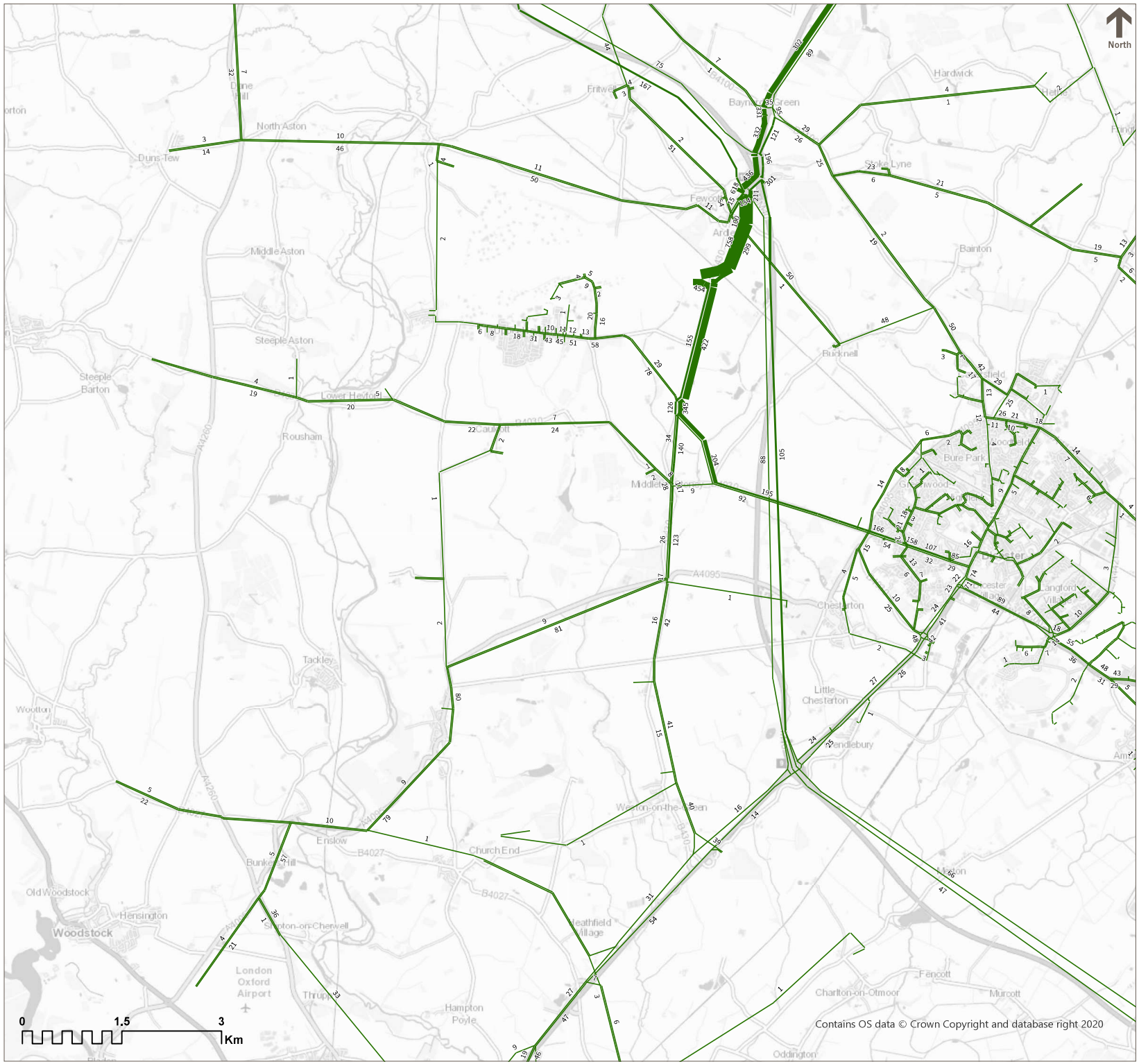
2031 OxSRFI DS1A (PM)
Dev Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	10	-

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Key

Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

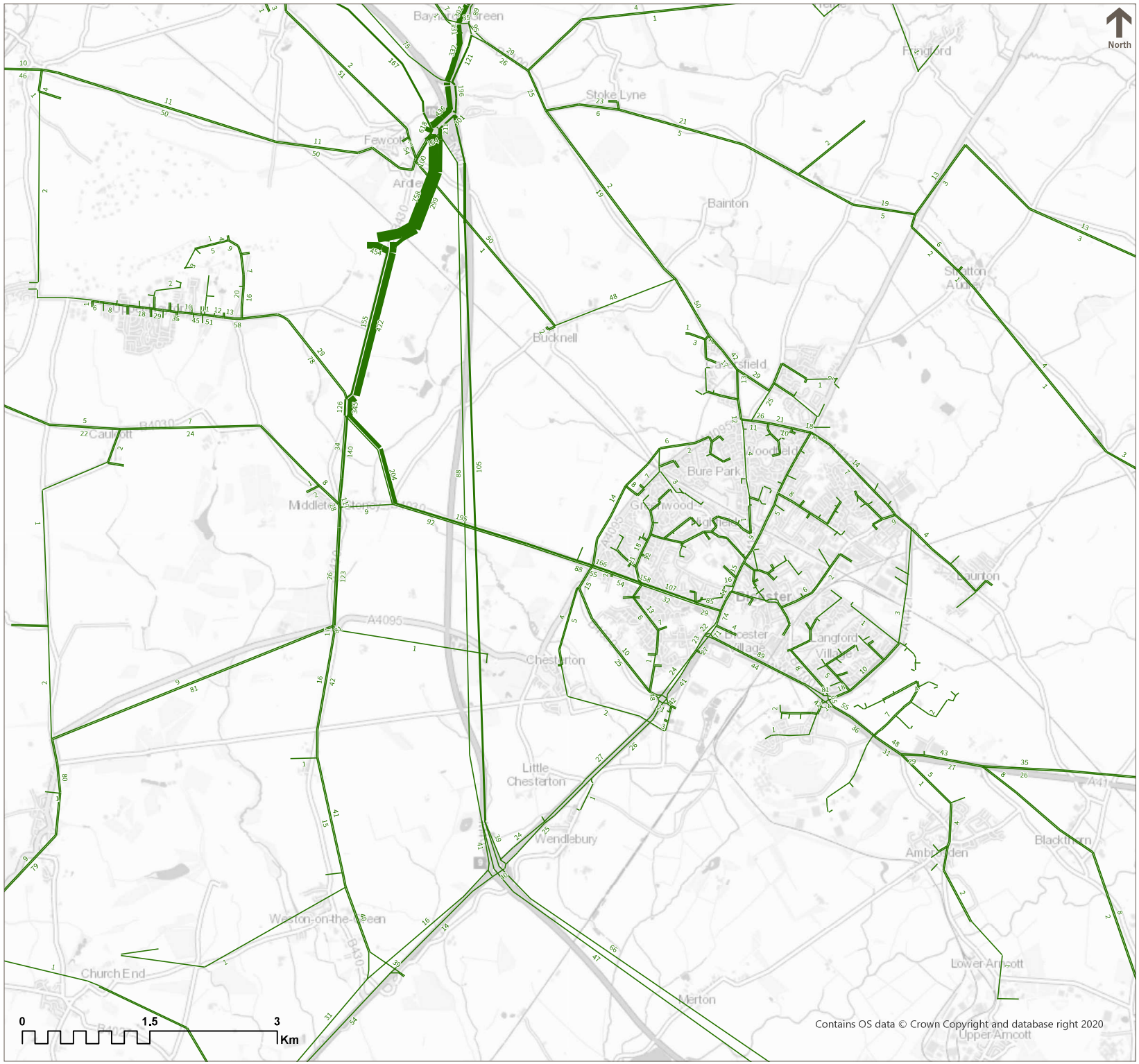
2031 OxSRFI DS1A (PM)
Dev Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	11	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

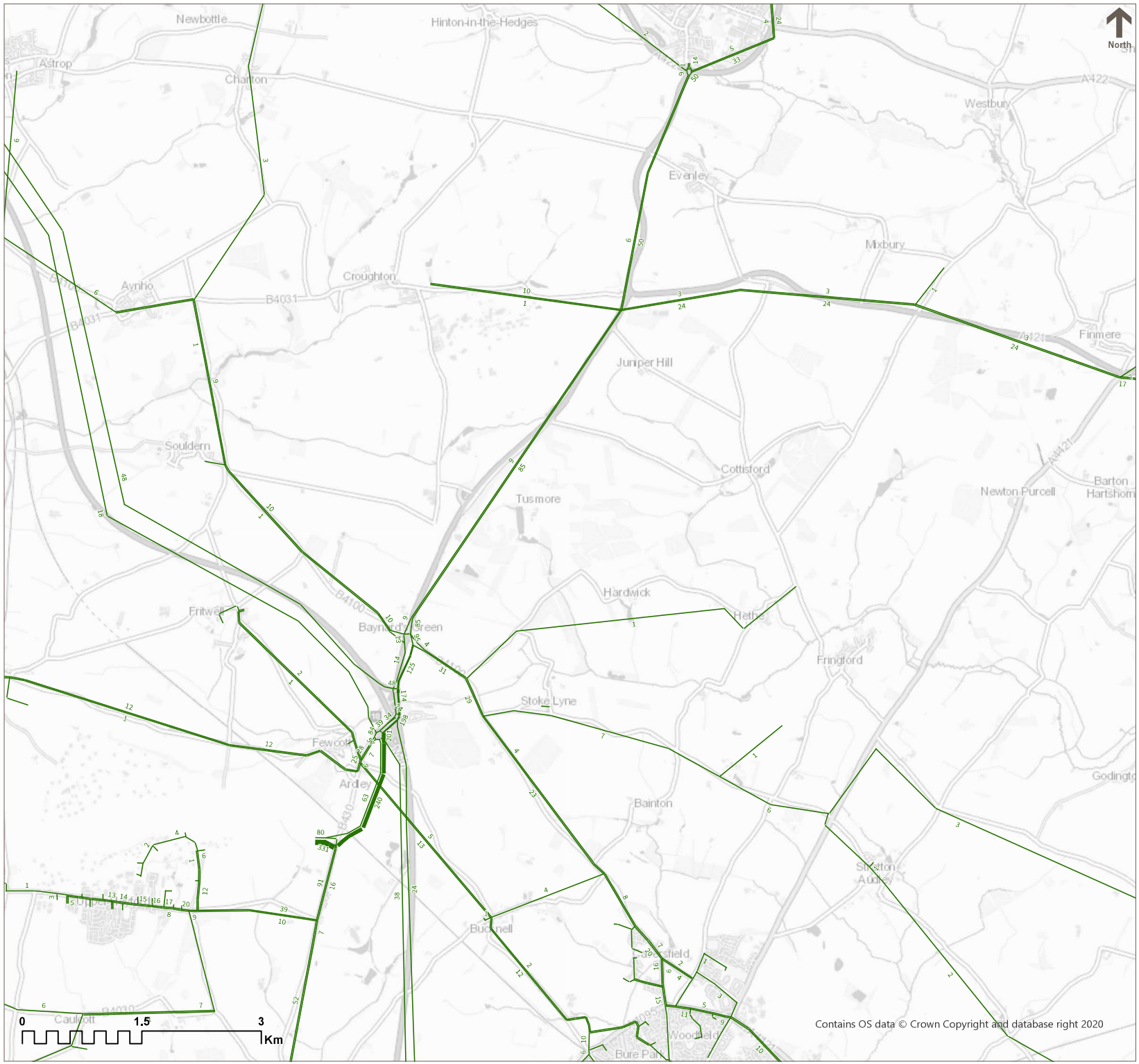
2031 OxSRFI DS1A (PM) Dev Actual Total Veh Flow Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	12	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

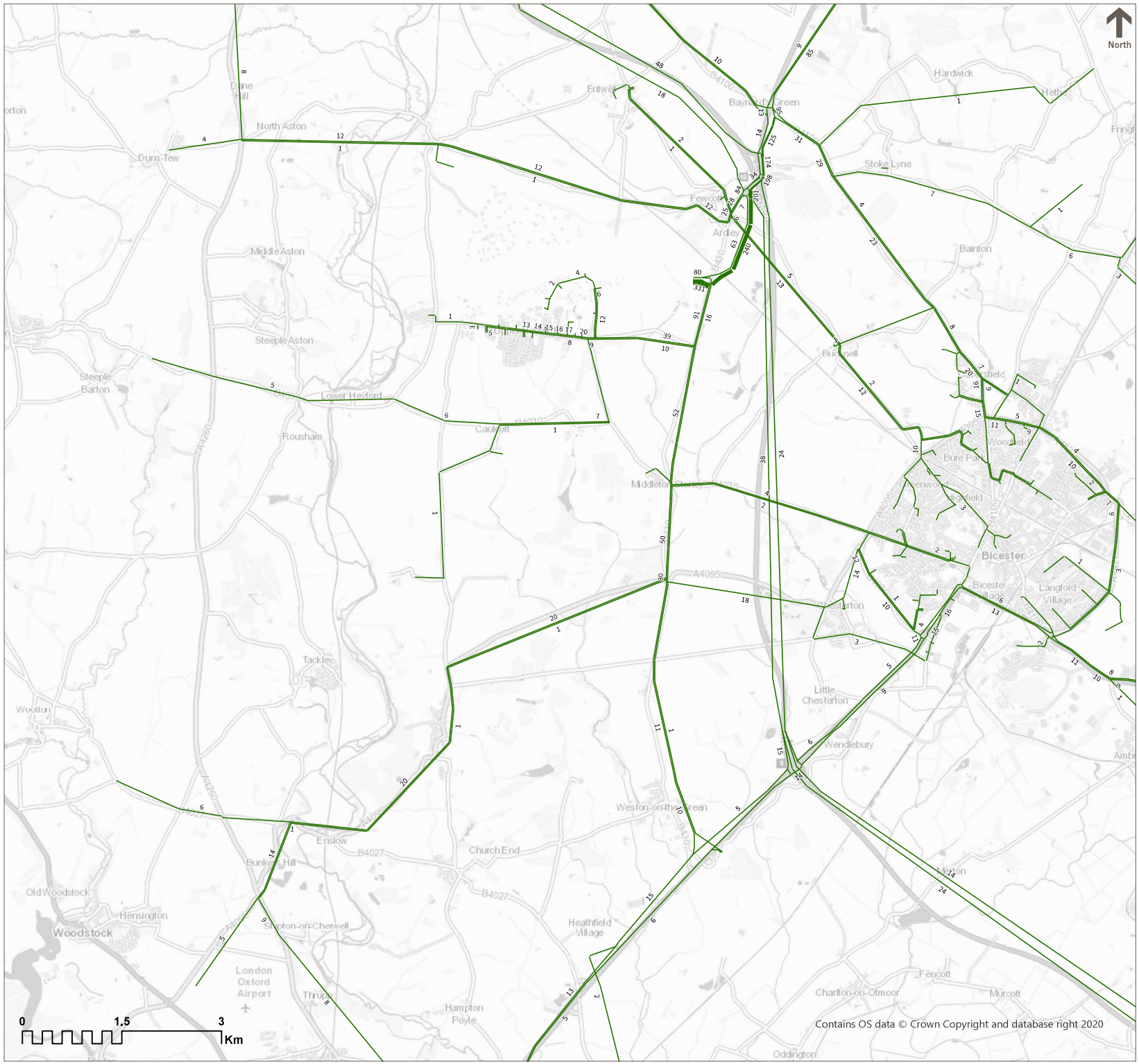
2031 OxSRFI DS2A (AM)
Dev Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	22	-

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Key

Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

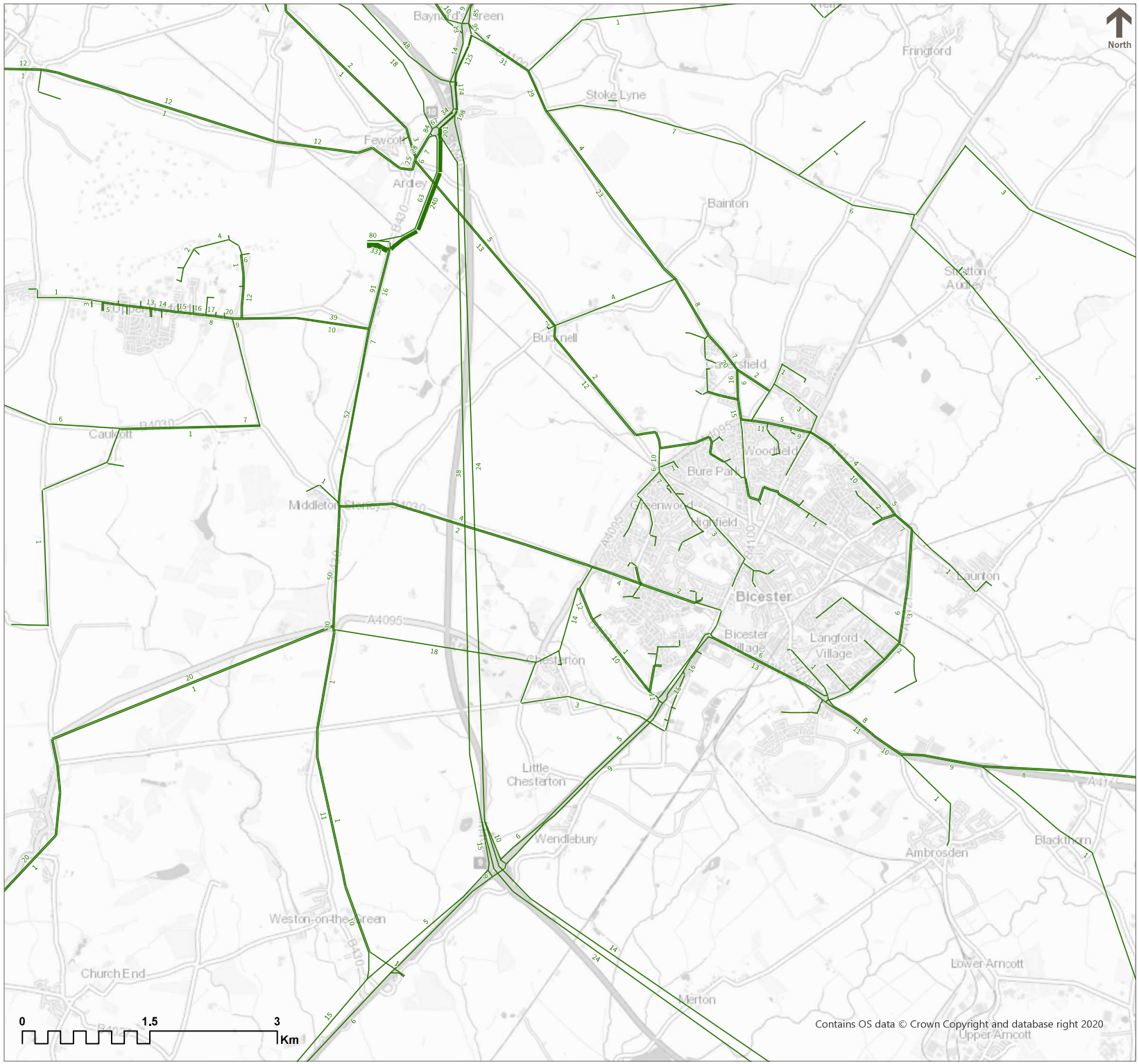
2031 OxSRFI DS2A (AM)
Dev Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	23	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
Oxfordshire Railfreight Ltd

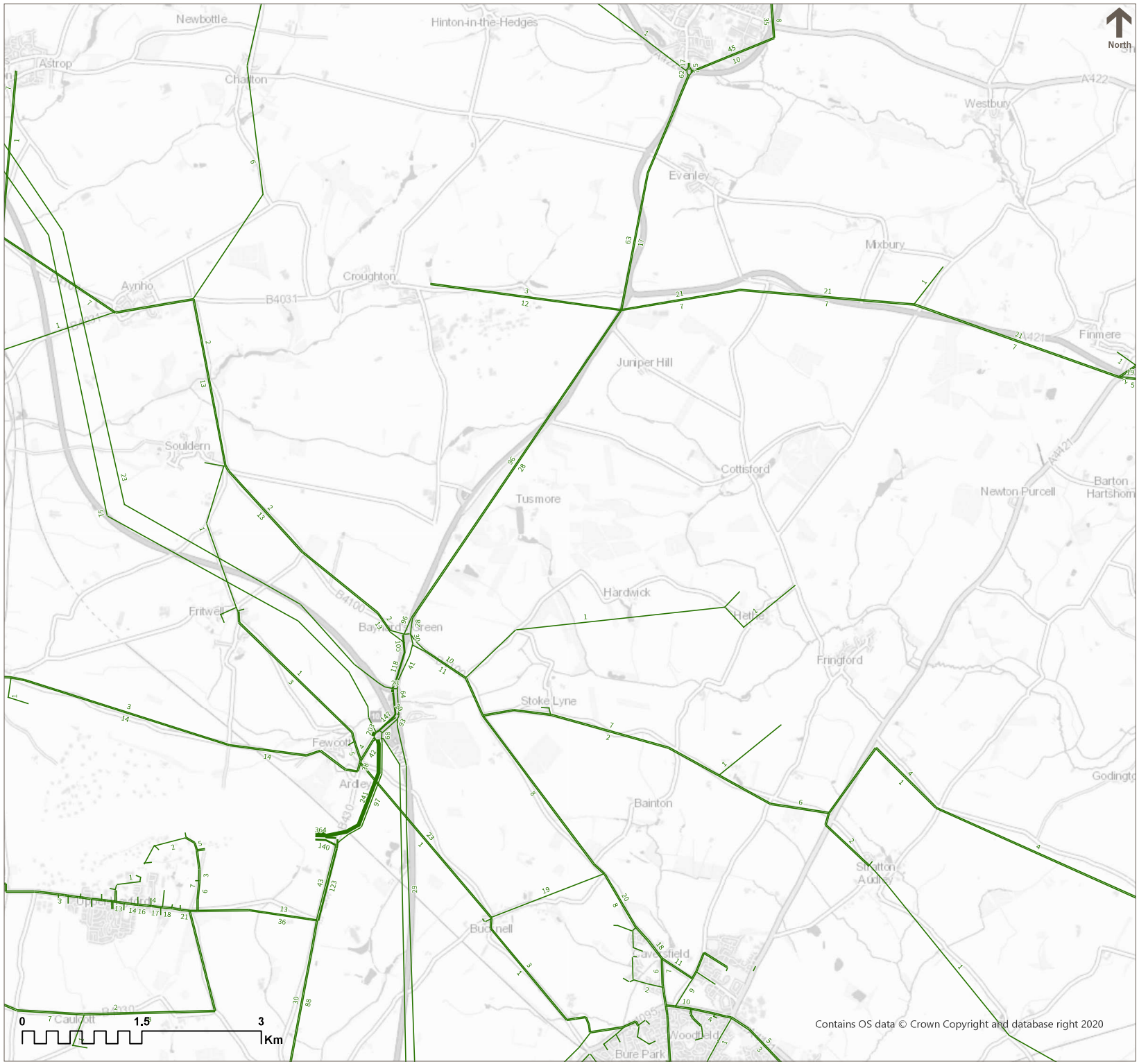
2031 OxSRFI DS2A (AM)
Dev Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	24	-

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Dev_Actual_Total_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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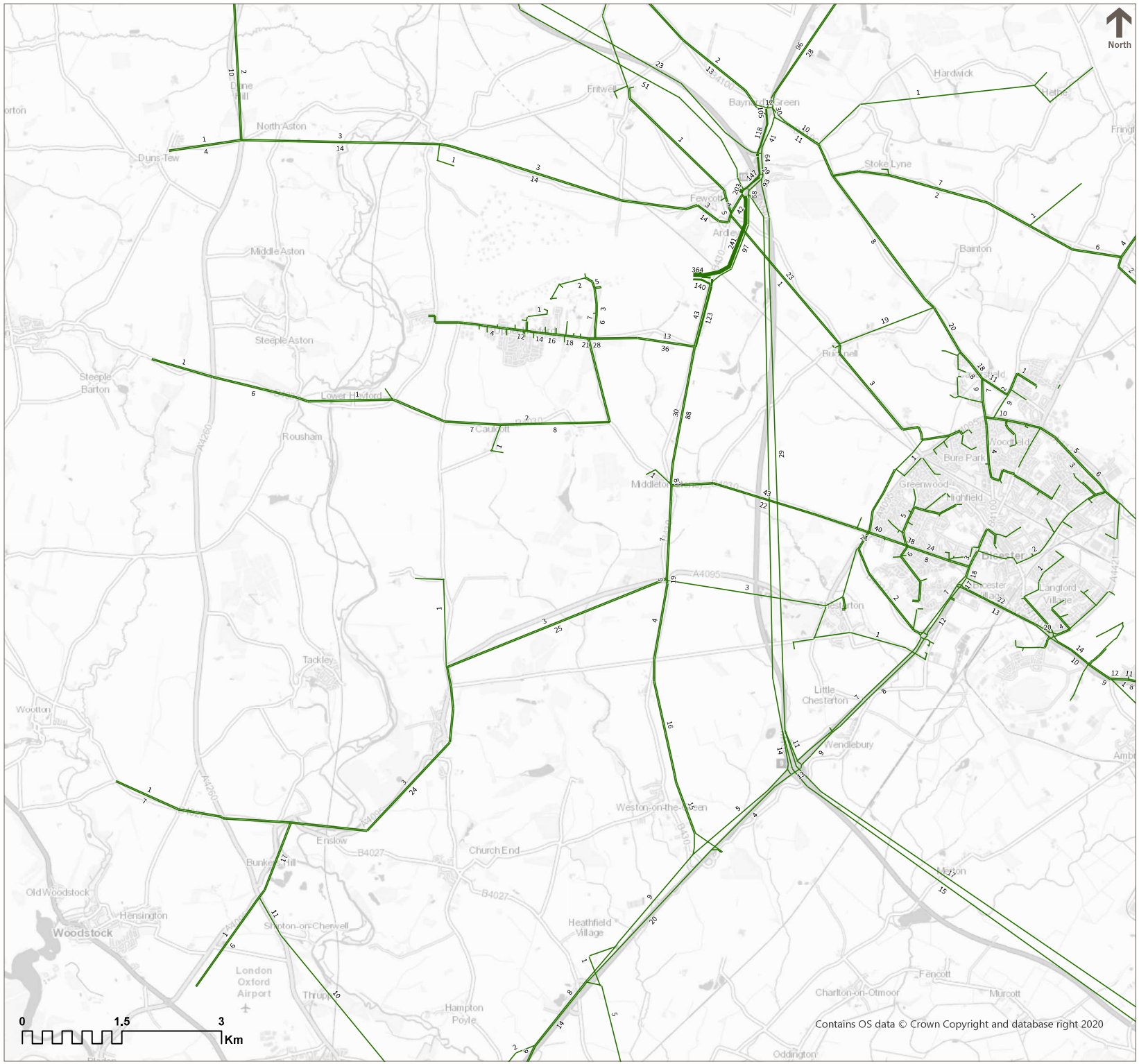
2031 OxSRFI DS2A (PM)
Dev Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	18	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

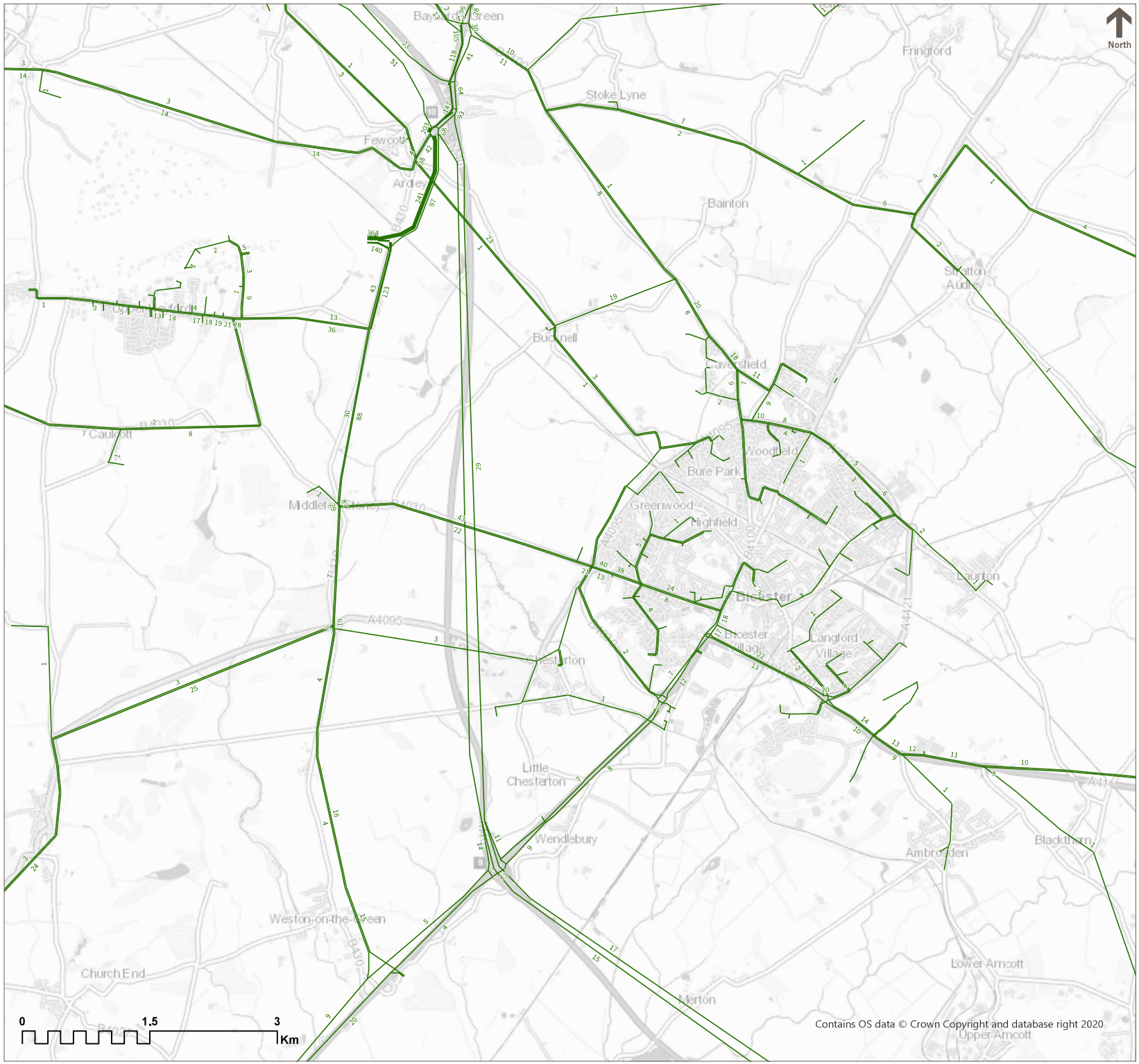
2031 OxSRFI DS2A (PM) Dev Actual Total Veh Flow West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	19	-

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Dev_Actual_Total_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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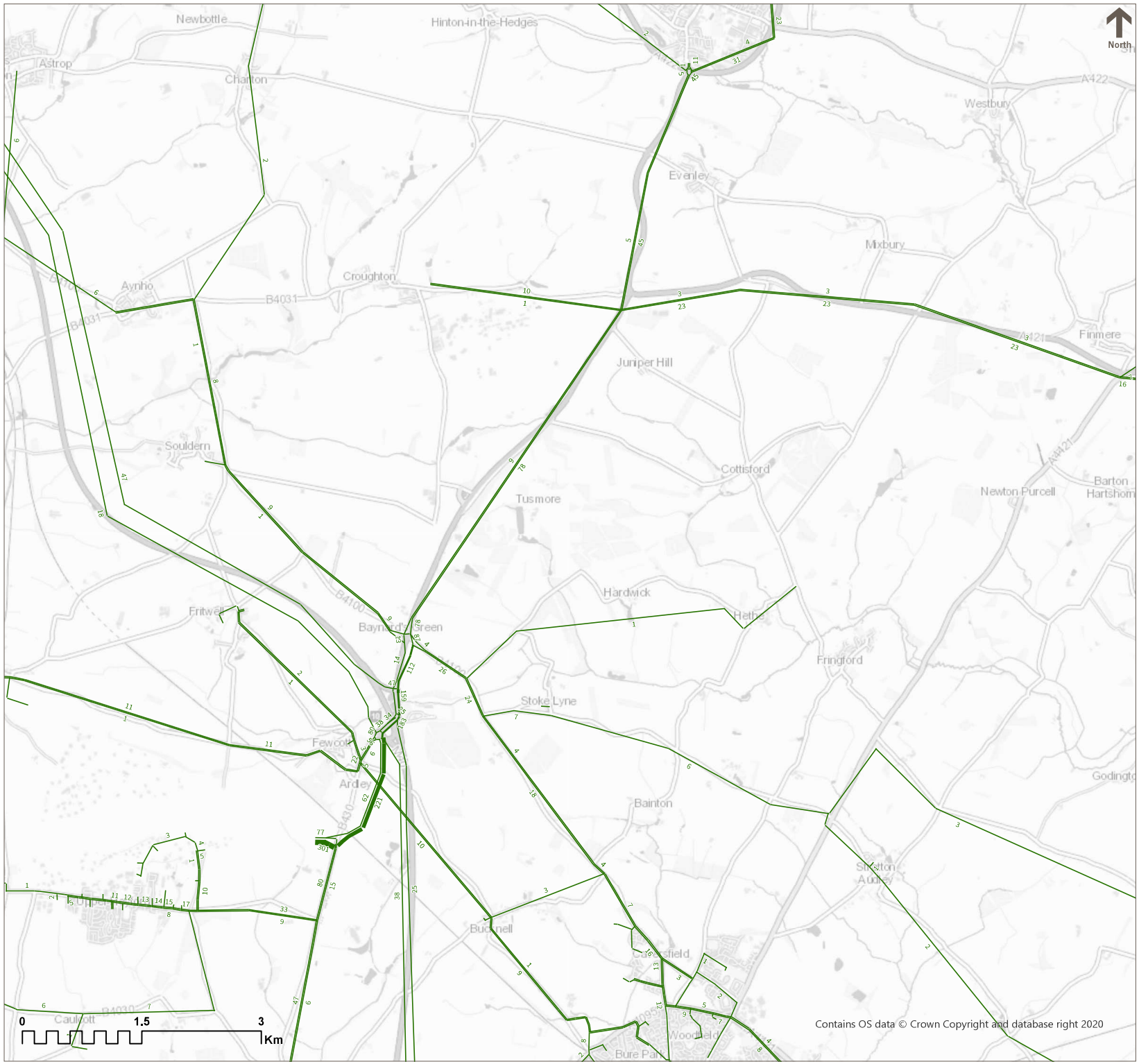
2031 OxSRFI DS2A (PM)
Dev Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	20	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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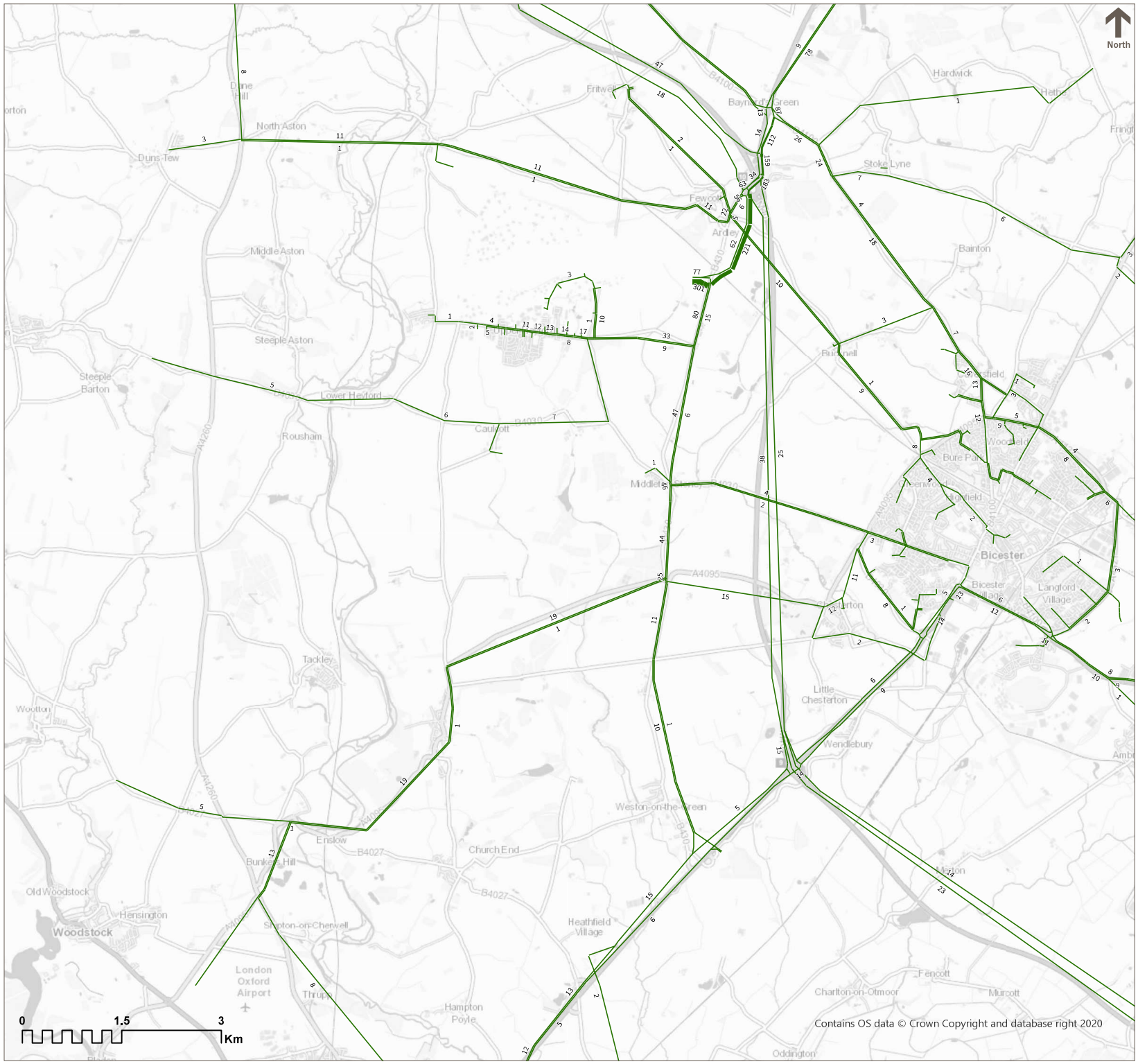
2031 OxSRFI DS2AwTP (AM)
Dev Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	30	-

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Key

Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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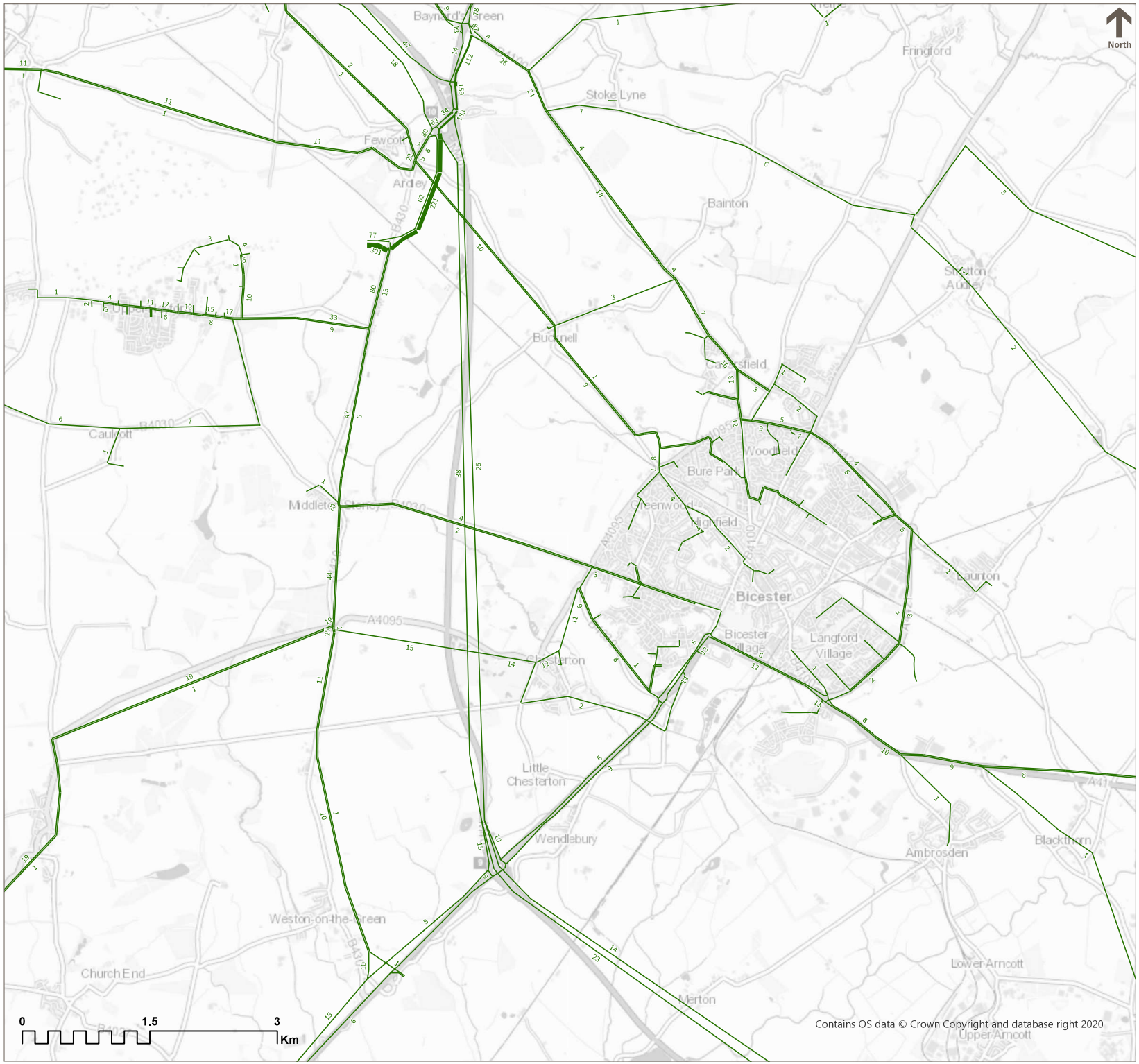
2031 OxSRFI DS2AwTP (AM)
Dev Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	31	-

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Key

Dev_Actual_Total_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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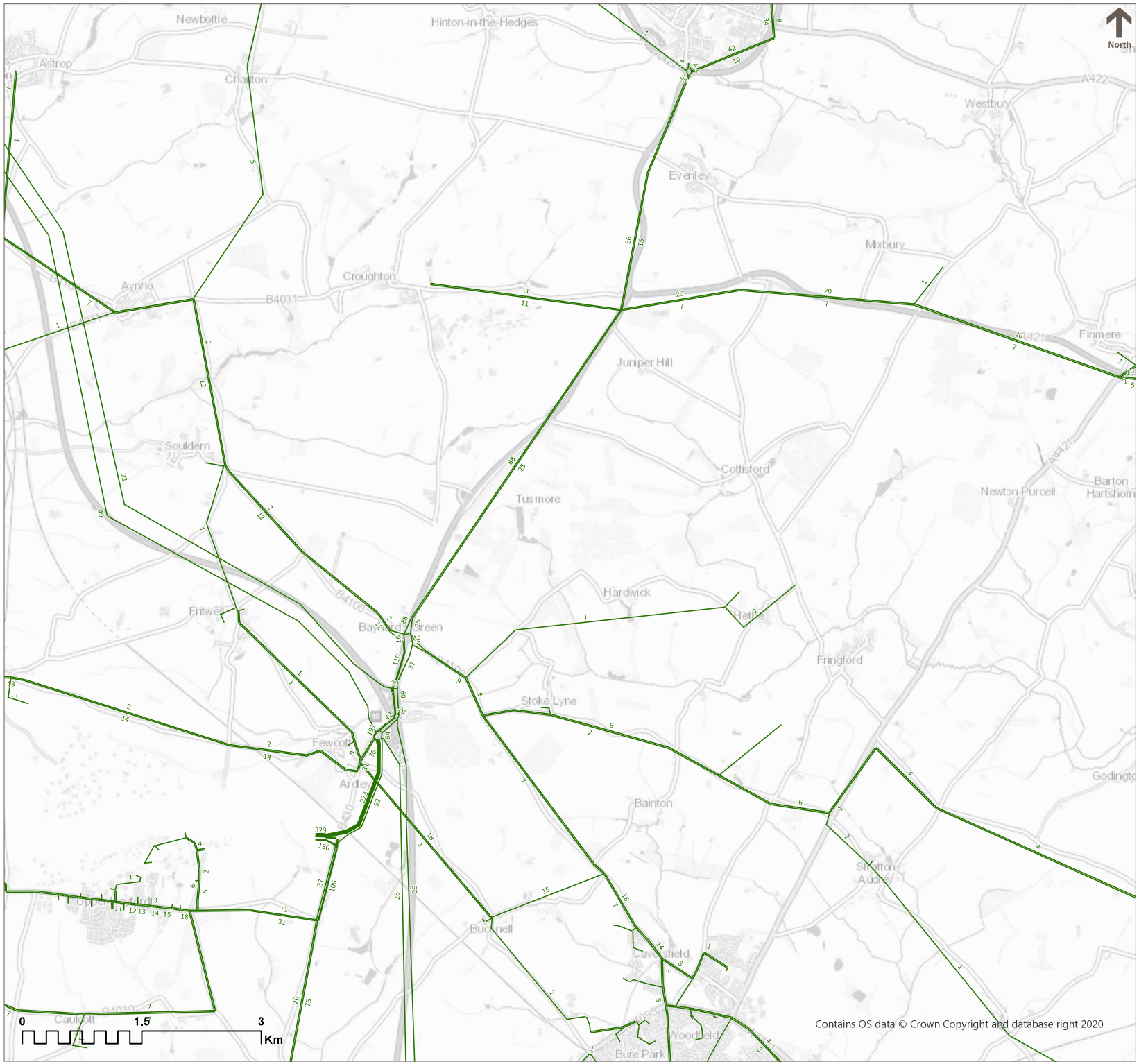
2031 OxSRFI DS2AwTP (AM)
Dev Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	32	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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Oxfordshire Railfreight Ltd

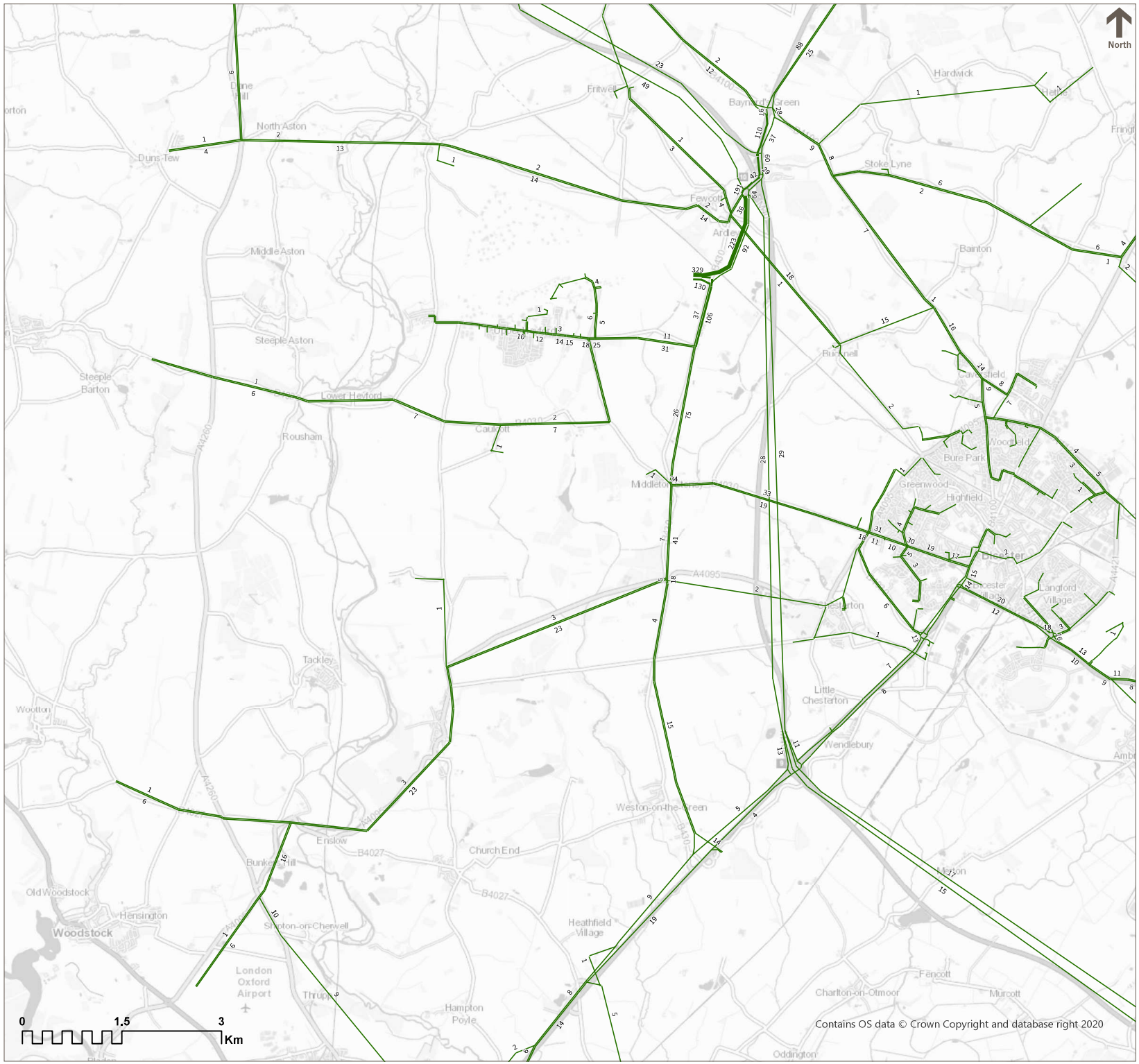
2031 OxSRFI DS2AwTP (PM)
Dev Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	26	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

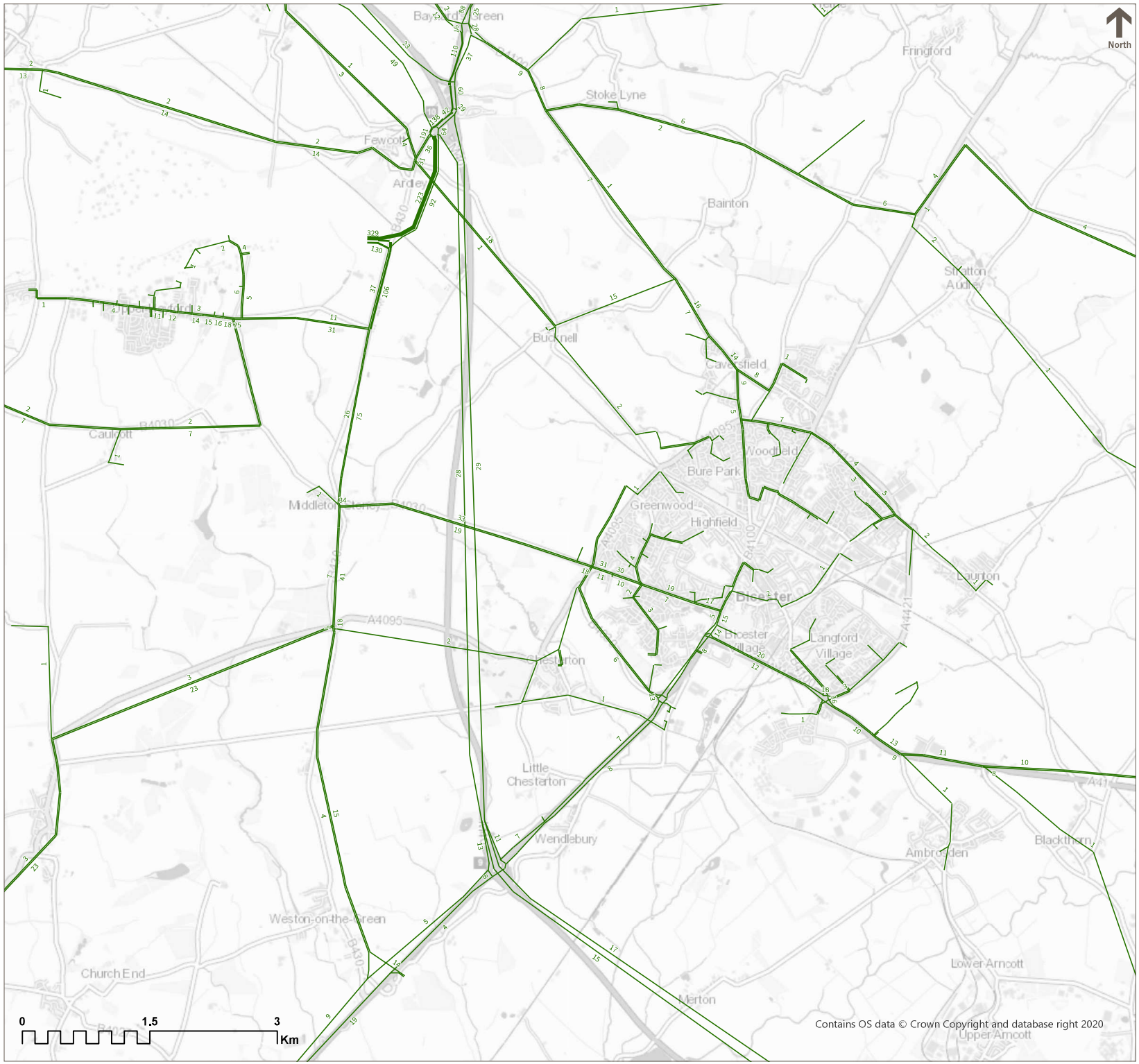
2031 OxSRFI DS2AwTP (PM)
Dev Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	27	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

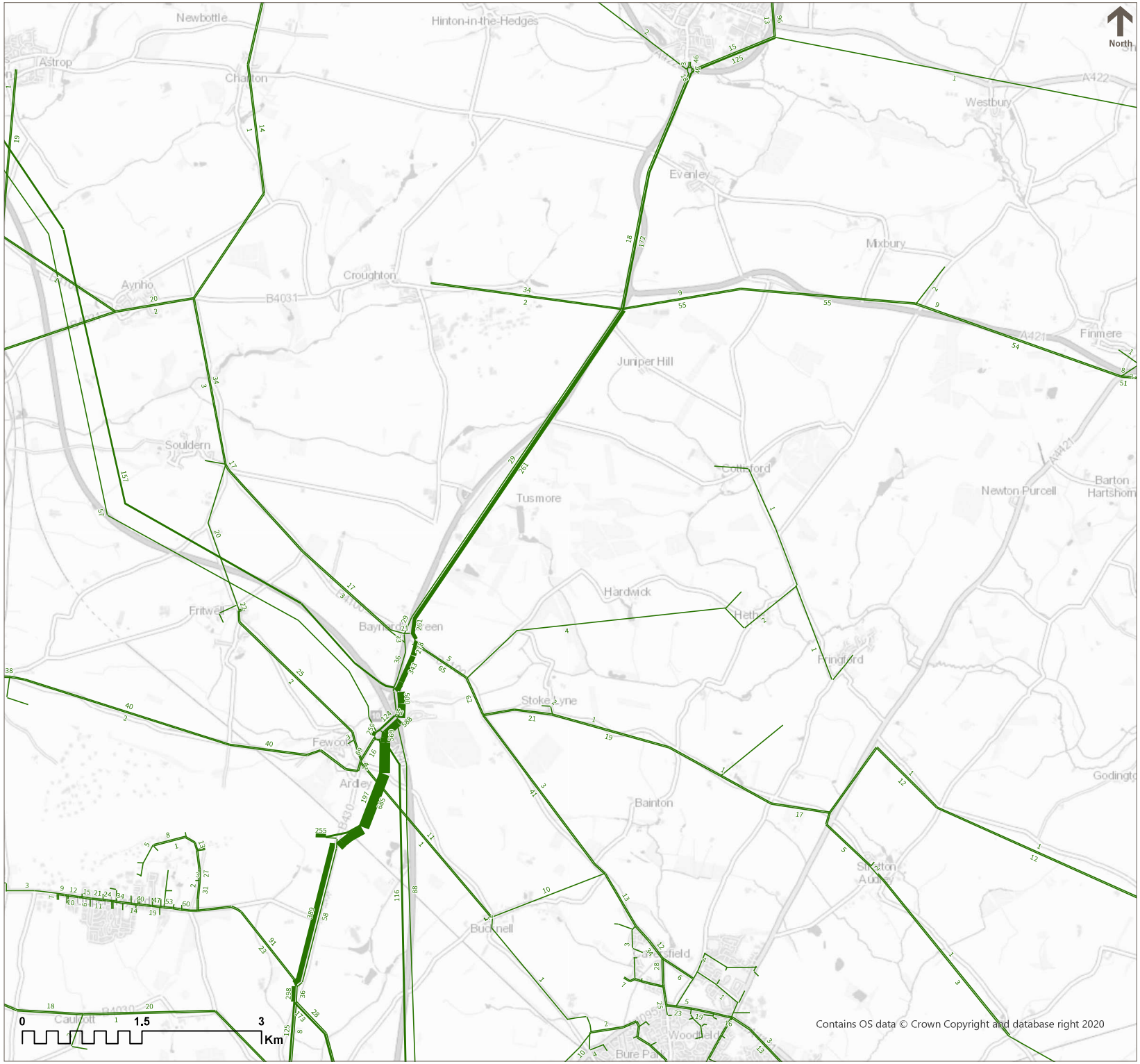
2031 OxSRFI DS2AwTP (PM)
Dev Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	28	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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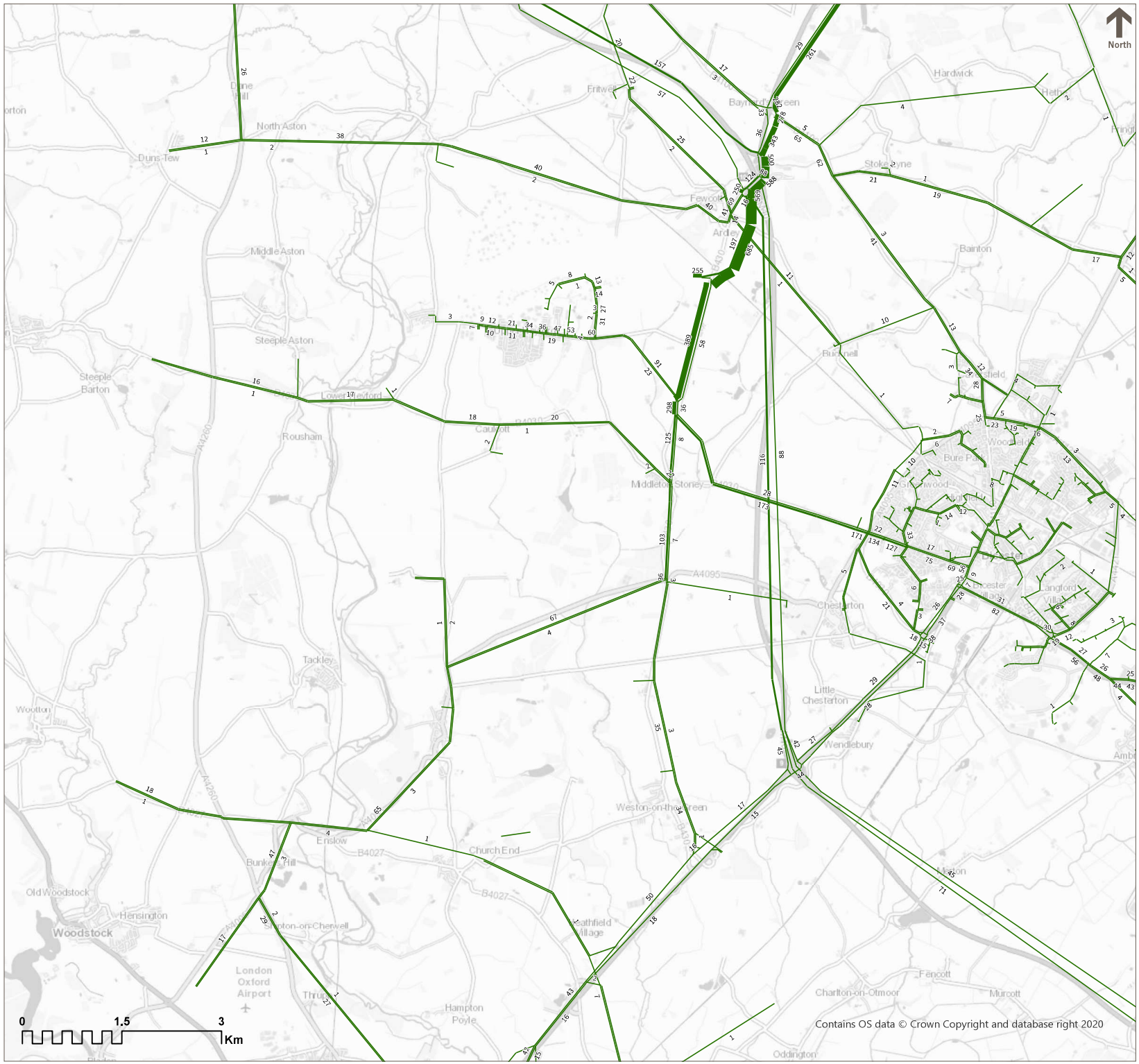
2031 OxSRFI DS1 (AM)
Dev Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	6	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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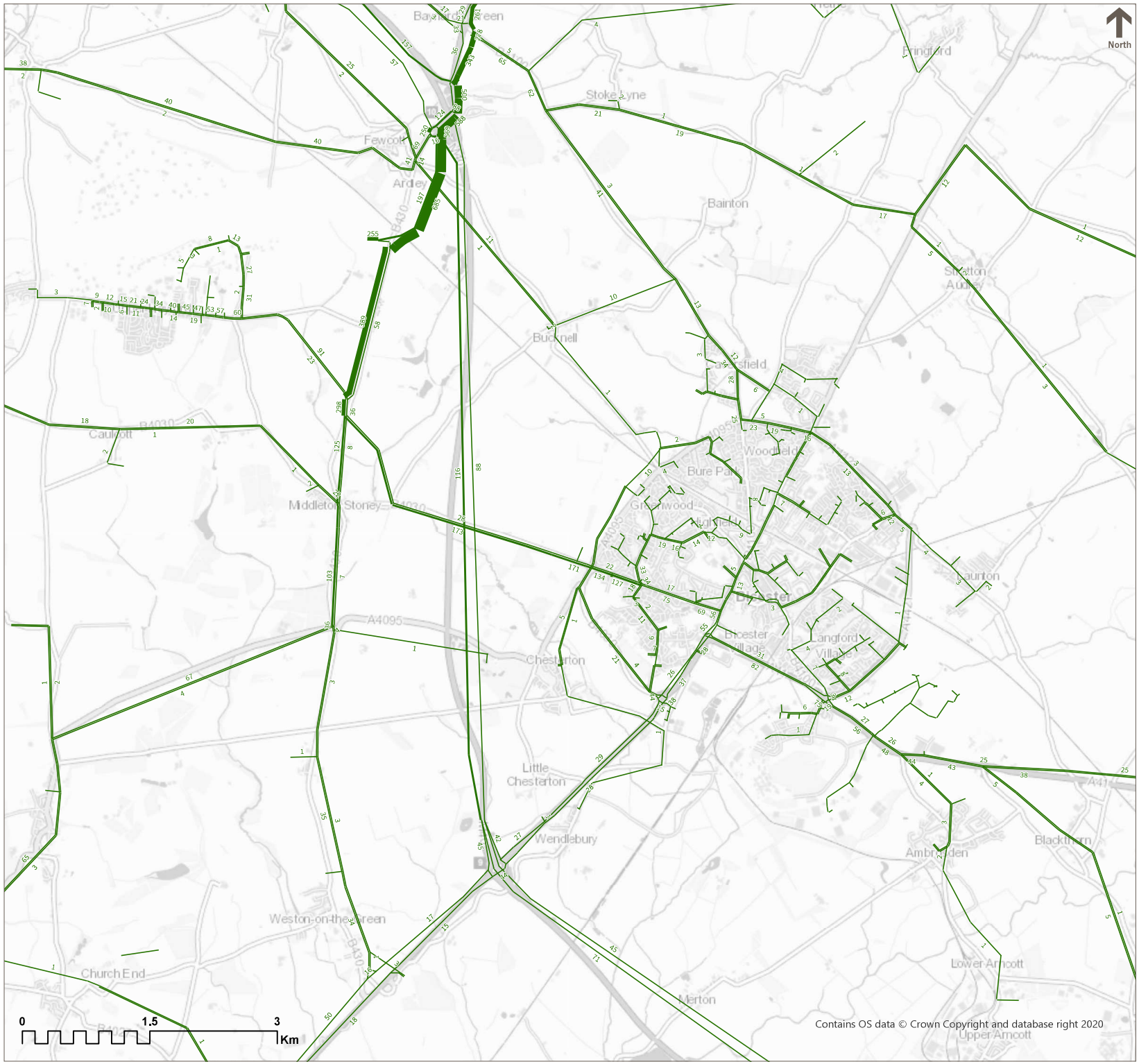
2031 OxSRFI DS1 (AM)
Dev Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	7	-

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Dev_Actual_Total_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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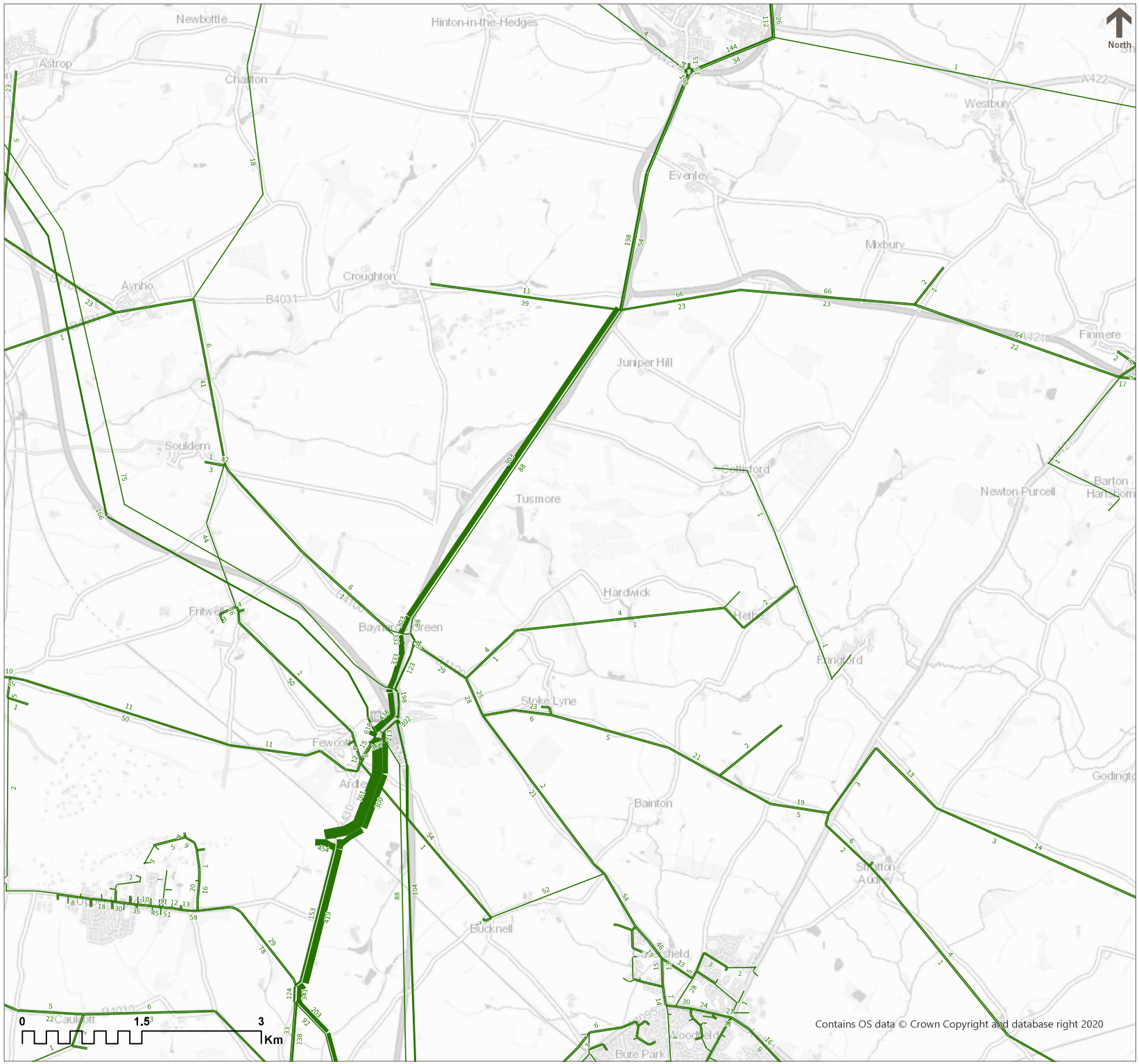
2031 OxSRFI DS1 (AM)
Dev Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	8	-

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Dev_Actual_Total_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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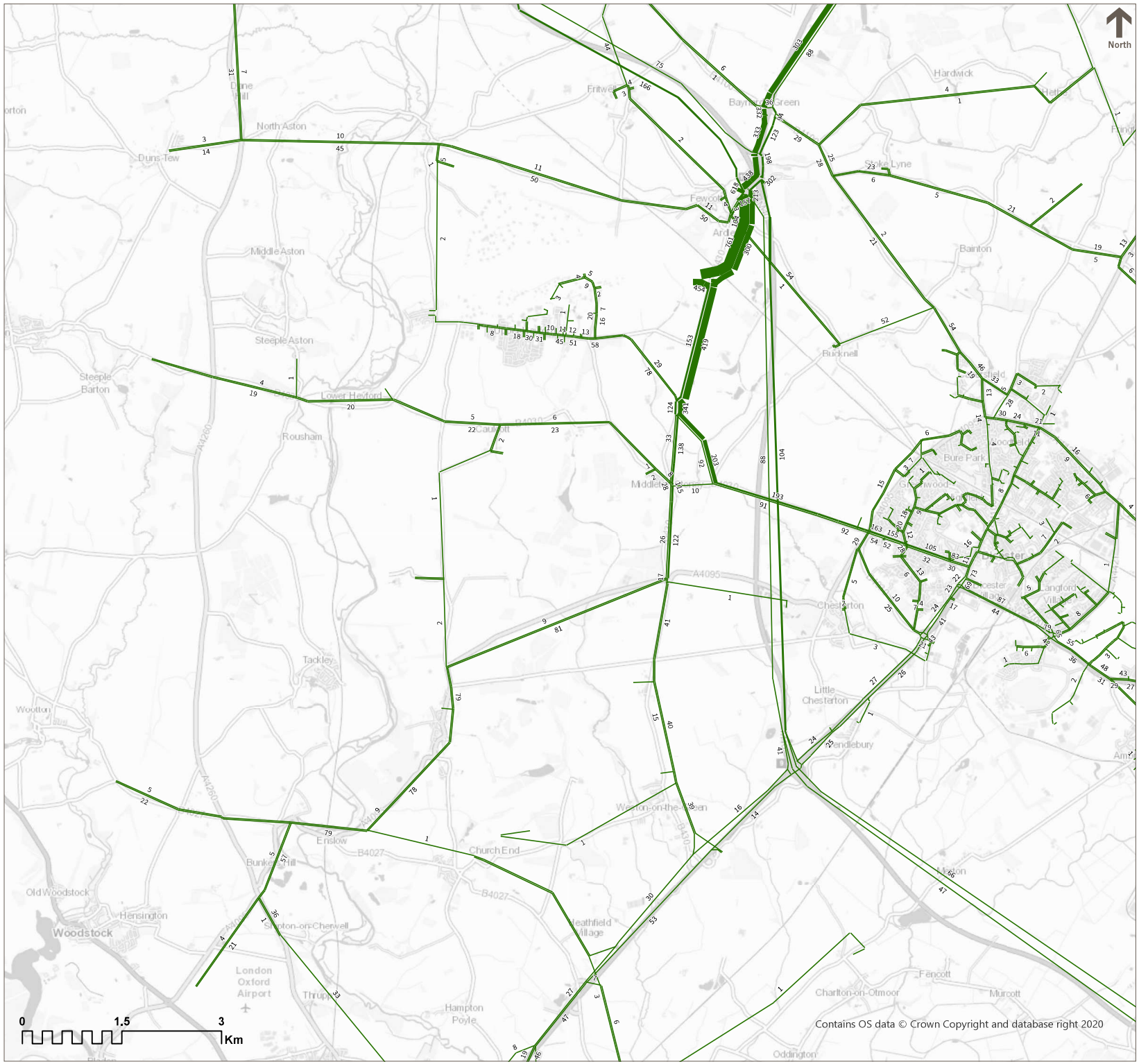
2031 OxSRFI DS1 (PM)
Dev Actual Total Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	2	-

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Rev	Description	Date	Dwn	Chk	App
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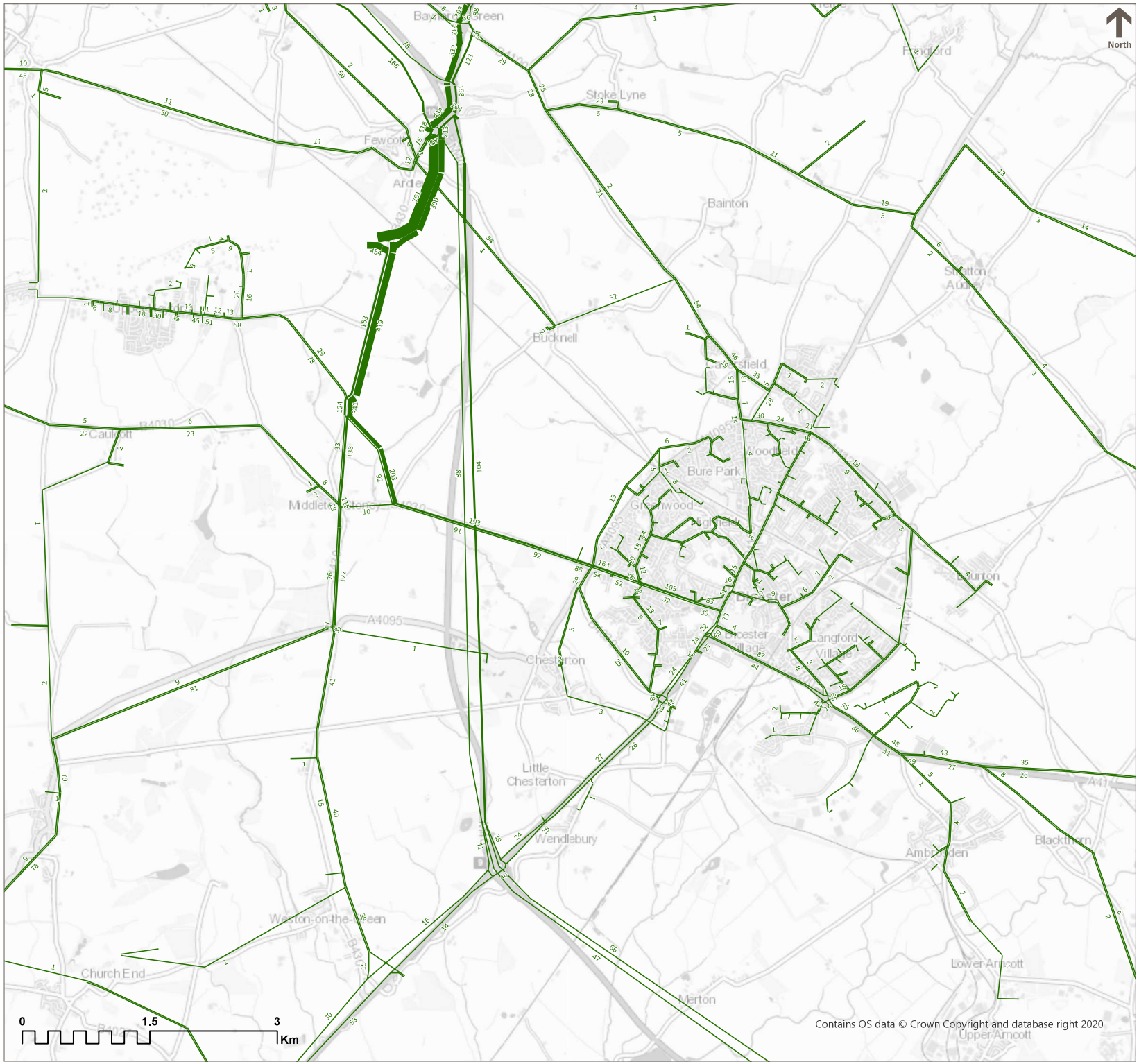
2031 OxSRFI DS1 (PM)
Dev Actual Total Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	3	-

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Key

Dev_Actual_Total_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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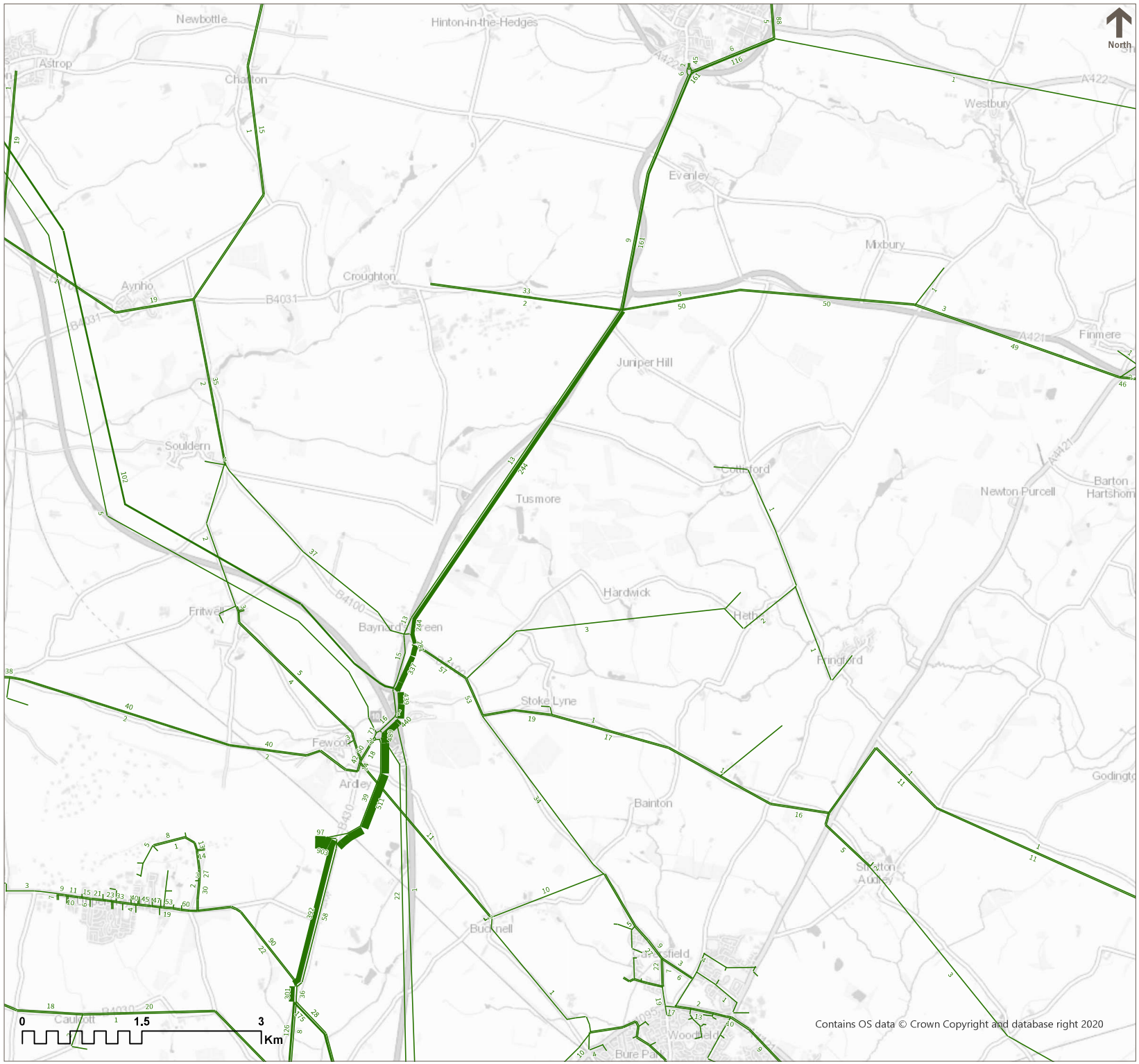
2031 OxSRFI DS1 (PM)
Dev Actual Total Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	4	-

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Key

Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

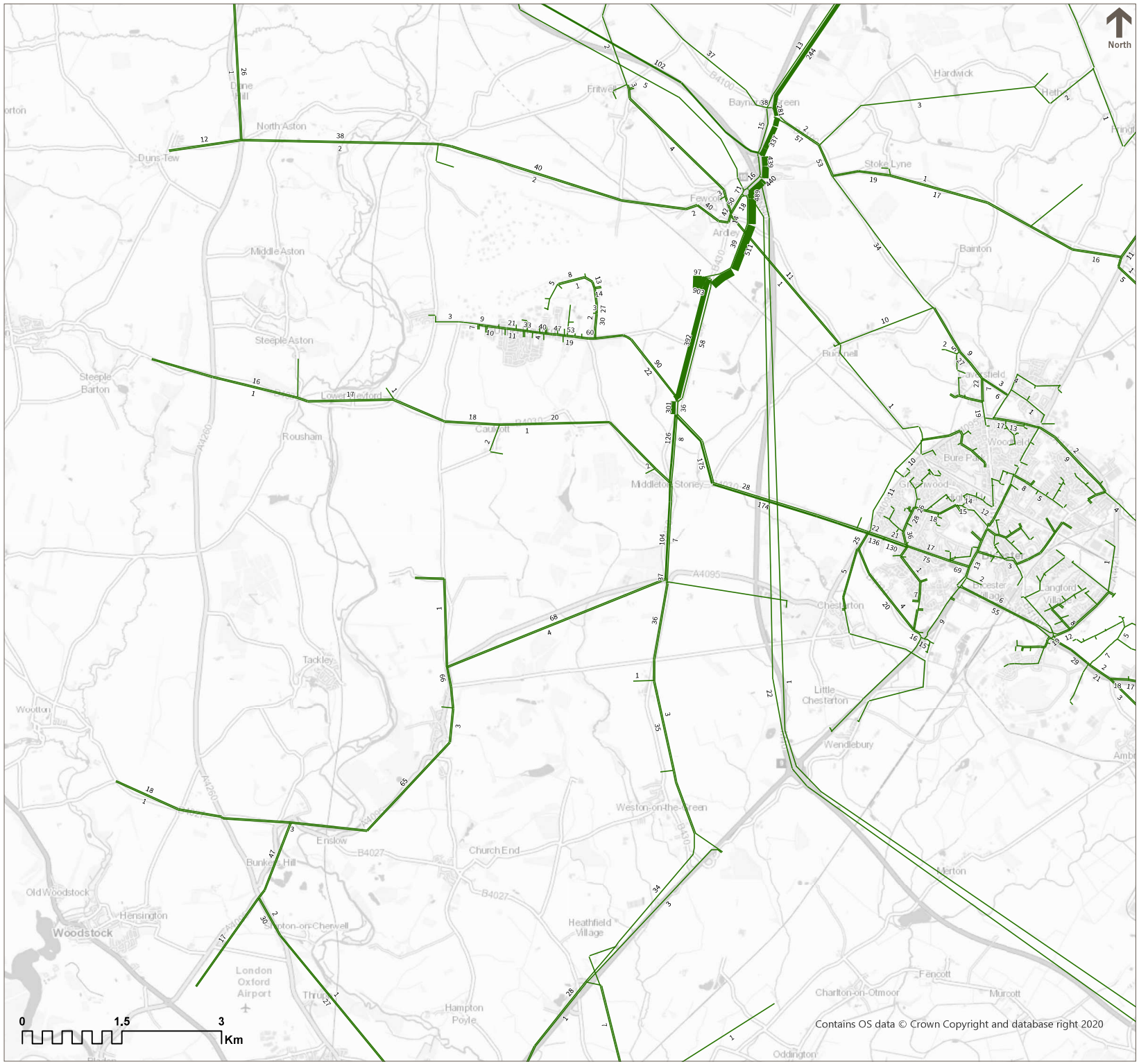
2031 OxSRFI DS1A (AM)
Dev Actual LV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	14	-

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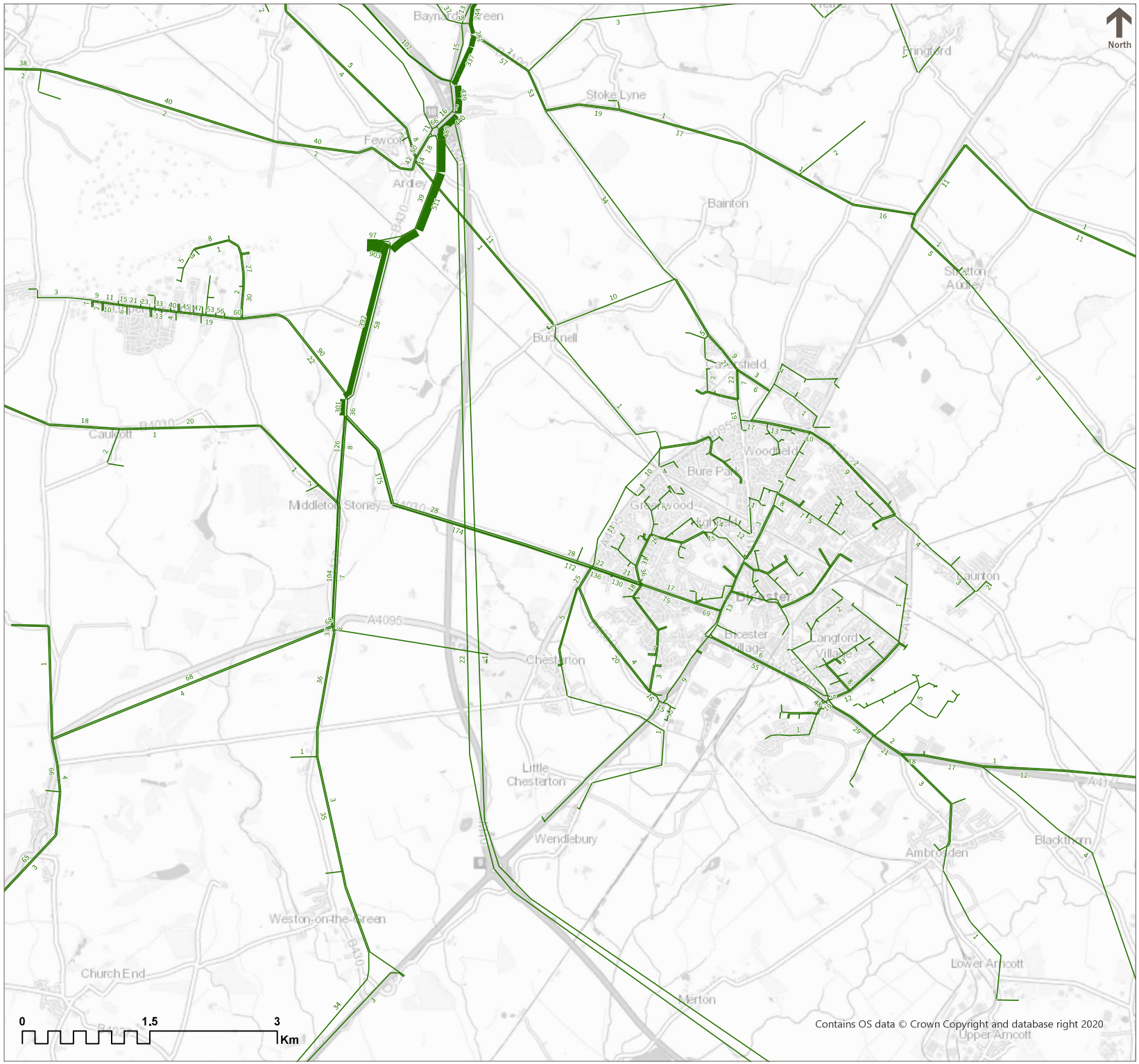
2031 OxSRFI DS1A (AM)
Dev Actual LV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	15	-

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Key

Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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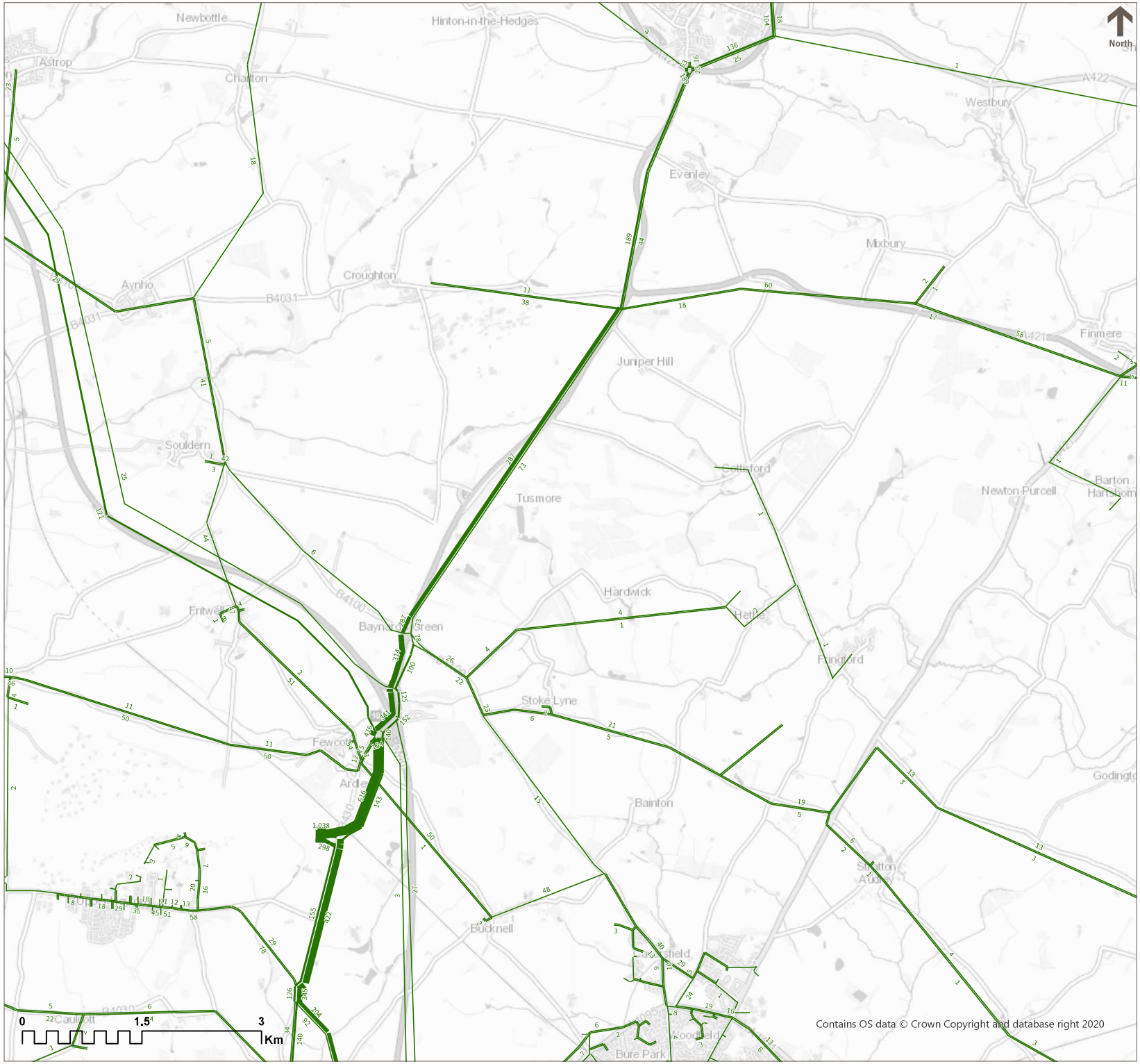
2031 OxSRFI DS1A (AM)
Dev Actual LV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	16	-

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Key

Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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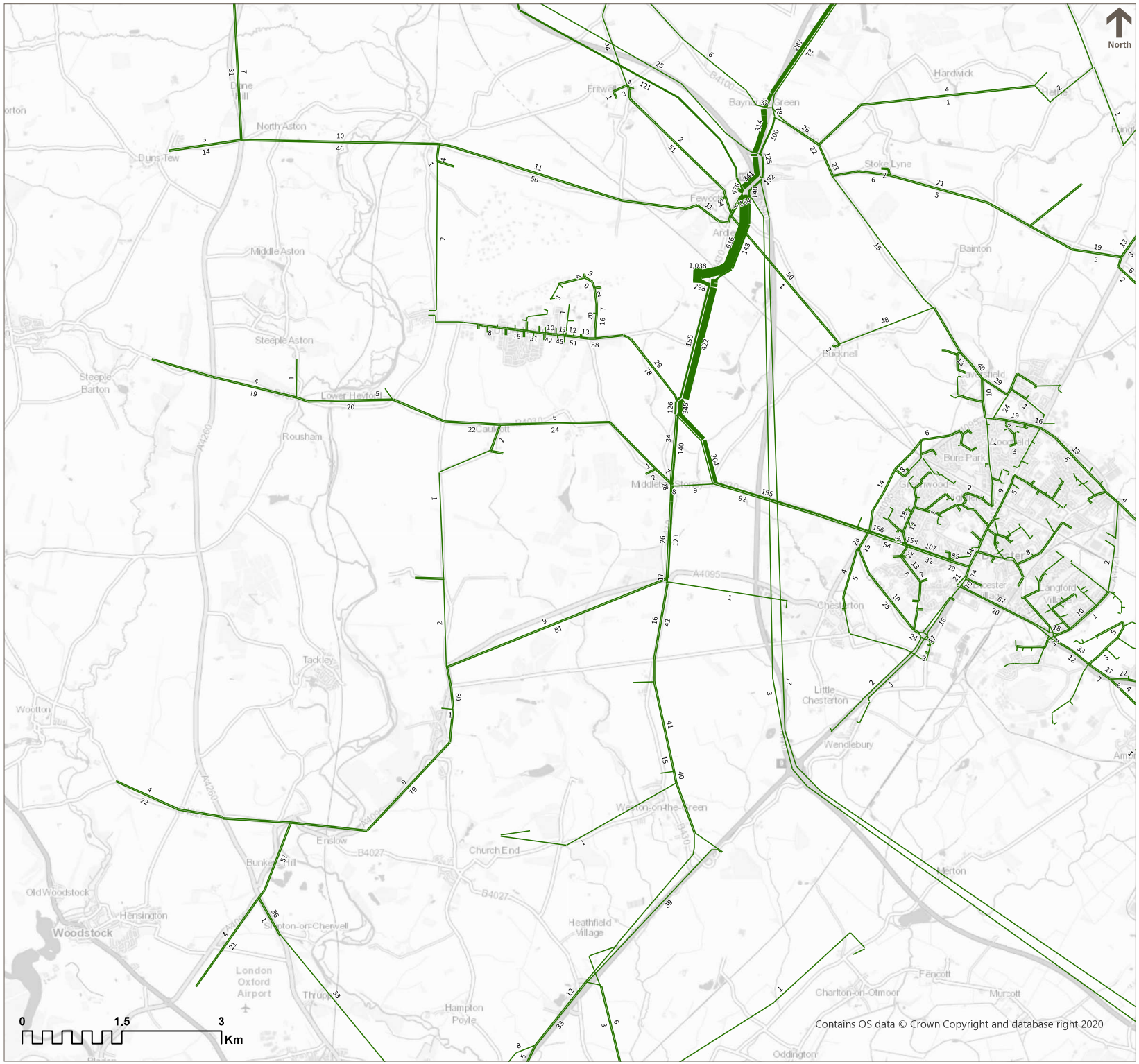
2031 OxSRFI DS1A (PM)
Dev Actual LV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	10	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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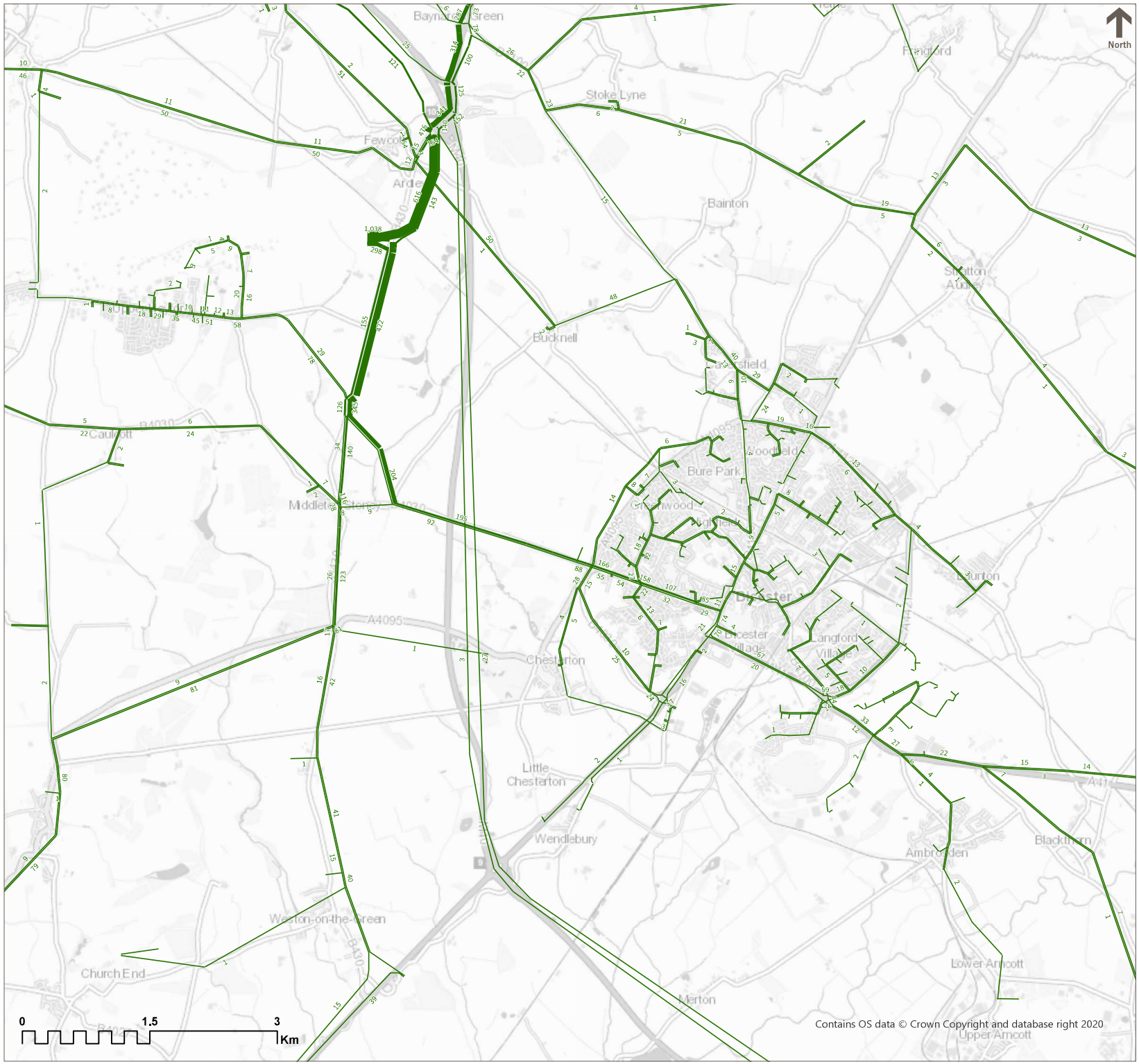
2031 OxSRFI DS1A (PM)
Dev Actual LV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	11	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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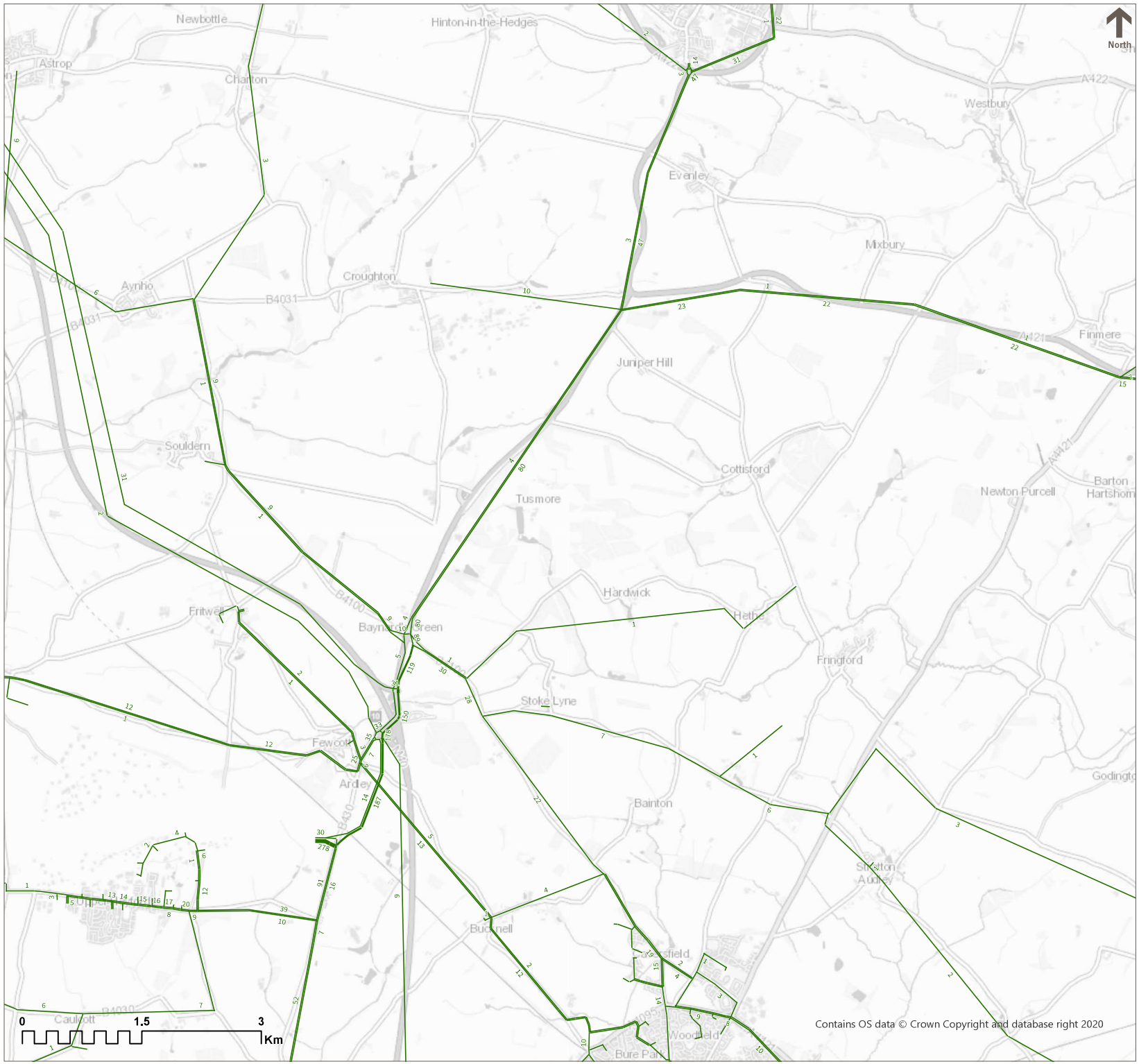
2031 OxSRFI DS1A (PM)
Dev Actual LV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	12	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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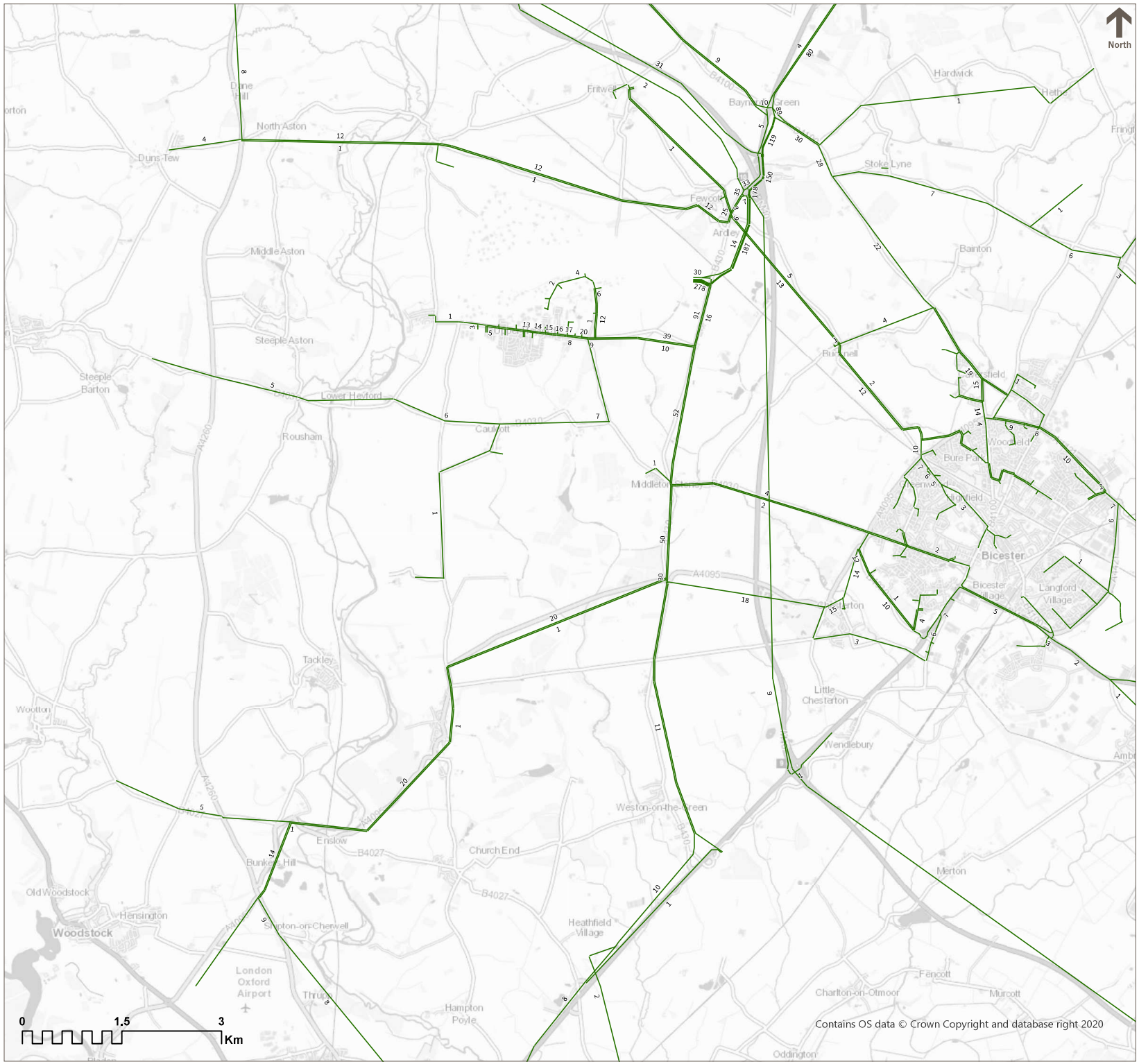
2031 OxSRFI DS2A (AM)
Dev Actual LV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	22	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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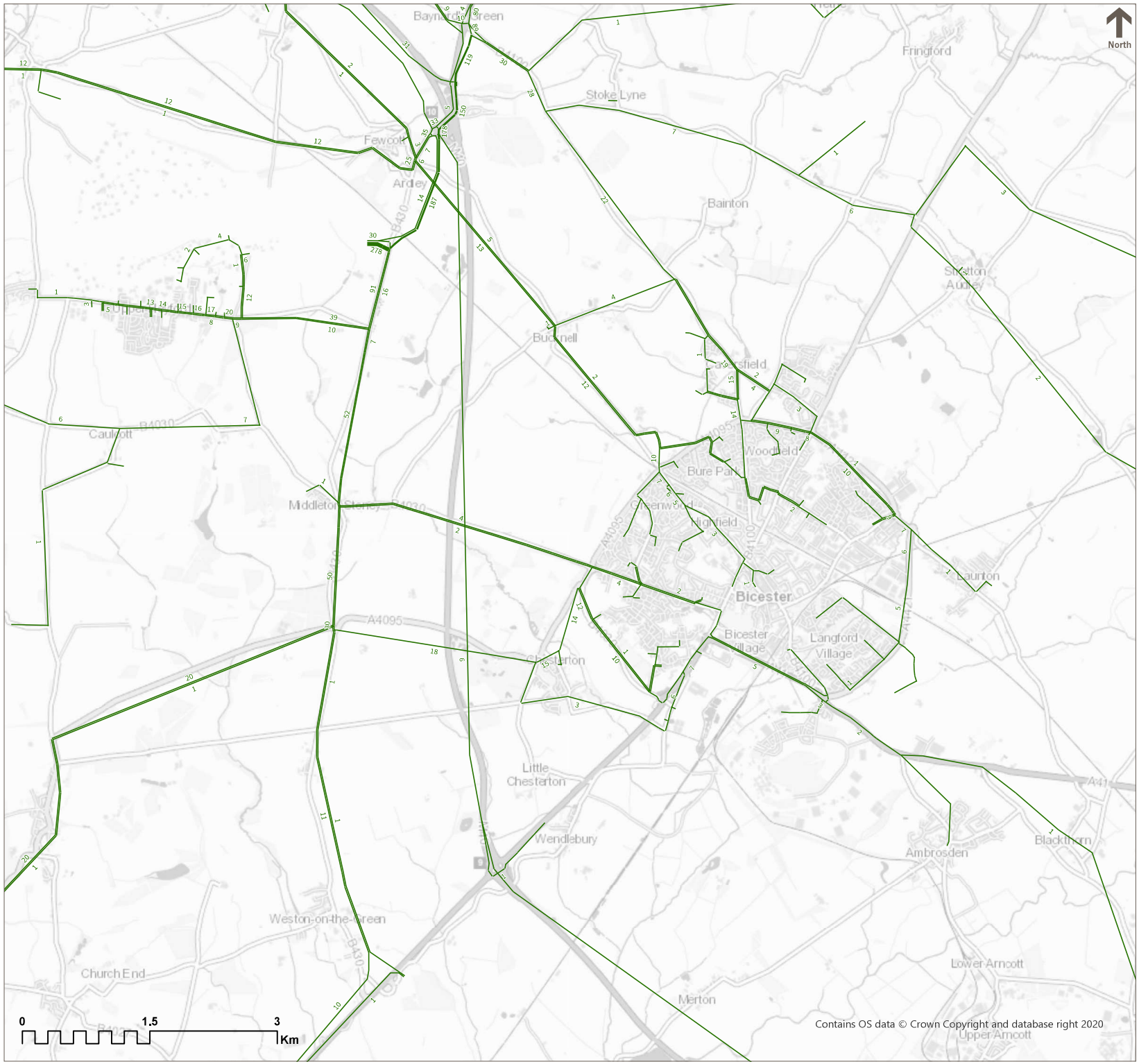
2031 OxSRFI DS2A (AM)
Dev Actual LV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	23	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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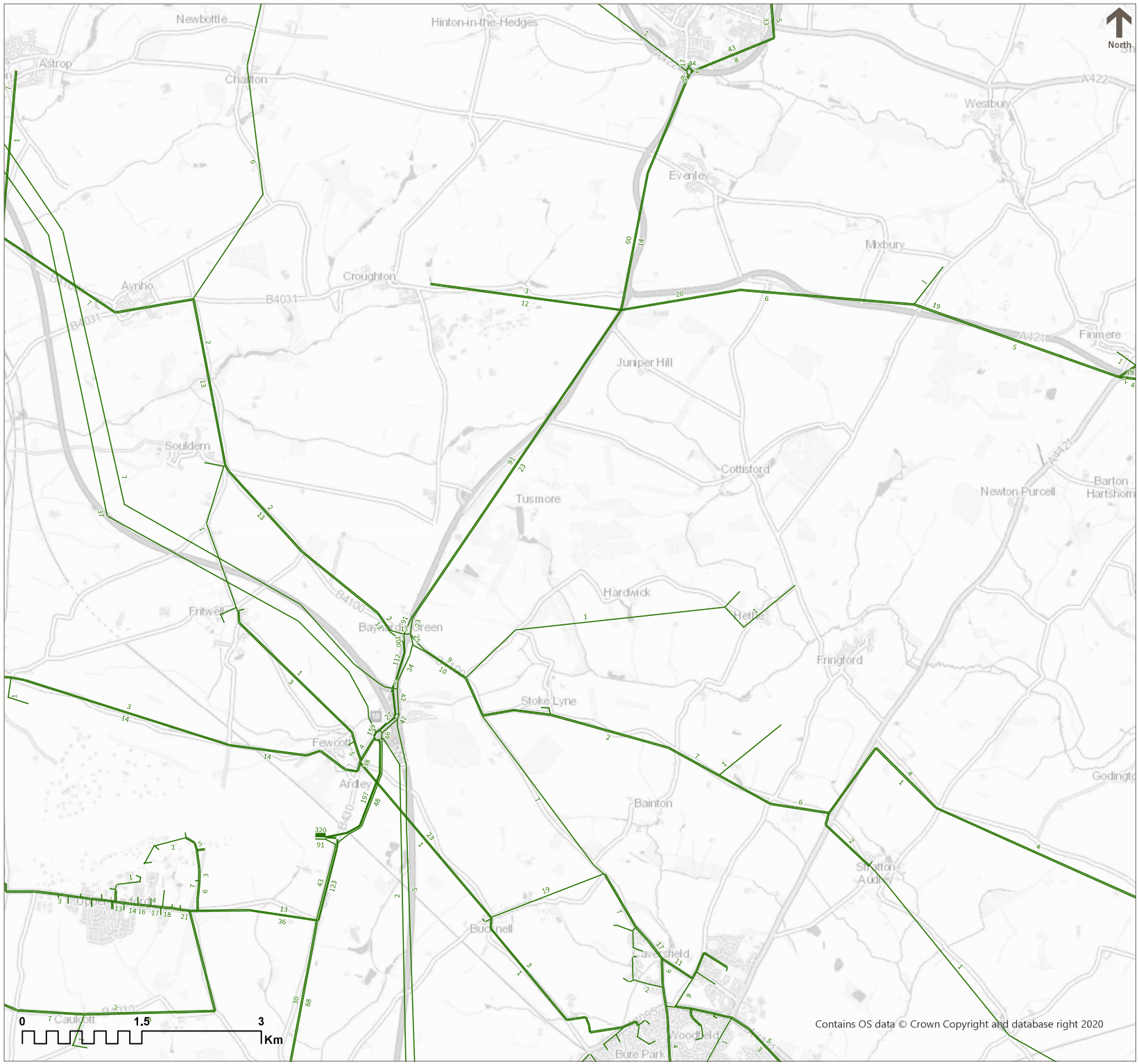
2031 OxSRFI DS2A (AM)
Dev Actual LV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	24	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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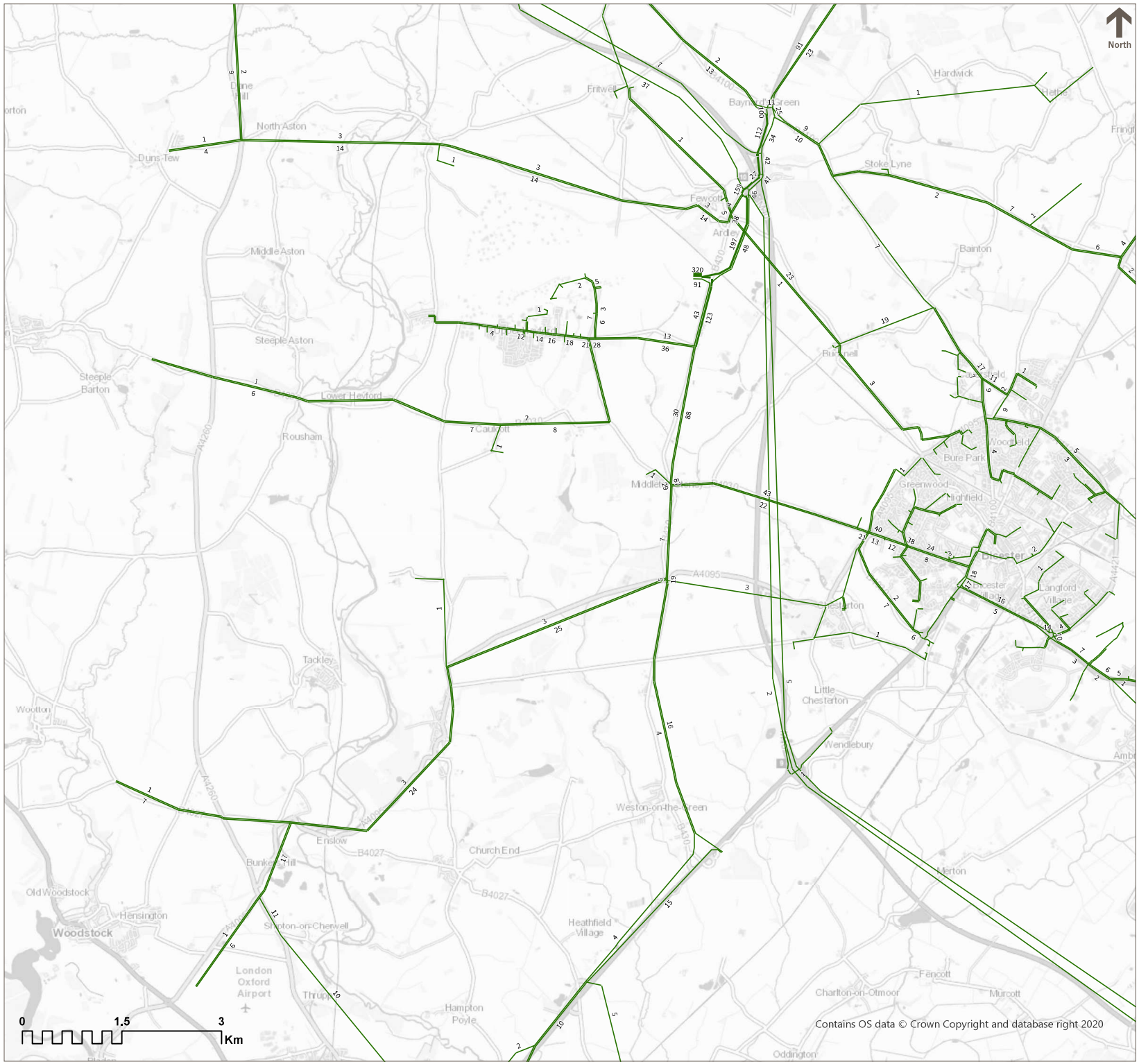
2031 OxSRFI DS2A (PM)
Dev Actual LV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	18	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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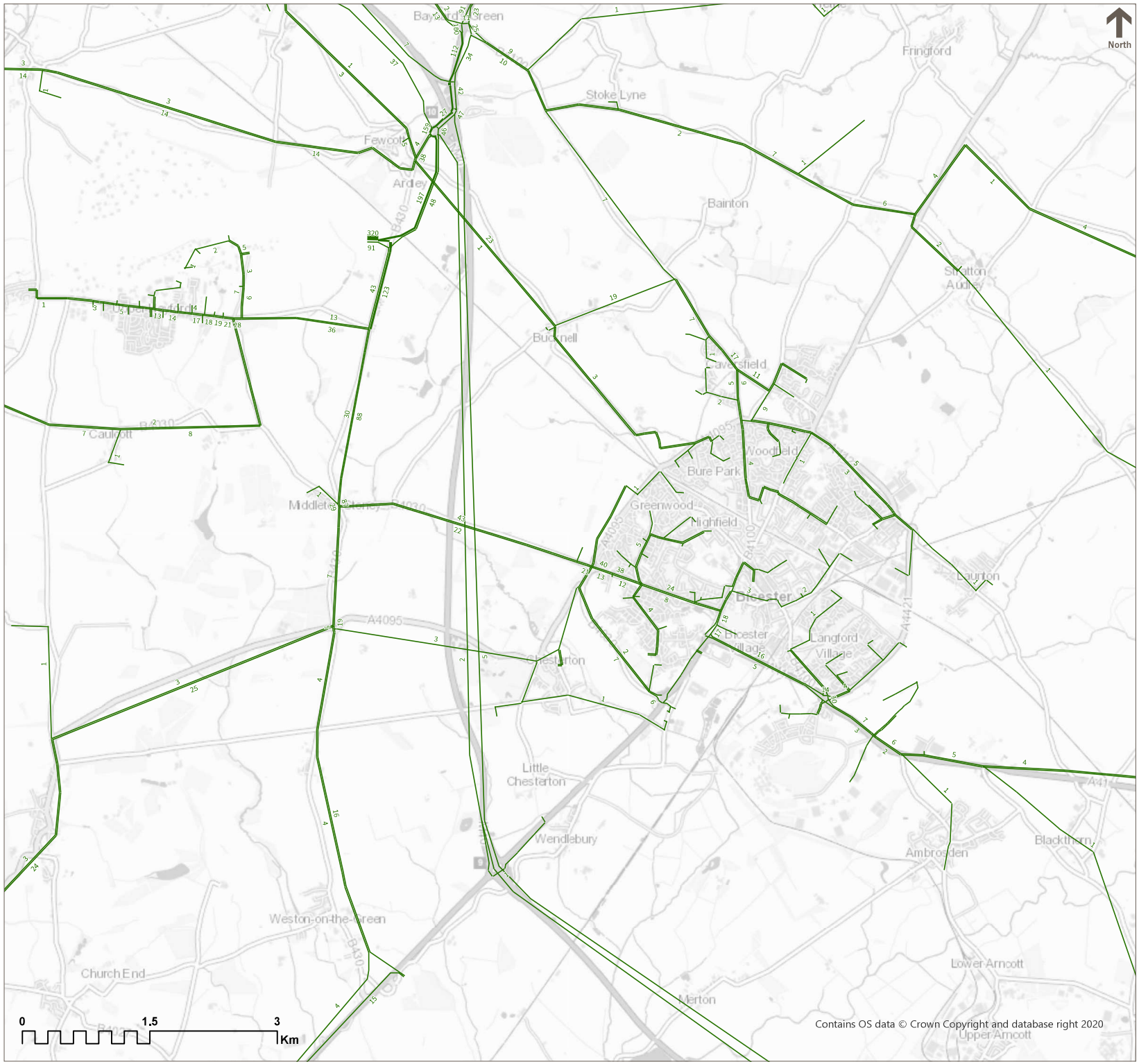
2031 OxSRFI DS2A (PM)
Dev Actual LV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	19	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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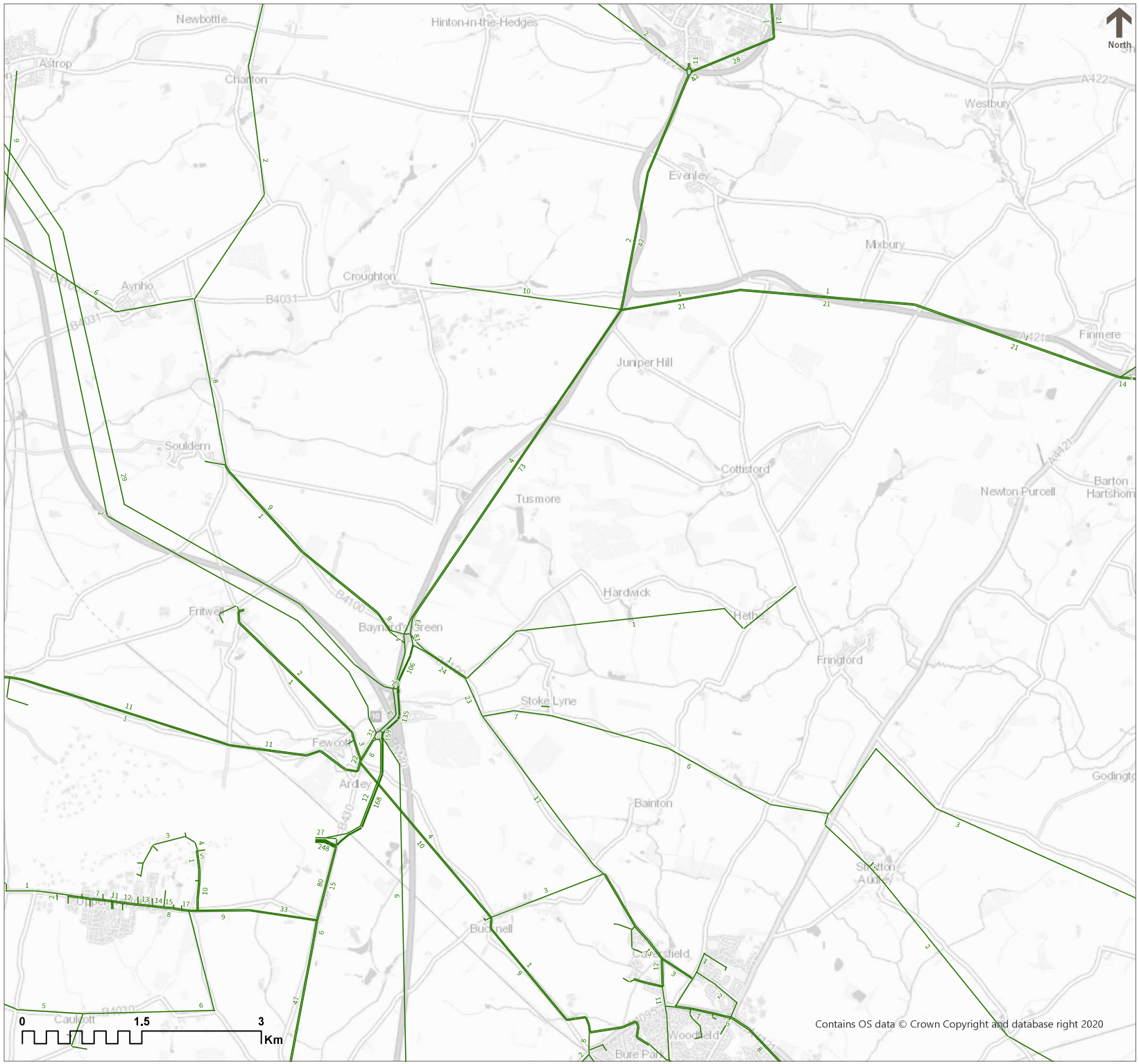
2031 OxSRFI DS2A (PM)
Dev Actual LV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	20	-

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Key

Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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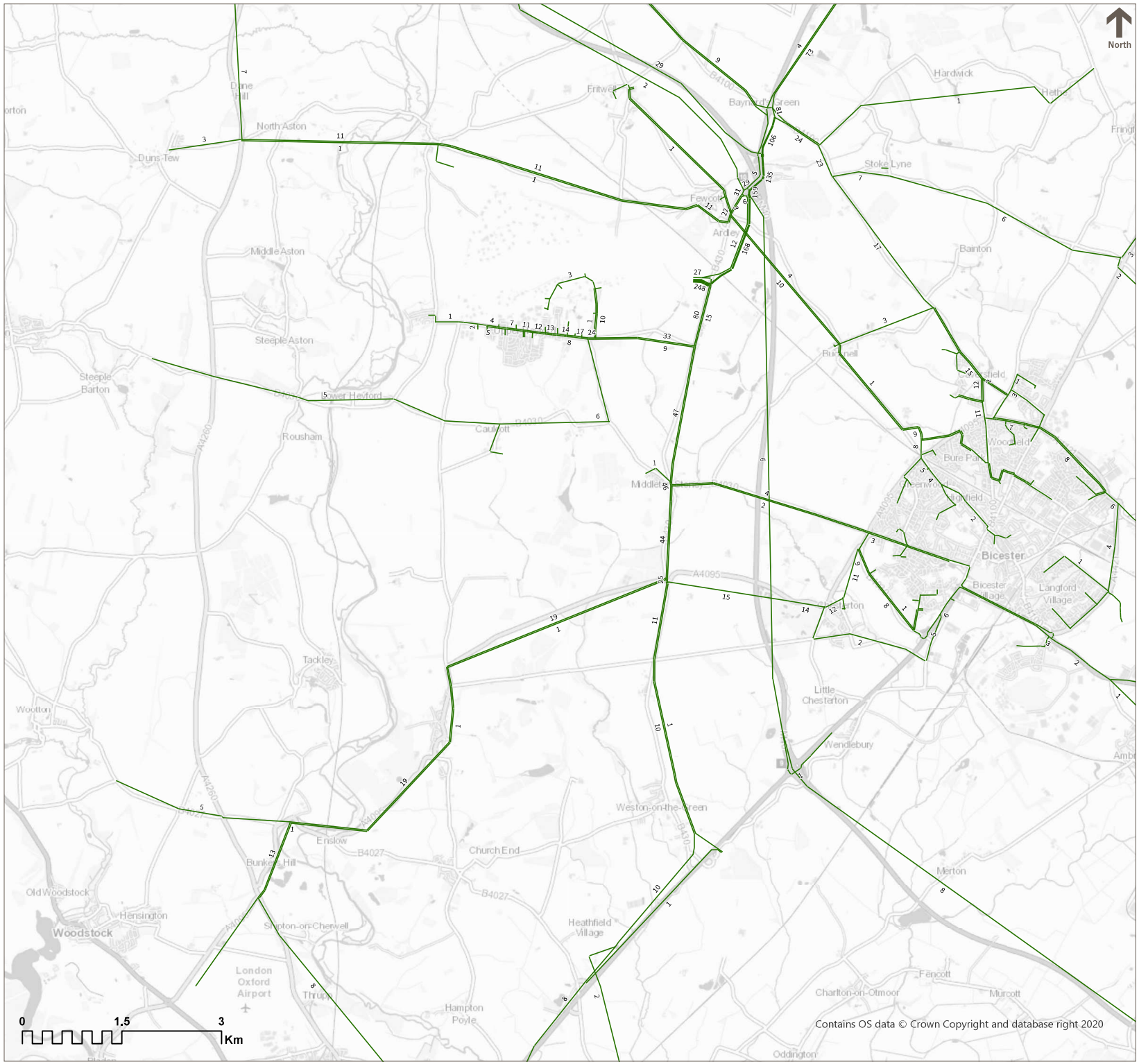
2031 OxSRFI DS2AwTP (AM)
Dev Actual LV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	30	-

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Key

Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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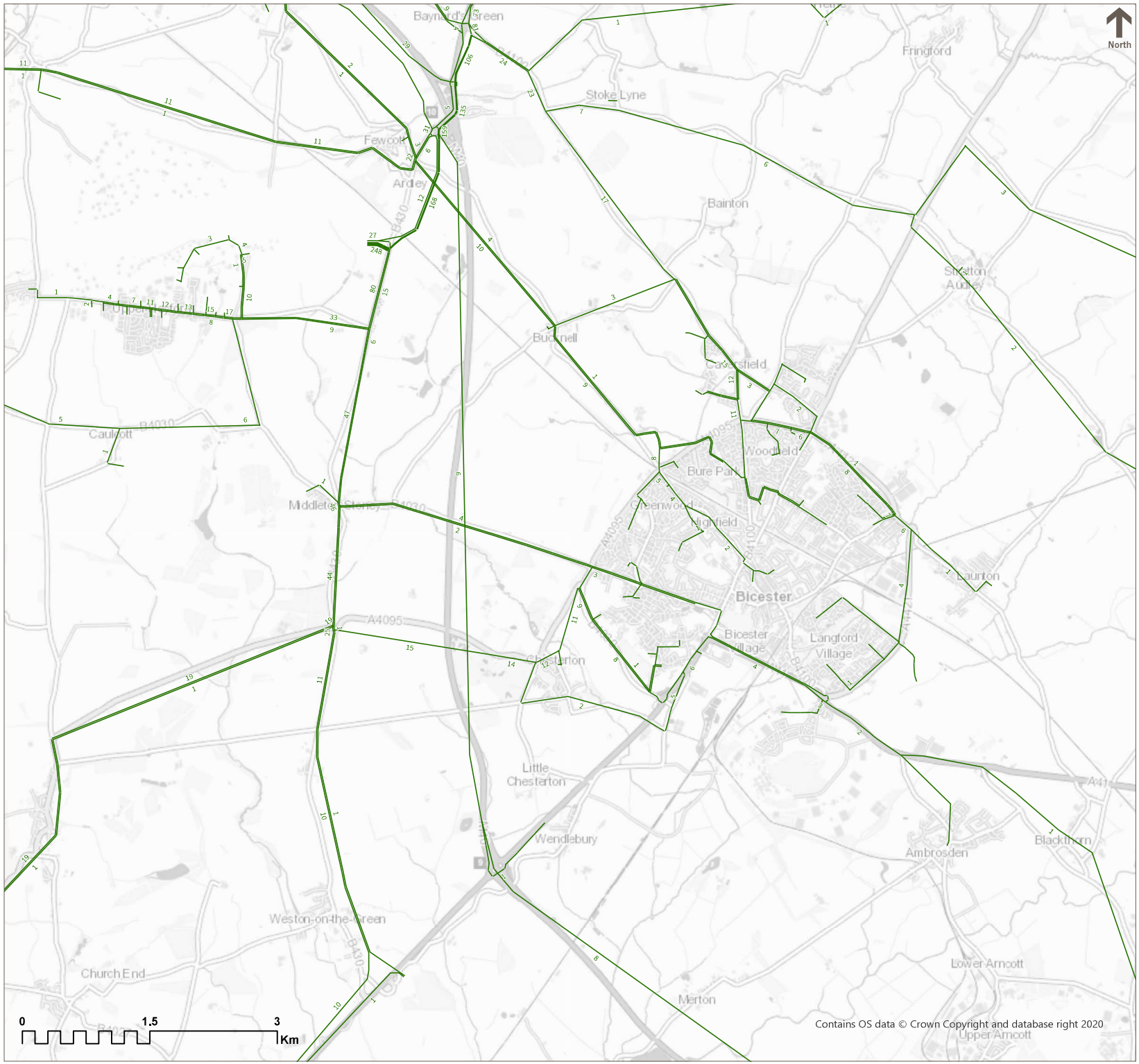
2031 OxSRFI DS2AwTP (AM)
Dev Actual LV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	31	-

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Key

Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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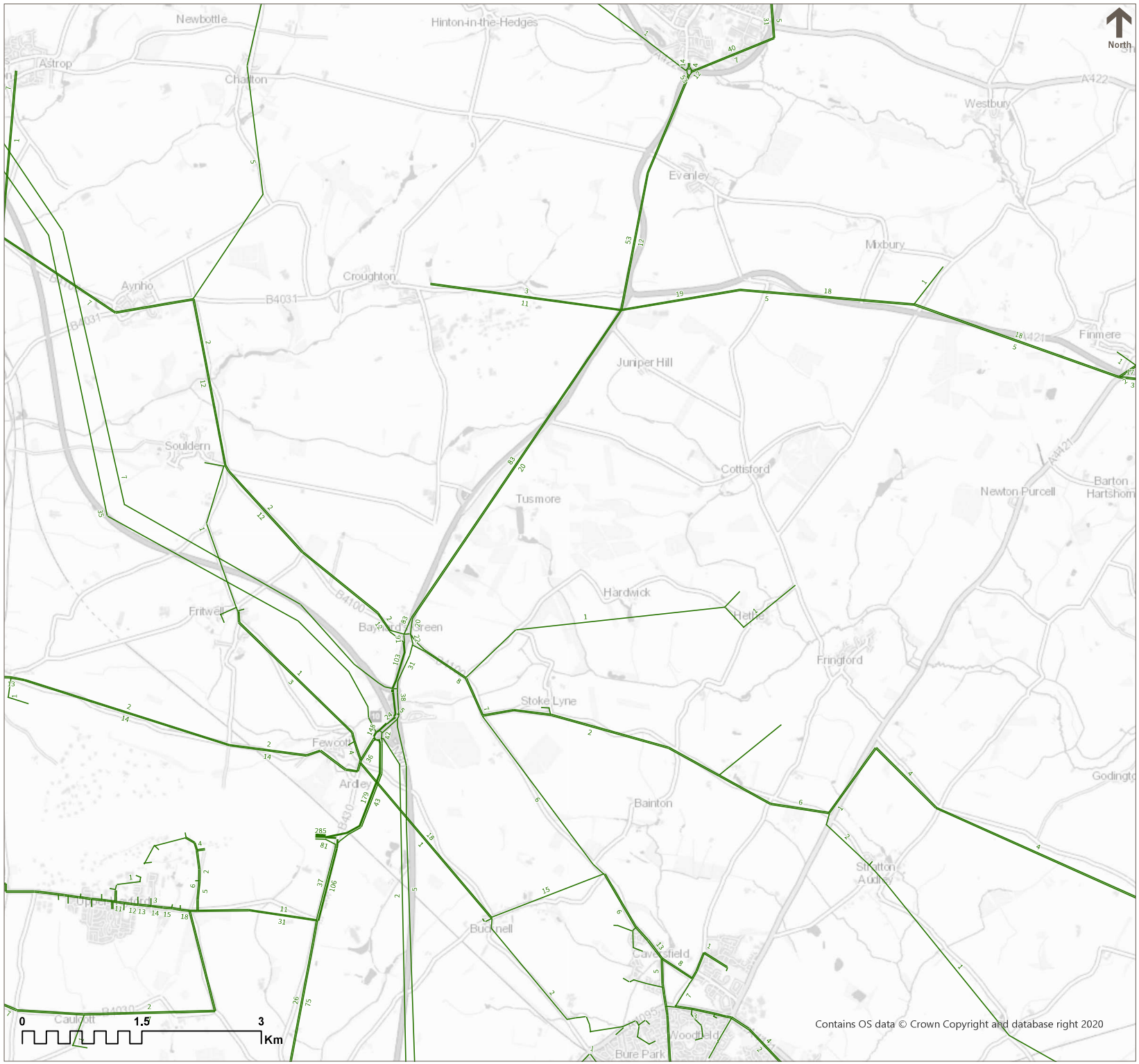
2031 OxSRFI DS2AwTP (AM)
Dev Actual LV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	32	-

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Key

Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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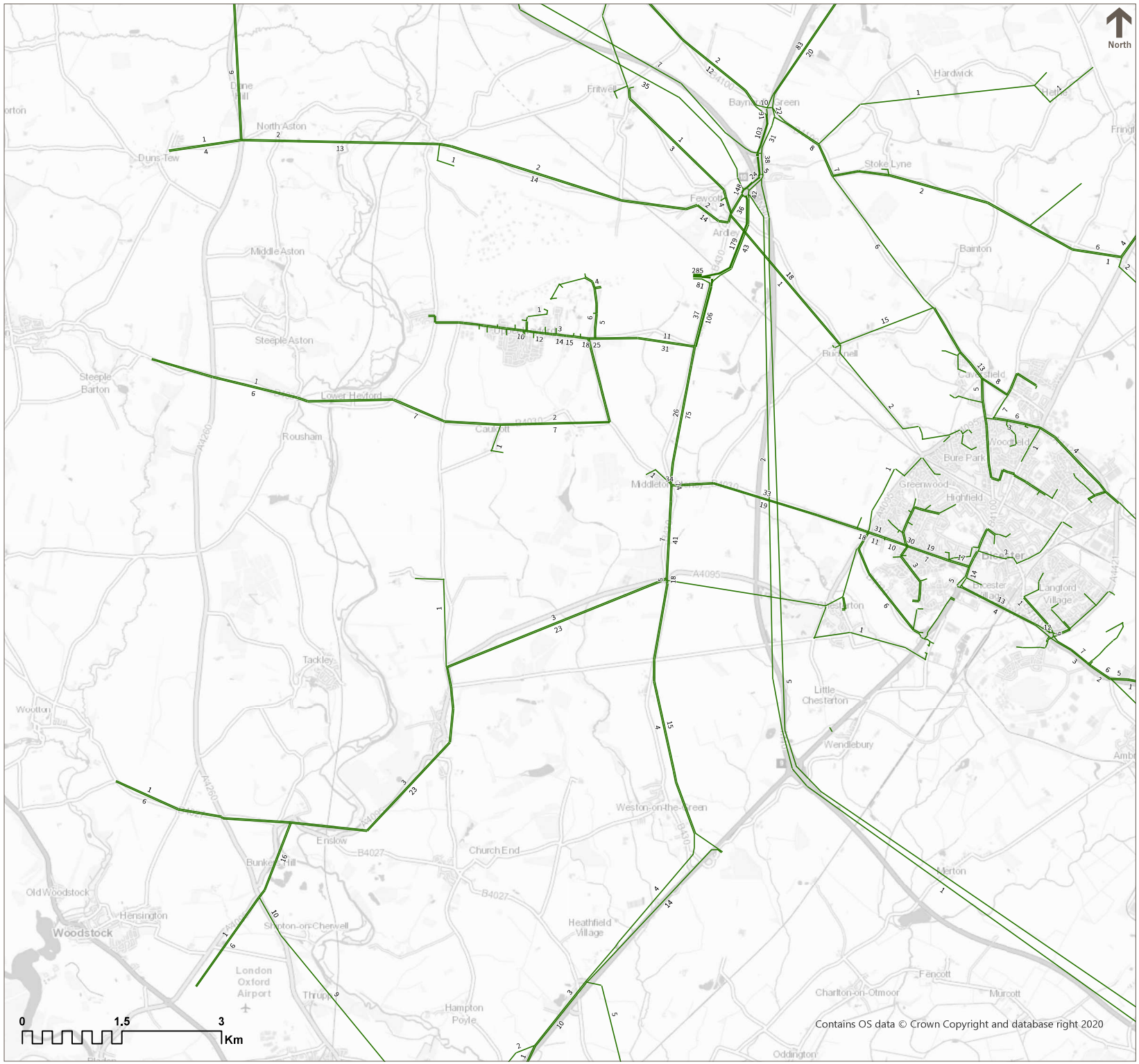
2031 OxSRFI DS2AwTP (PM)
Dev Actual LV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	26	-

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Key

Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

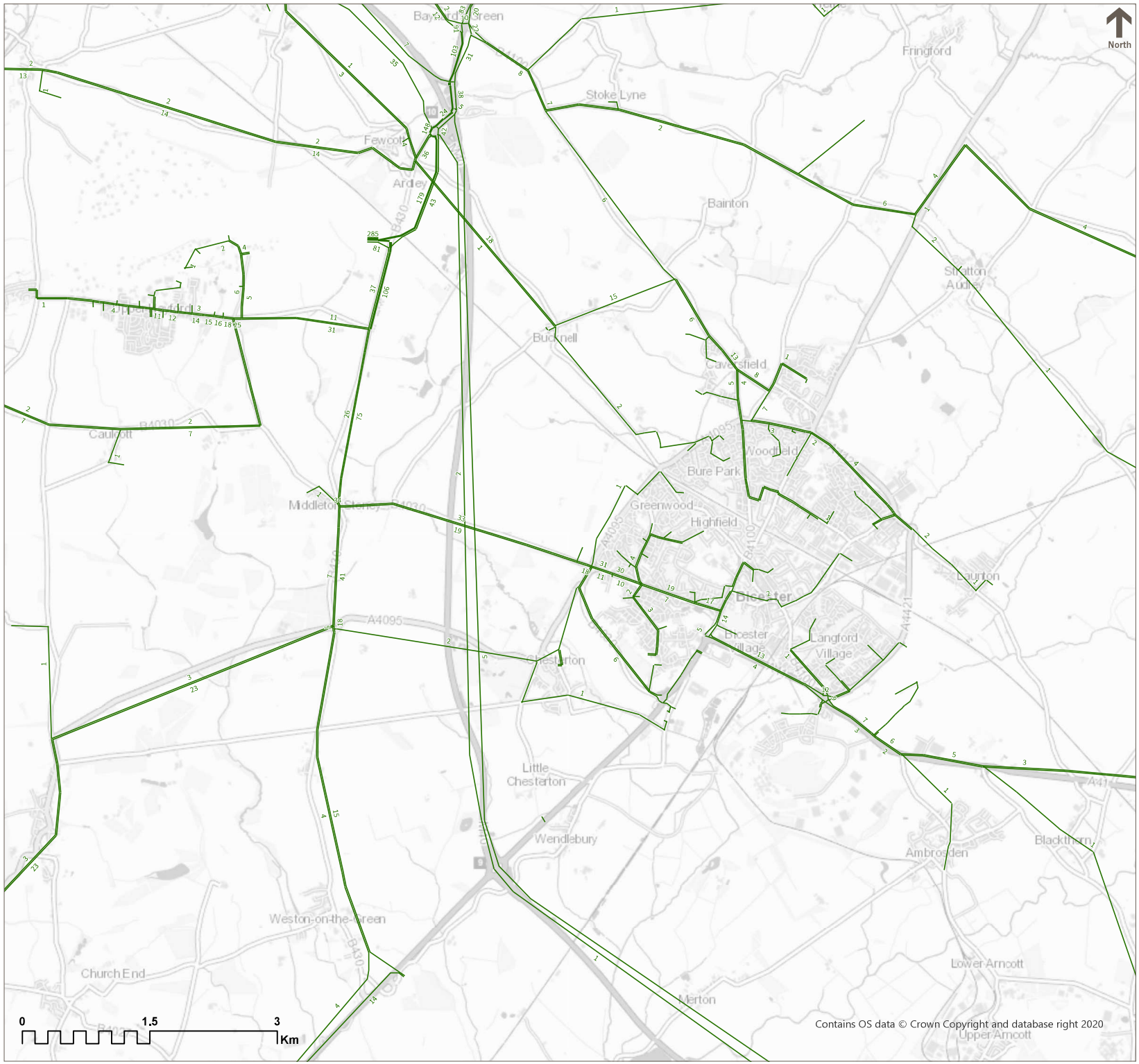
2031 OxSRFI DS2AwTP (PM)
Dev Actual LV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	27	-

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Dev_Actual_LV_Veh	
0	600
100	700
200	800
300	900
400	1000
500	Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

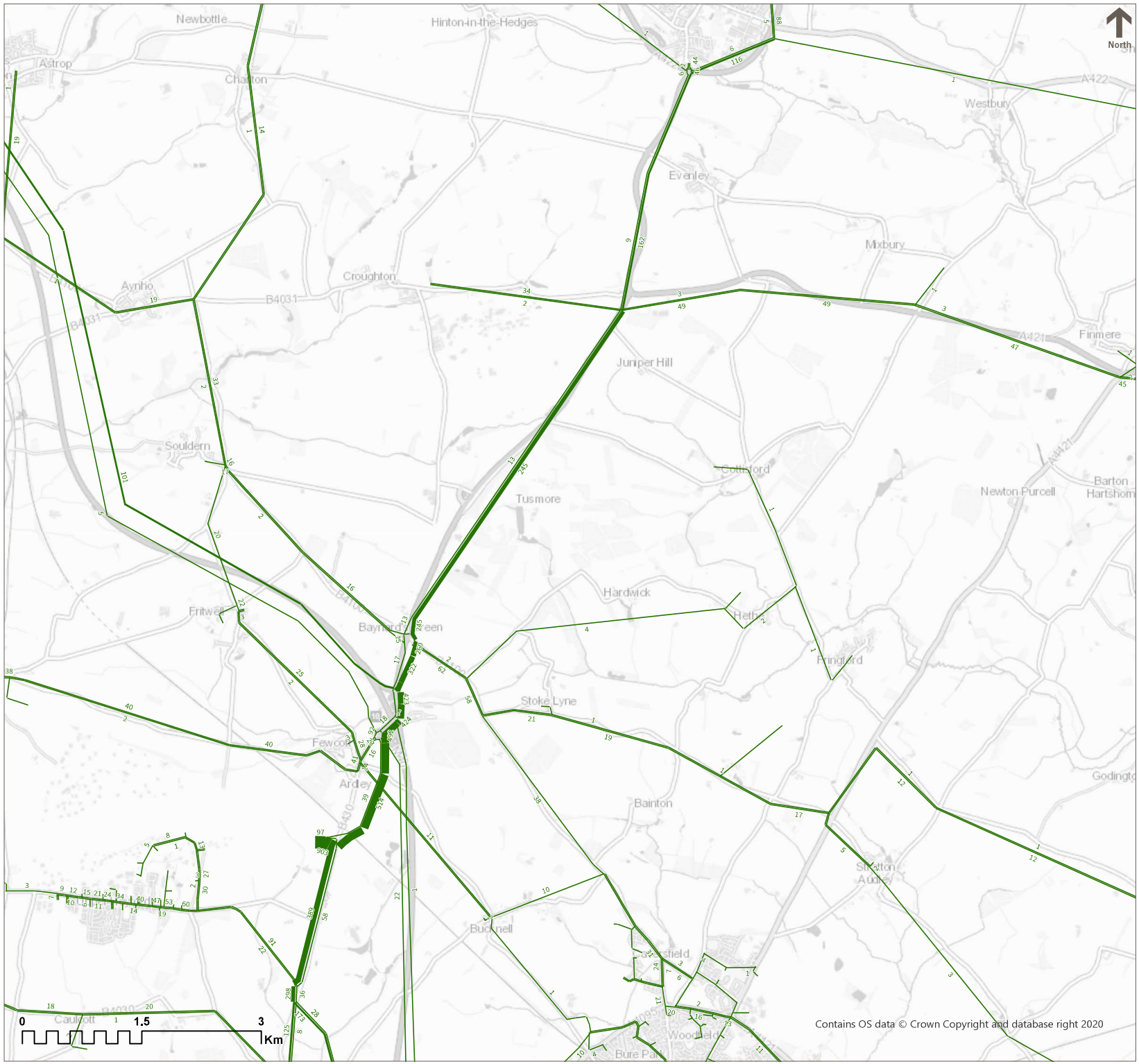
2031 OxSRFI DS2AwTP (PM)
Dev Actual LV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	28	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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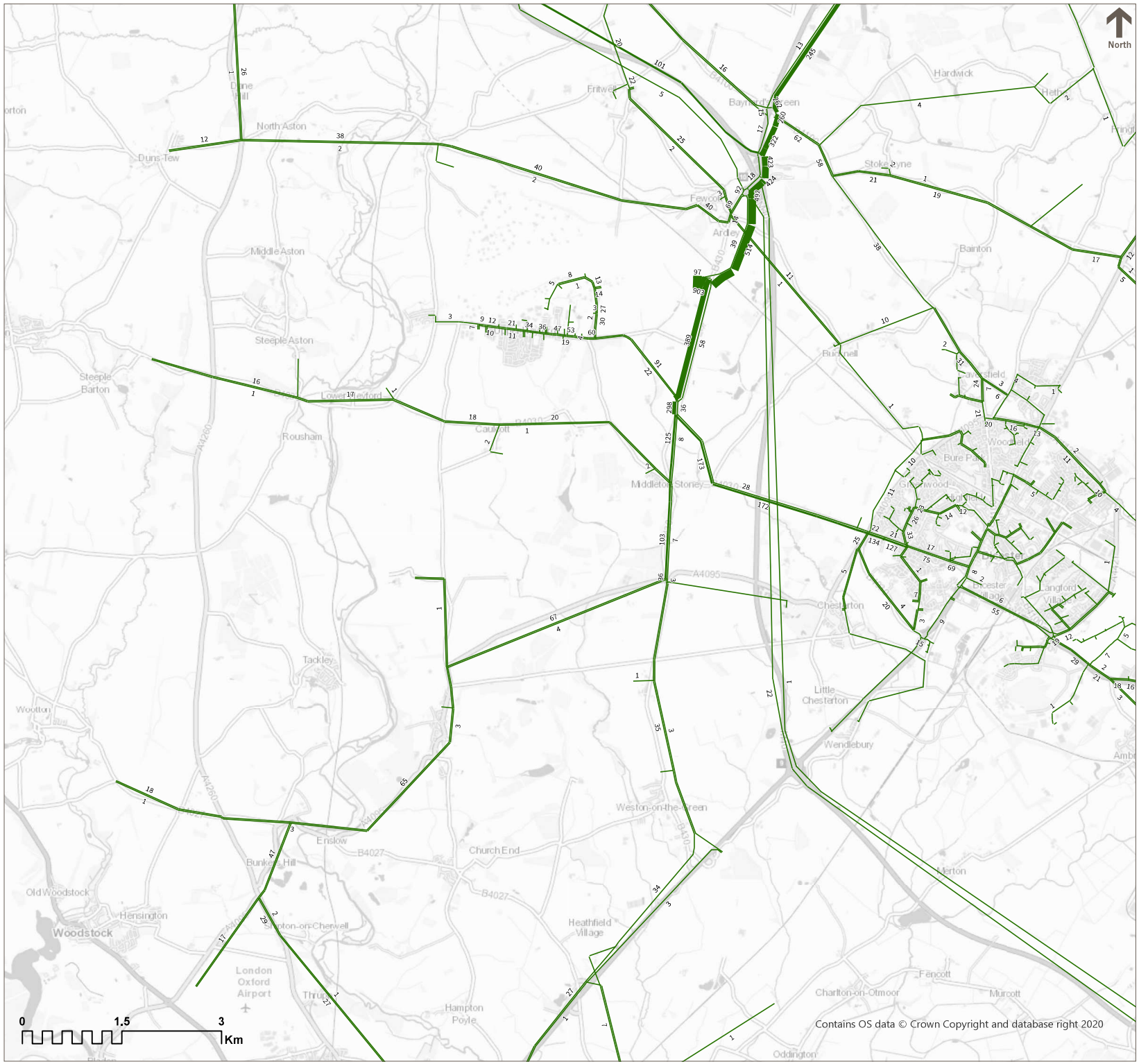
2031 OxSRFI DS1 (AM)
Dev Actual LV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	6	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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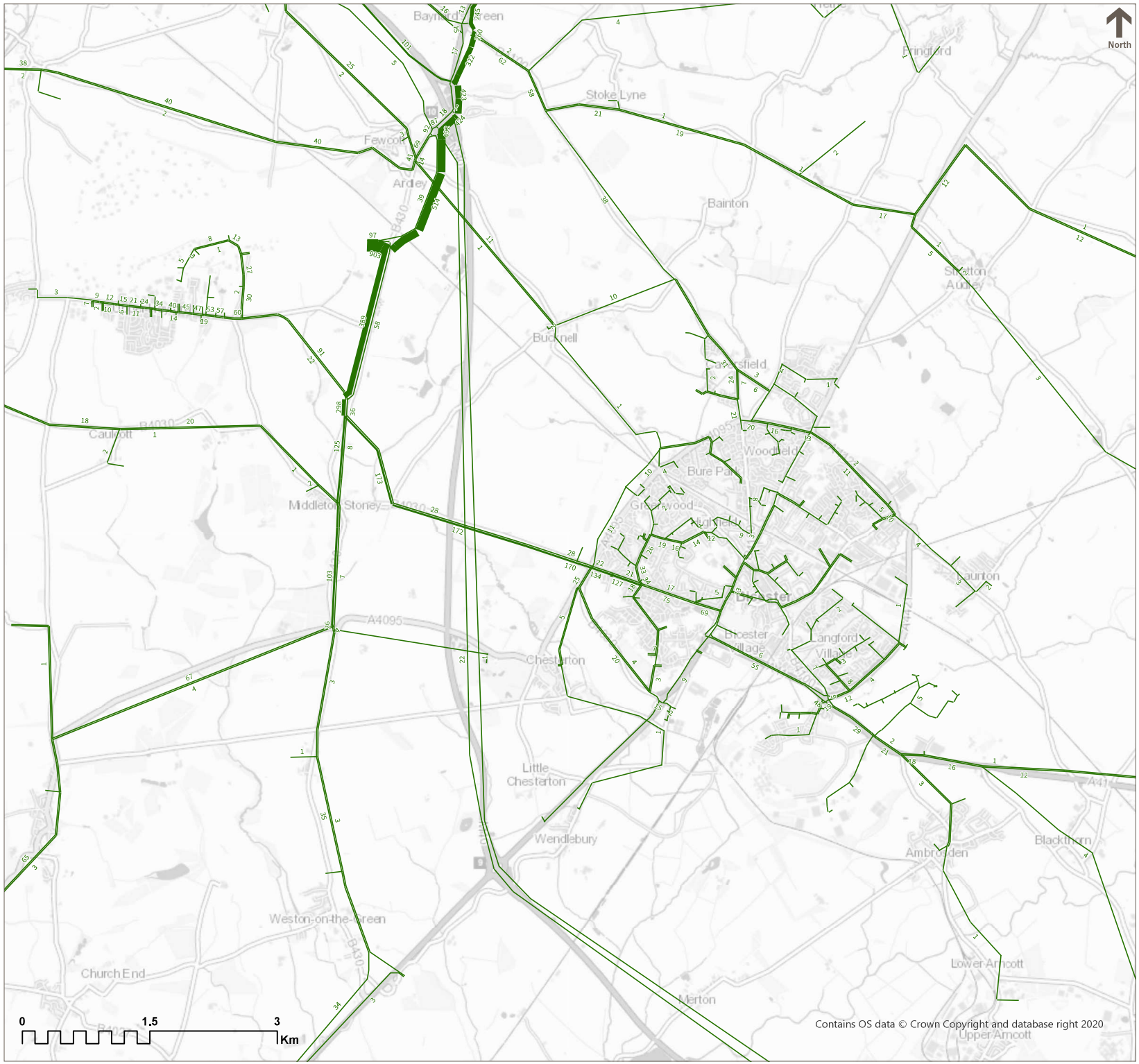
2031 OxSRFI DS1 (AM)
Dev Actual LV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	7	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

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Oxfordshire Railfreight Ltd

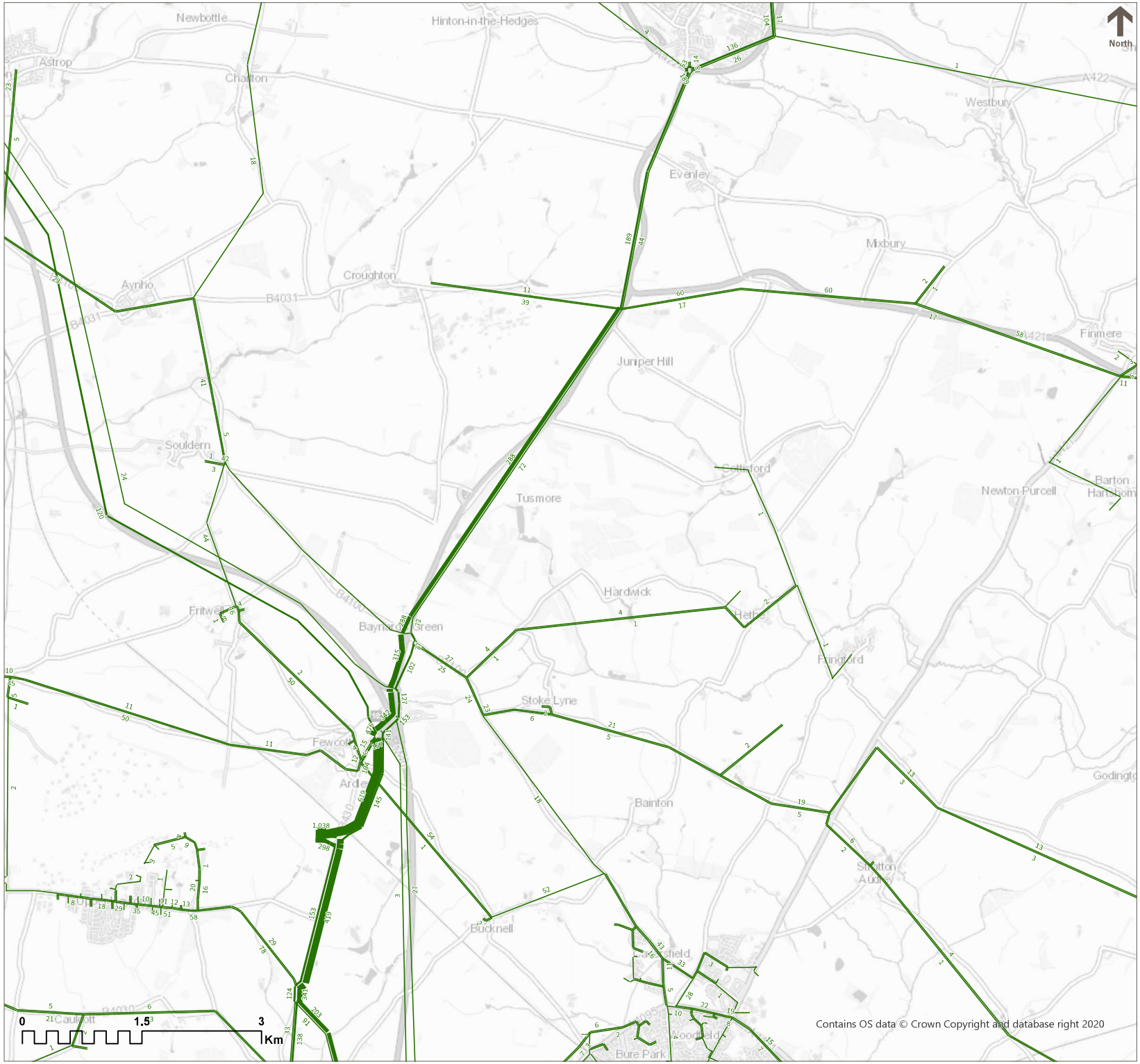
2031 OxSRFI DS1 (AM)
Dev Actual LV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	8	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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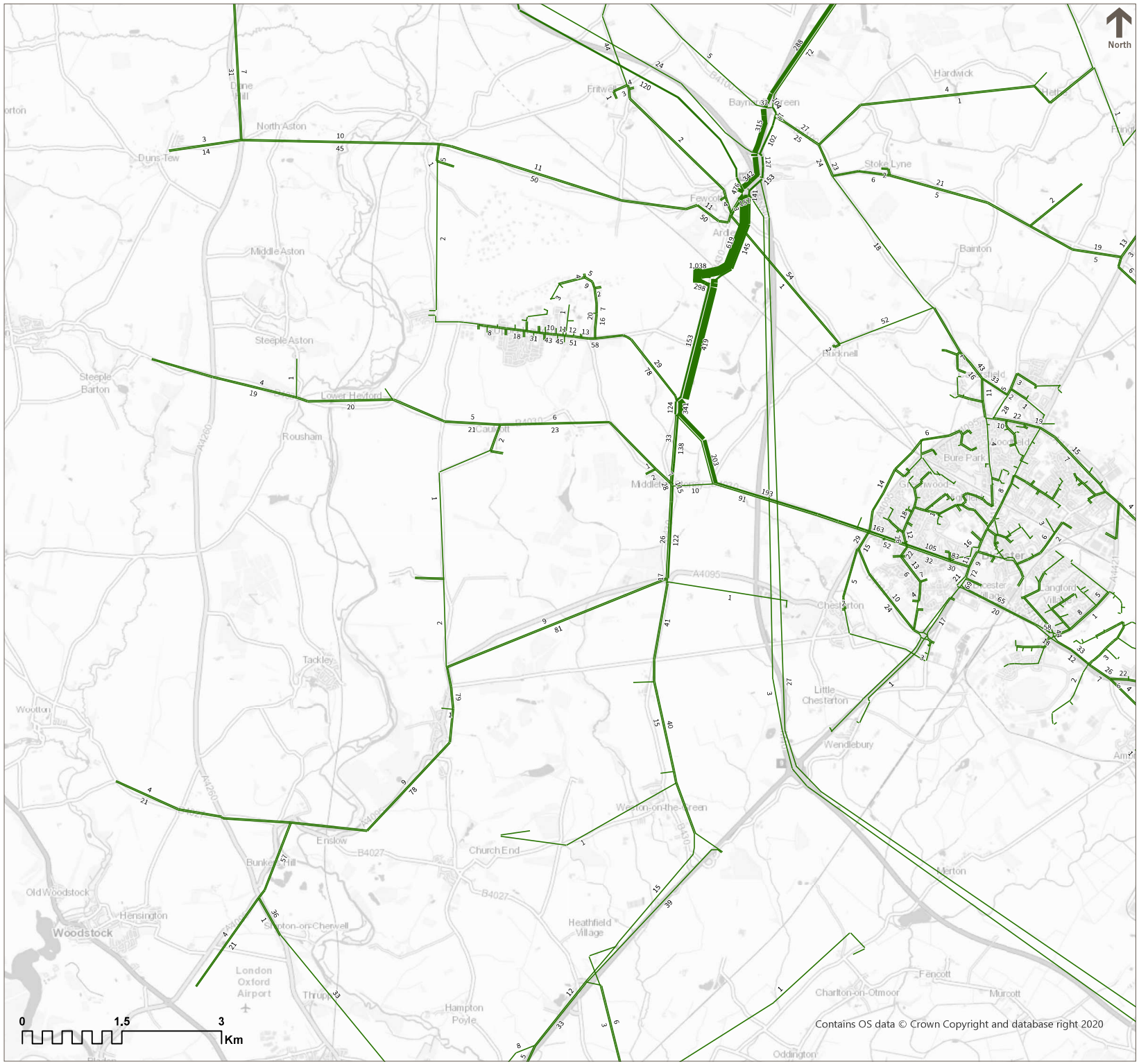
2031 OxSRFI DS1 (PM)
Dev Actual LV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	2	-

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- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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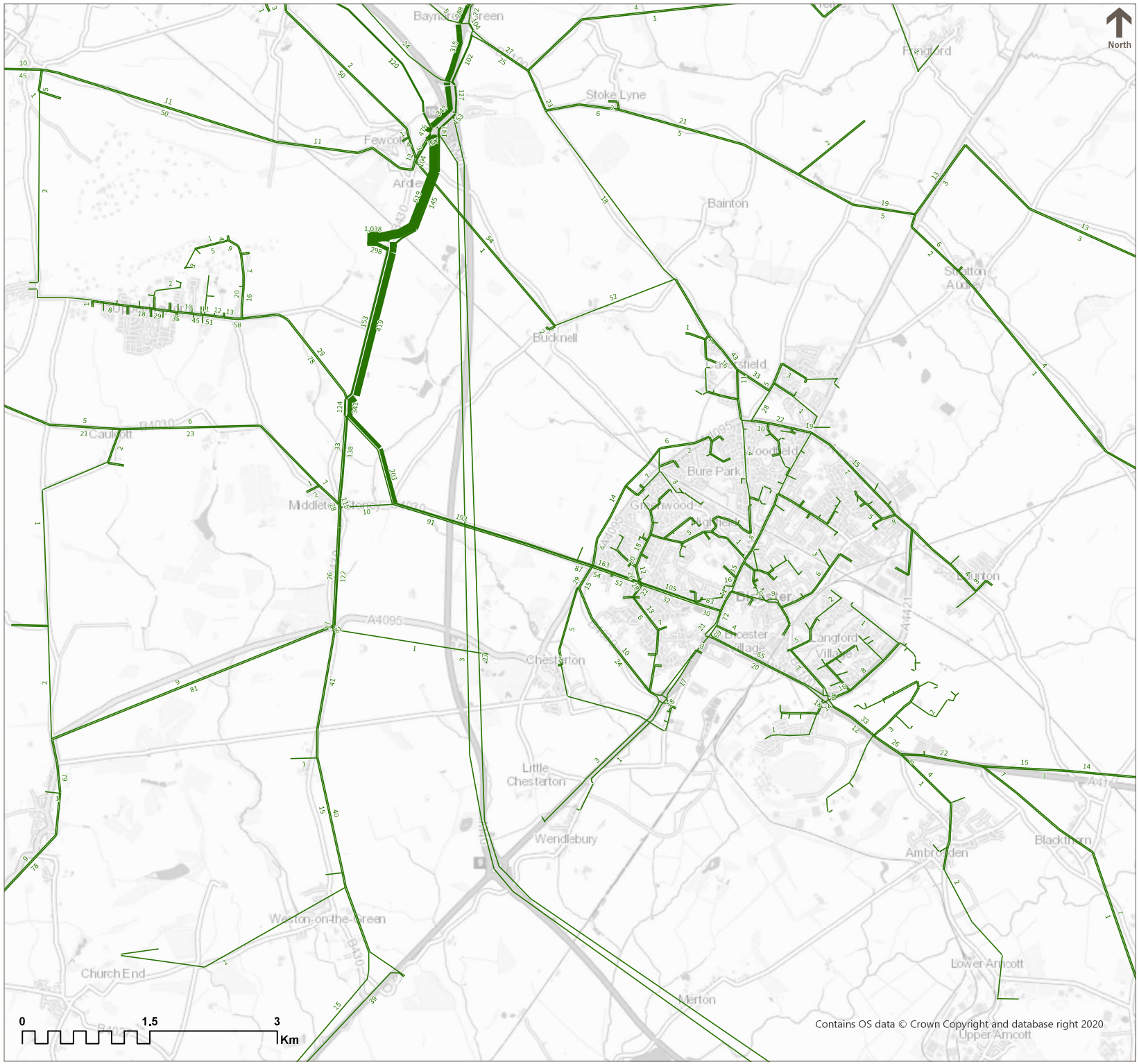
2031 OxSRFI DS1 (PM)
Dev Actual LV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	3	-

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Dev_Actual_LV_Veh

- 0
- 100
- 200
- 300
- 400
- 500
- 600
- 700
- 800
- 900
- 1000
- Over 1000

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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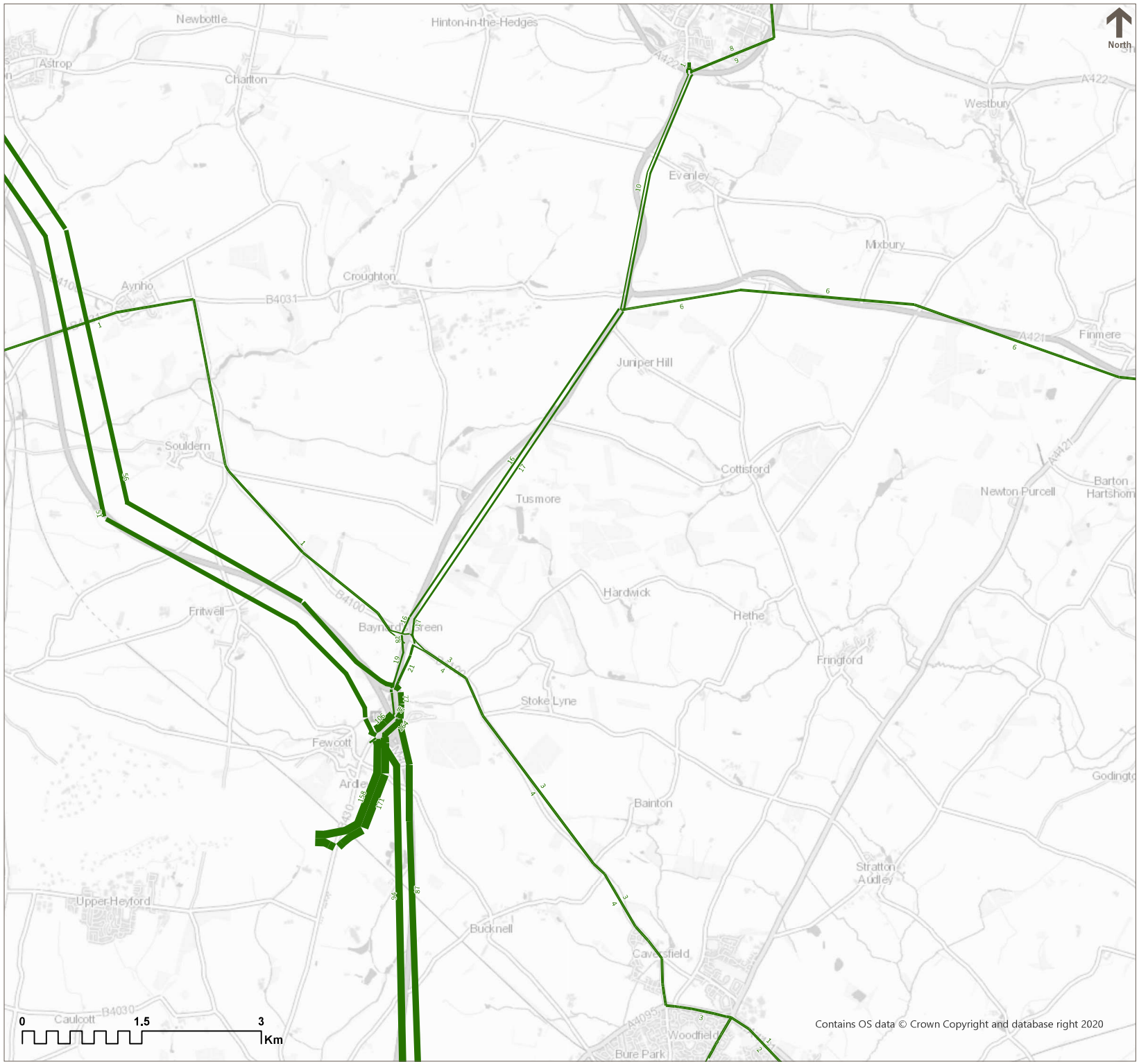
2031 OxSRFI DS1 (PM)
Dev Actual LV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	4	-

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Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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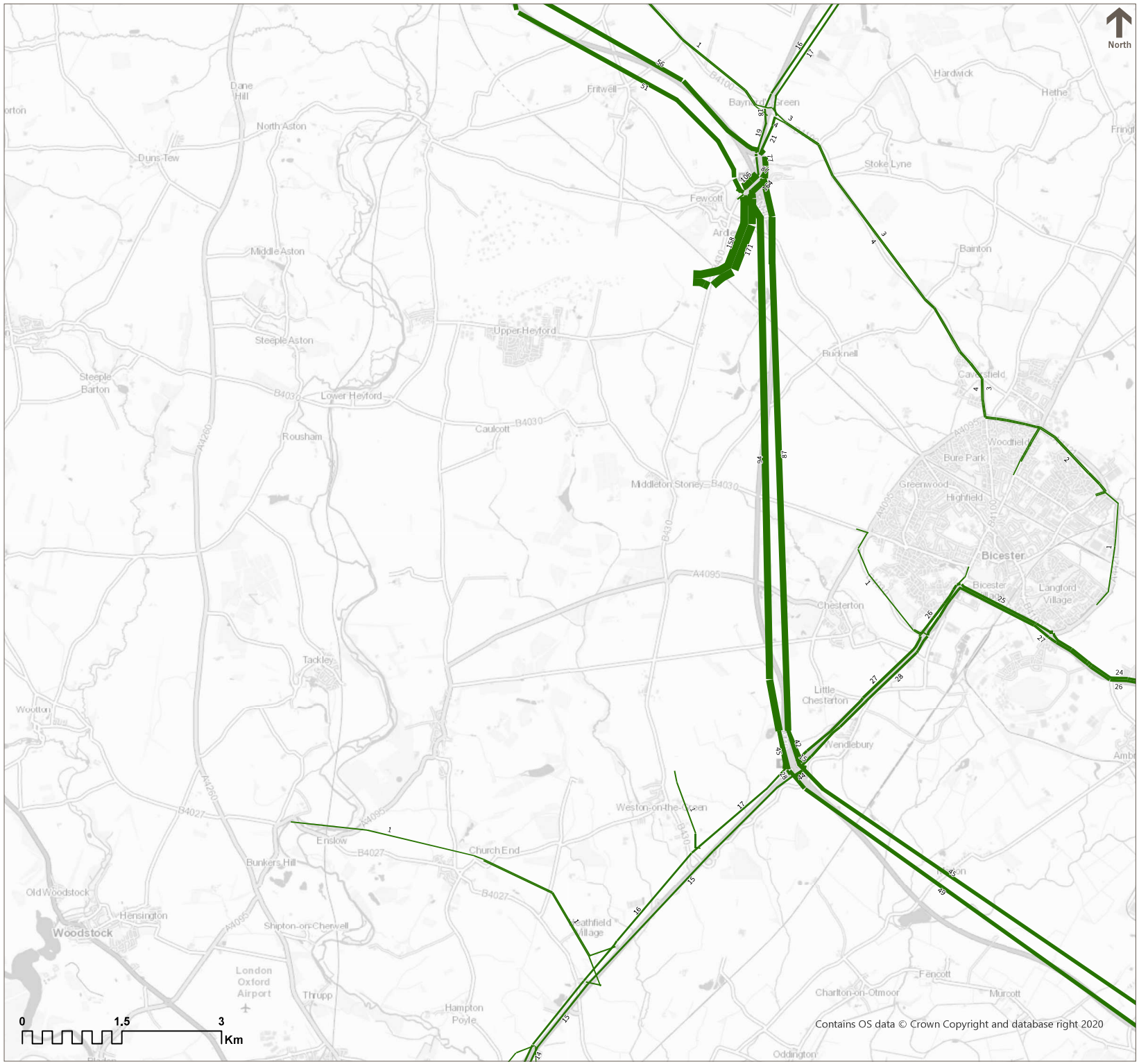
2031 OxSRFI DS1A (AM)
Dev Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	14	-

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Key

Dev_Actual_HV_Veh	
0	60
10	70
20	80
30	90
40	100
50	Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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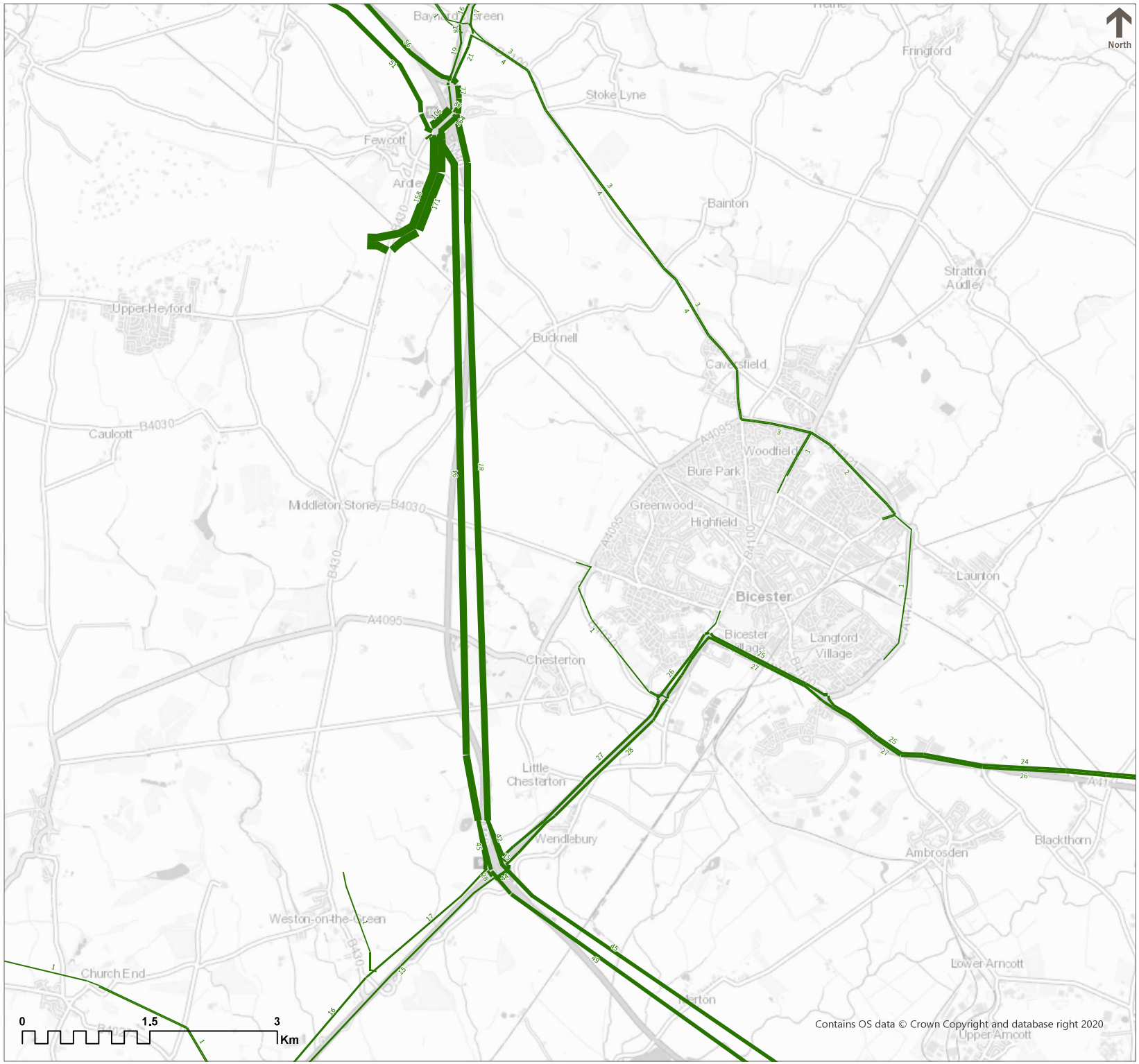
2031 OxSRFI DS1A (AM)
Dev Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	15	-

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Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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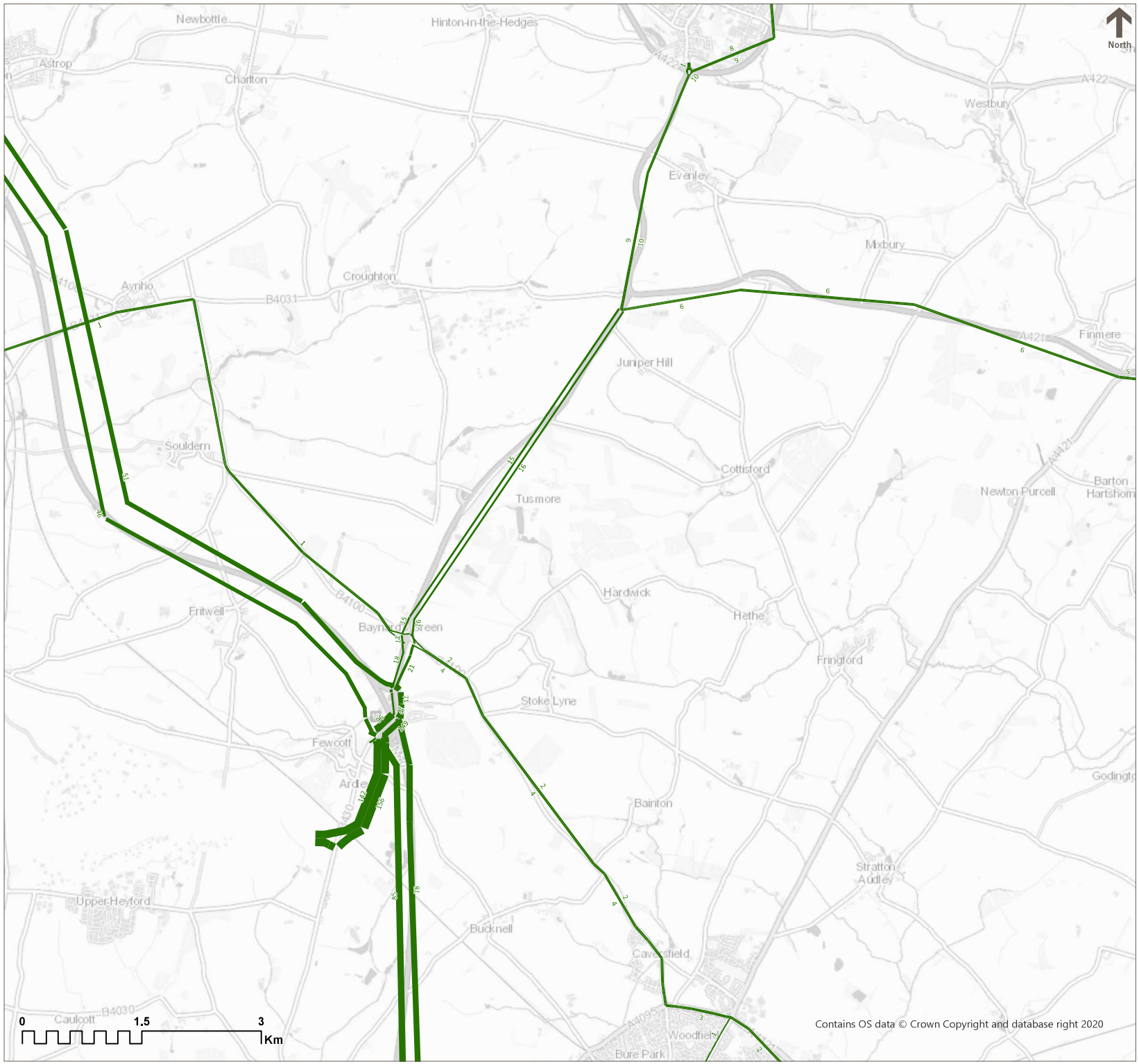
2031 OxSRFI DS1A (AM)
Dev Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	16	-

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Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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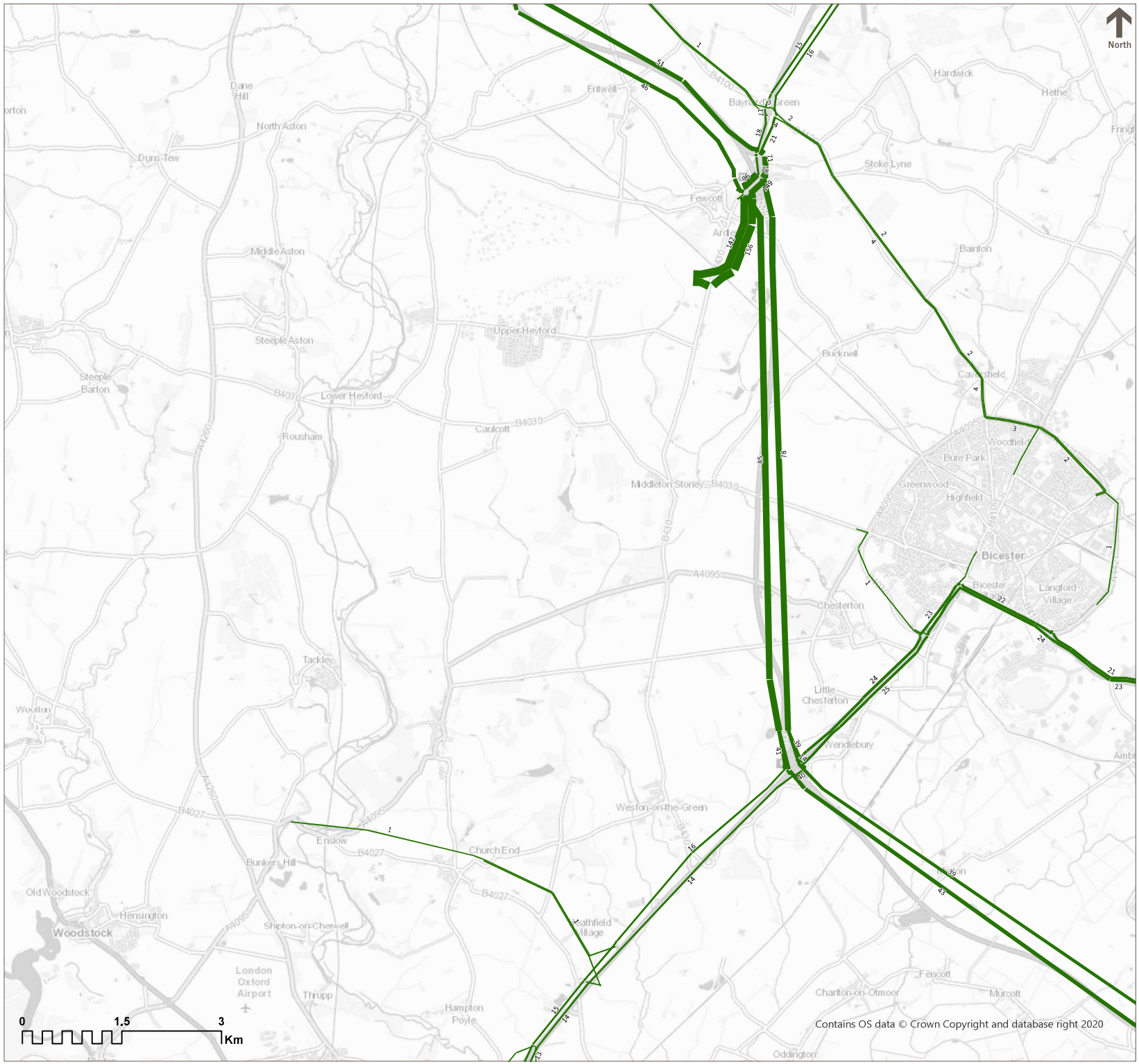
2031 OxSRFI DS1A (PM)
Dev Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
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Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	10	-

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Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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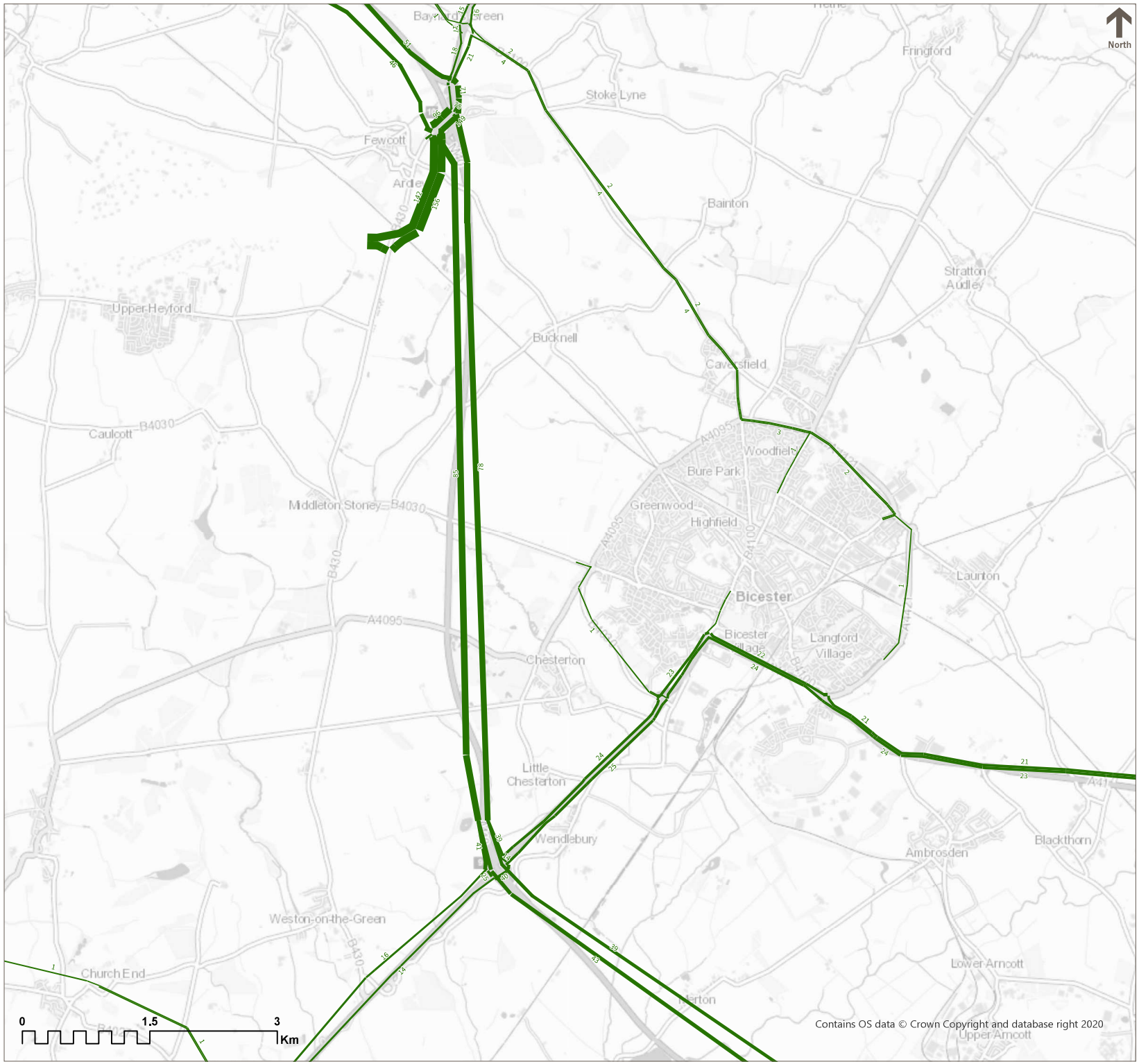
2031 OxSRFI DS1A (PM)
Dev Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	11	-

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Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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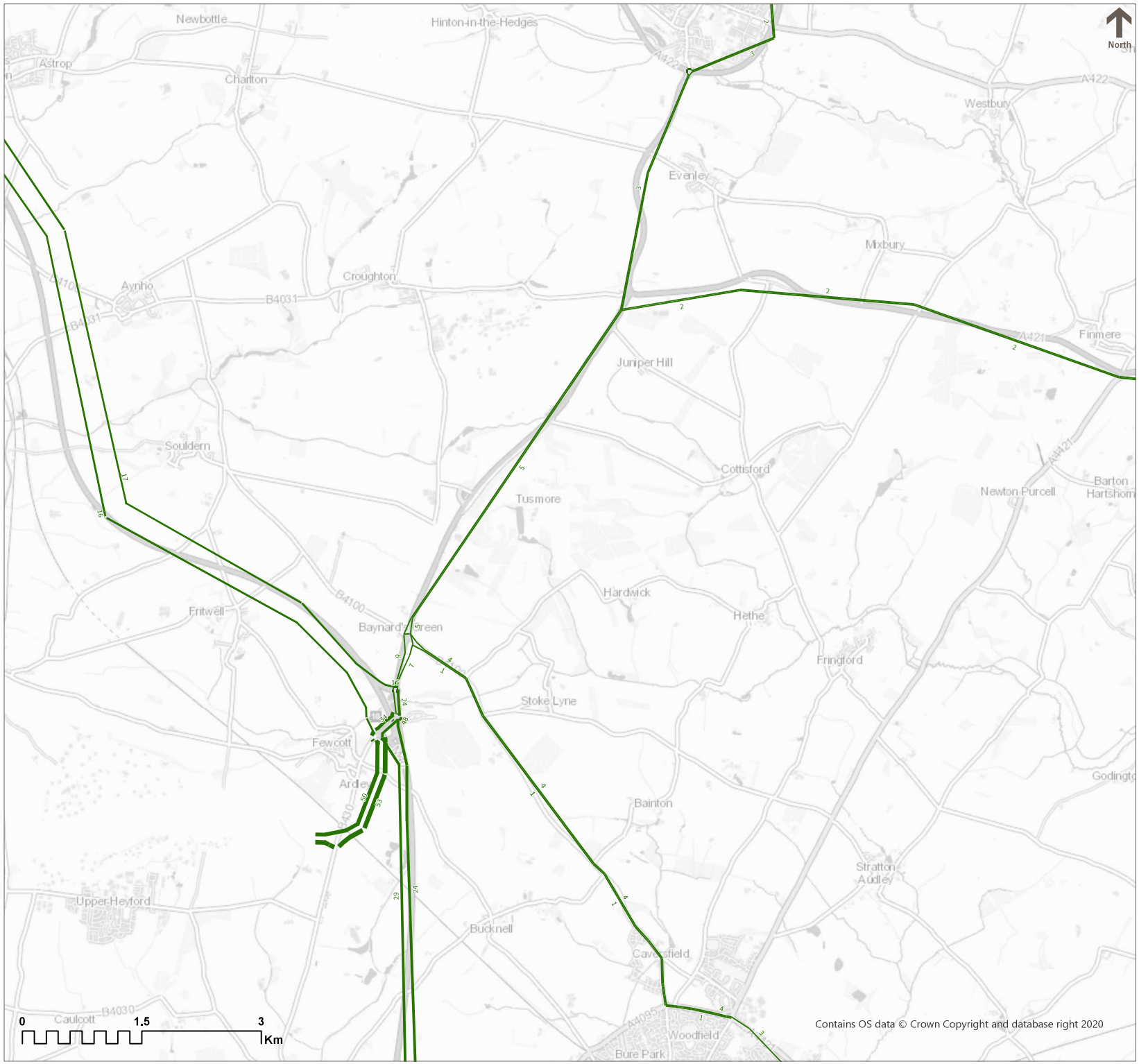
2031 OxSRFI DS1A (PM)
Dev Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	12	-

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Dev_Actual_HV_Veh	
0	60
10	70
20	80
30	90
40	100
50	Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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2031 OxSRFI DS2A (AM)
Dev Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	22	-

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Dev_Actual_HV_Veh	
0	60
10	70
20	80
30	90
40	100
50	Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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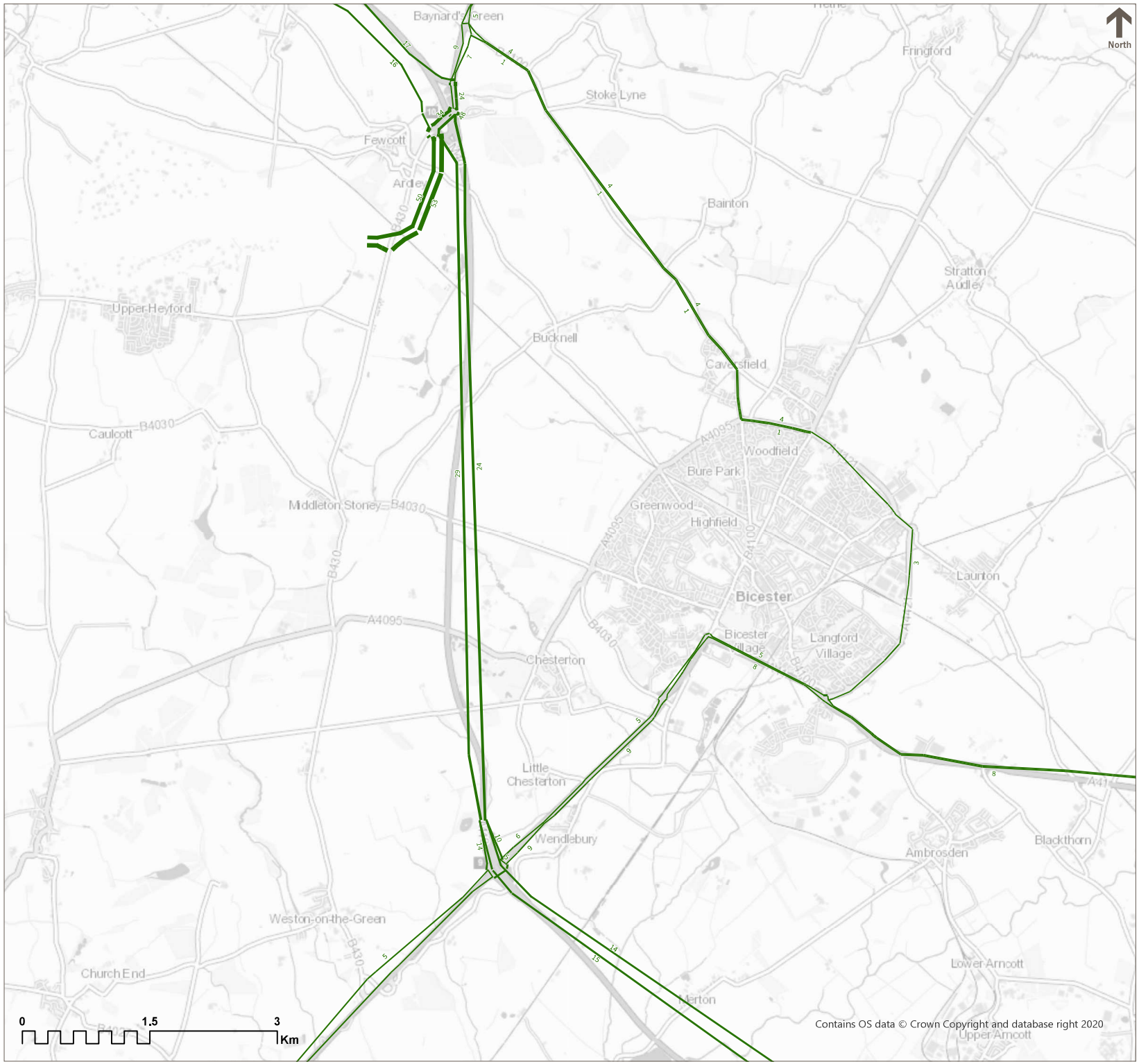
2031 OxSRFI DS2A (AM)
Dev Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	23	-

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- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

OxSRFI
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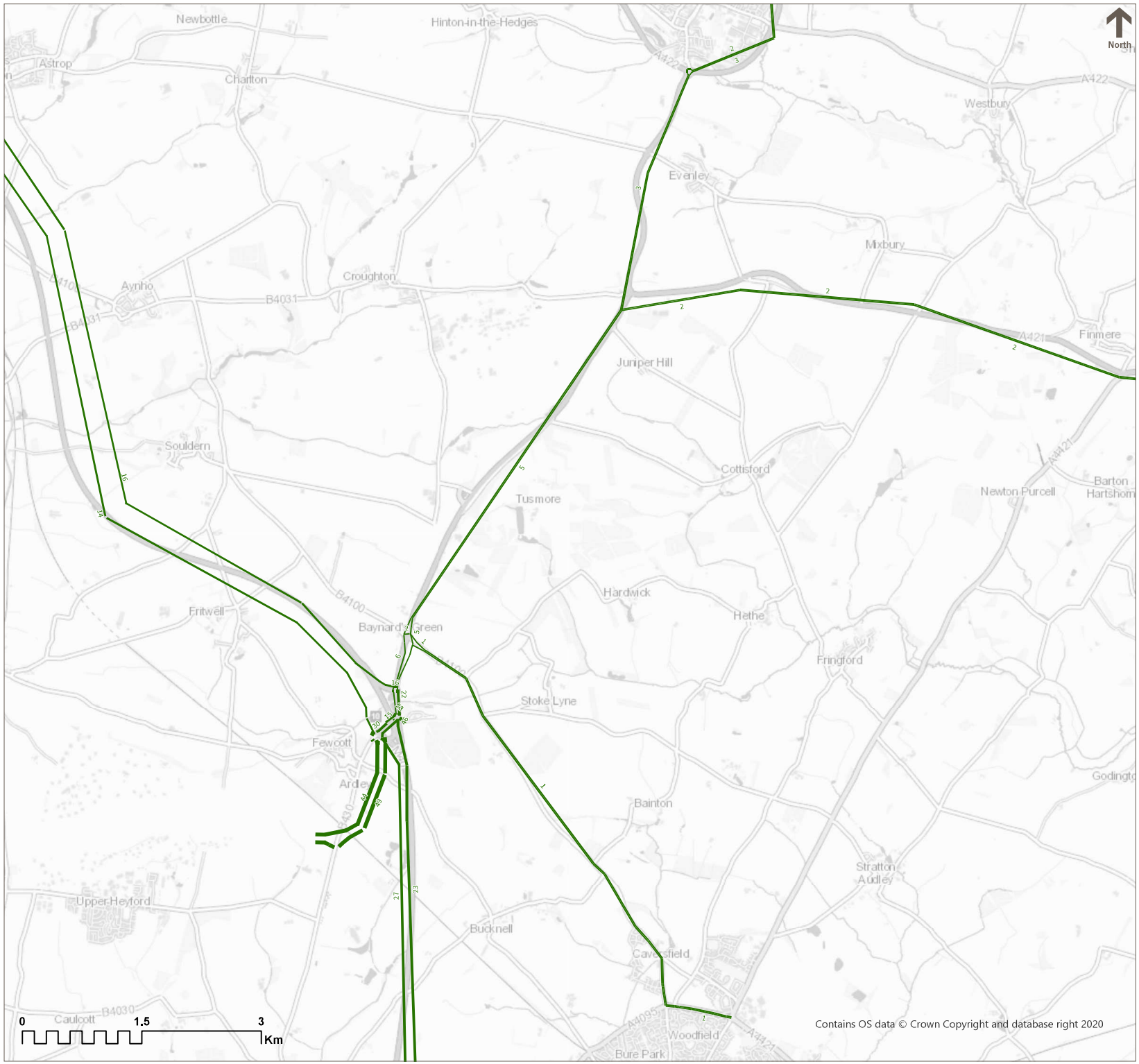
2031 OxSRFI DS2A (AM)
Dev Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	24	-

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- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

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2031 OxSRFI DS2A (PM)
Dev Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	18	-

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Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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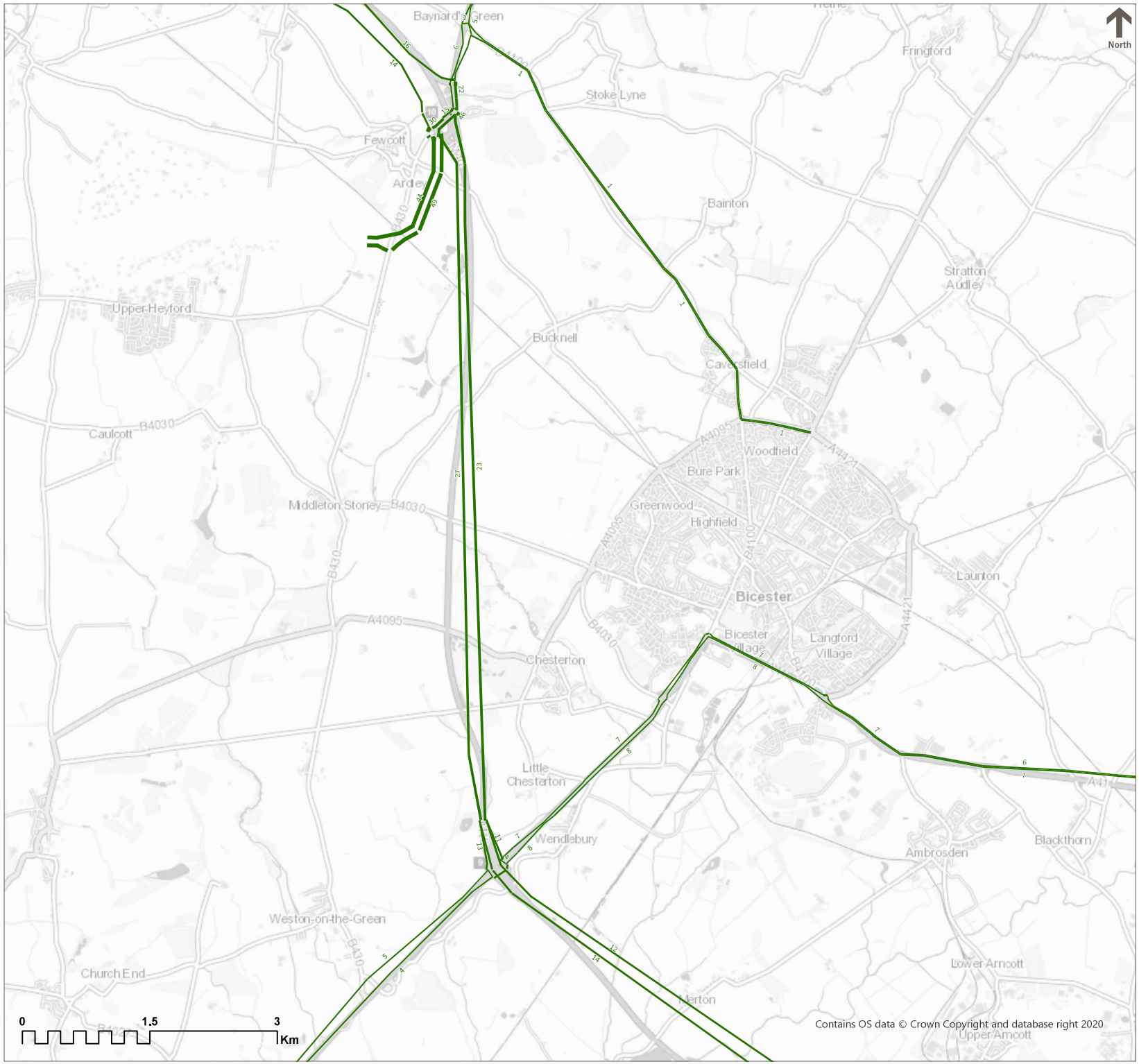
2031 OxSRFI DS2A (PM)
Dev Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	19	-

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Key

Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
- 40
- 50
- 60
- 70
- 80
- 90
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- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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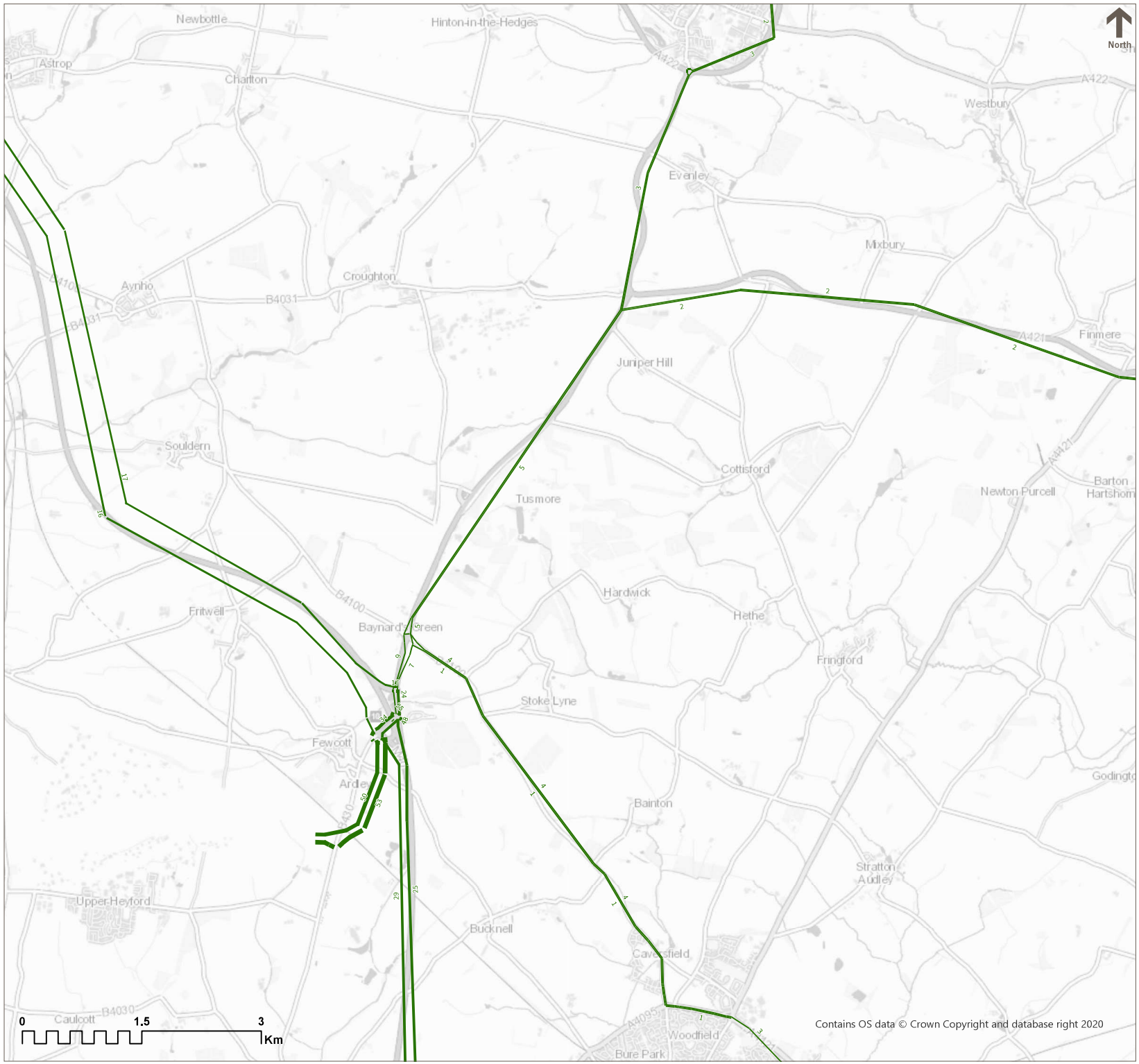
2031 OxSRFI DS2A (PM)
Dev Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	20	-

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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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2031 OxSRFI DS2AwTP (AM)
Dev Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	30	-

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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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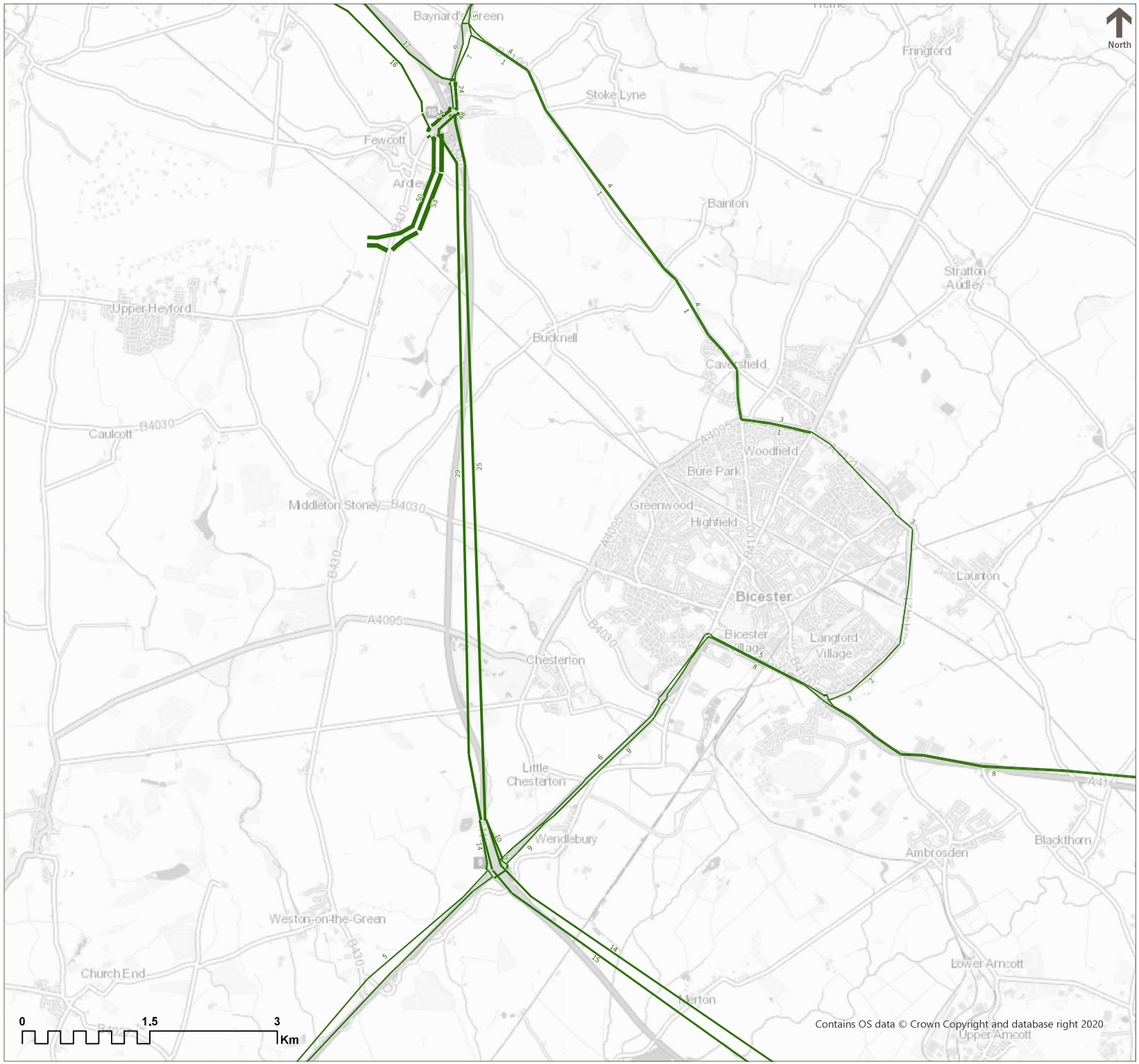
2031 OxSRFI DS2AwTP (AM)
Dev Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	31	-

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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
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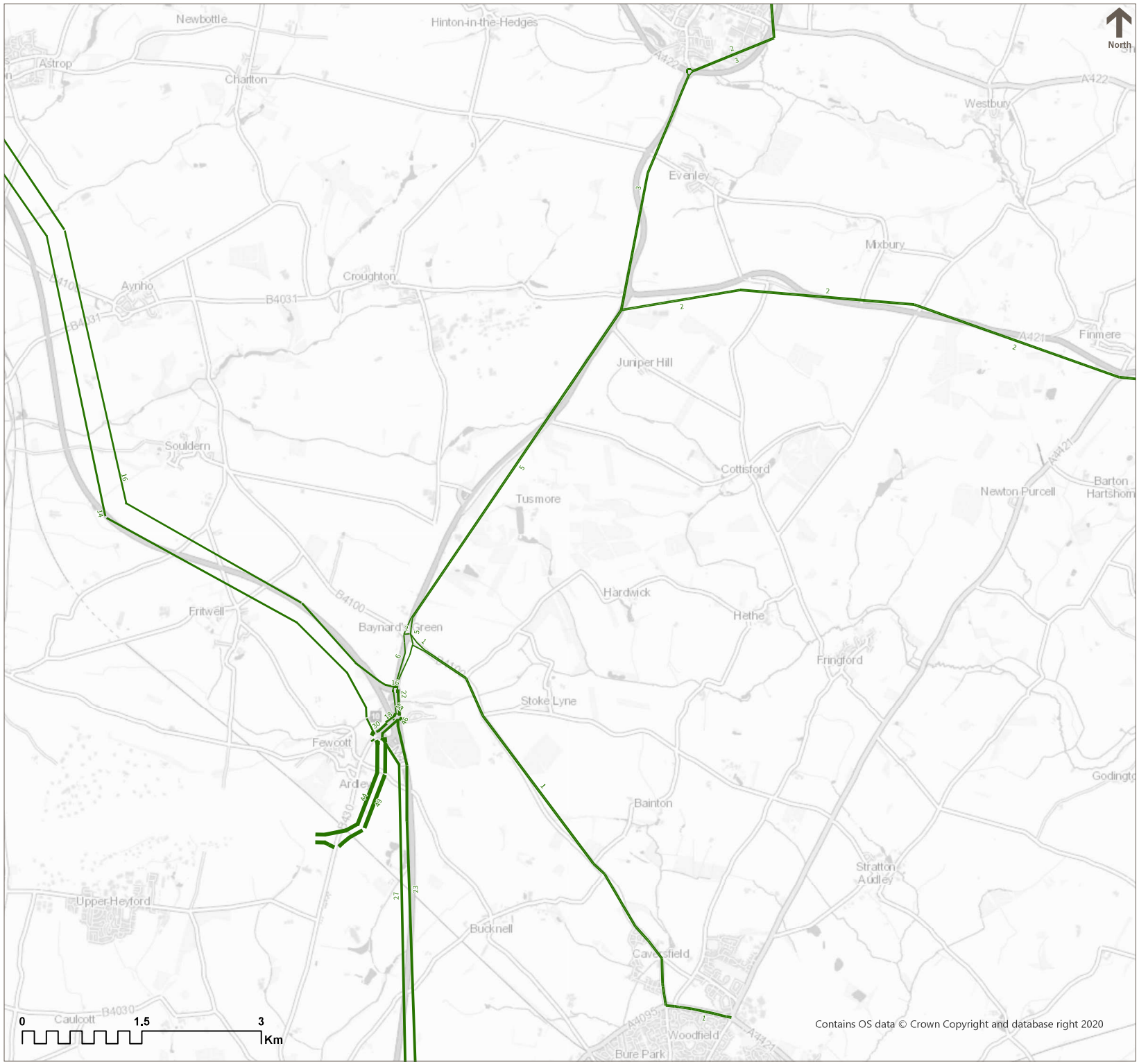
2031 OxSRFI DS2AwTP (AM)
Dev Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	32	-

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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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2031 OxSRFI DS2AwTP (PM)
Dev Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	00	XX	MP	O	26	-

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- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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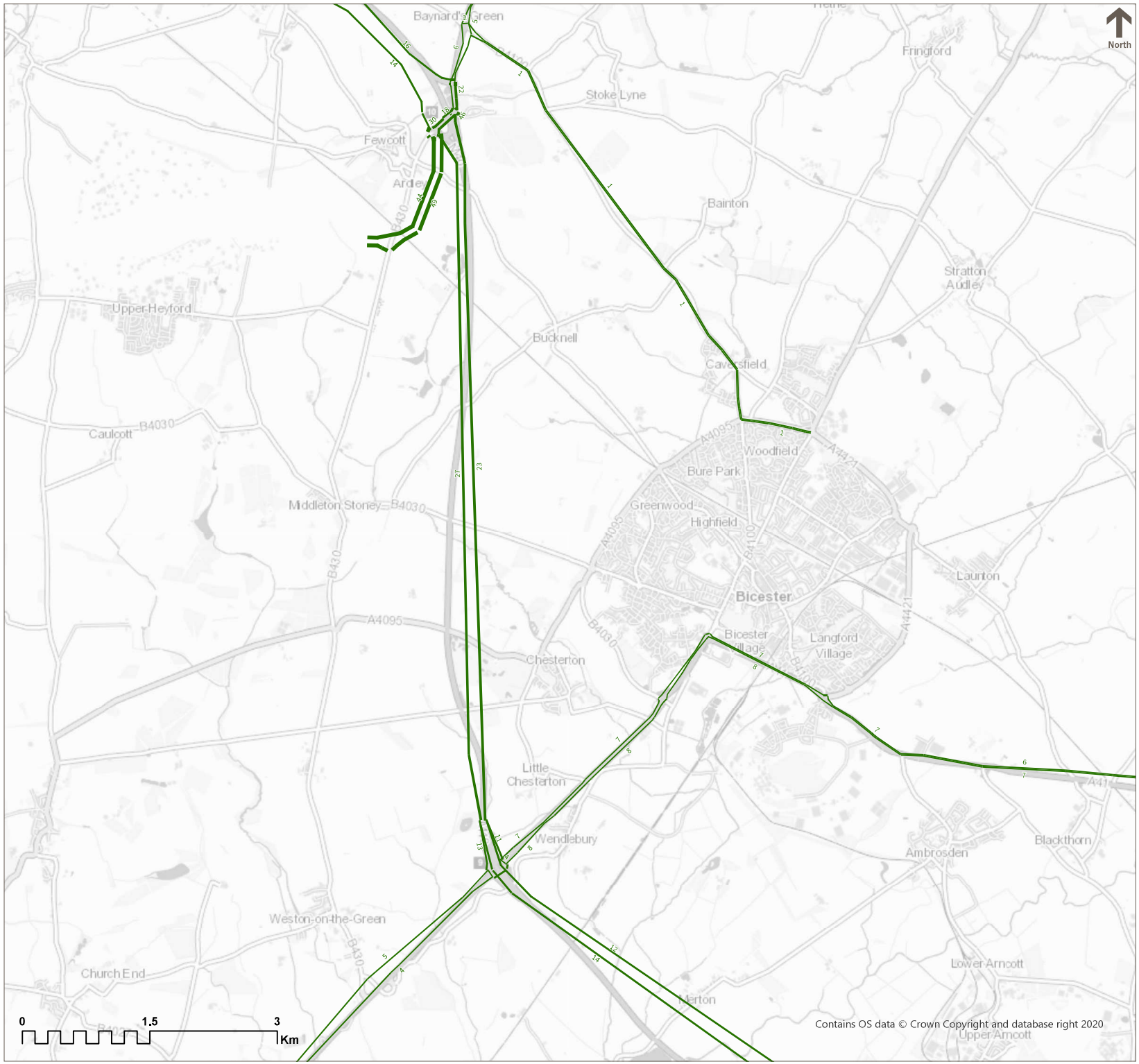
2031 OxSRFI DS2AwTP (PM)
Dev Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	27	-

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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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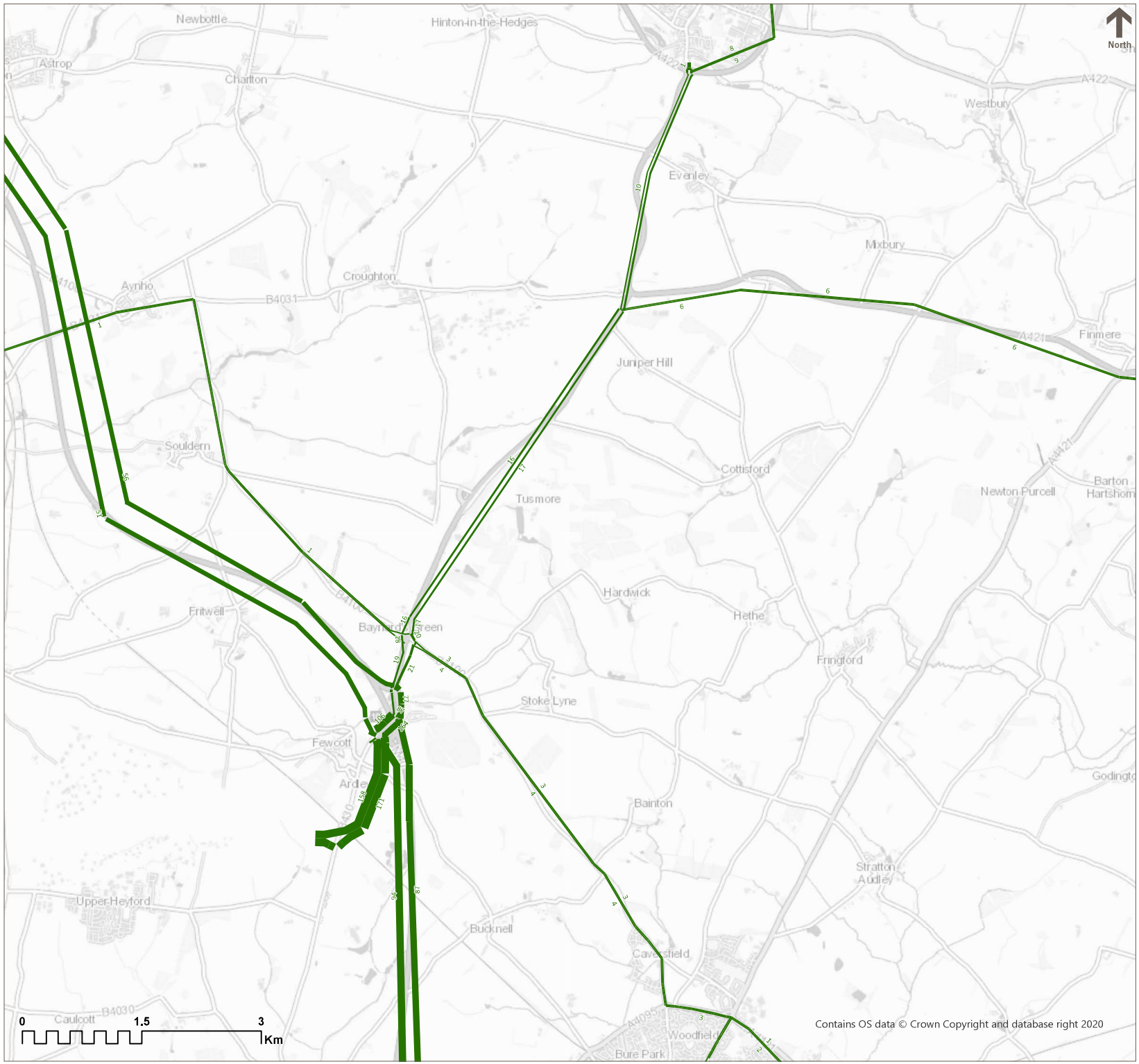
2031 OxSRFI DS2AwTP (PM)
Dev Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	30/01/26	CW	30/01/26	CW	30/01/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	28	-

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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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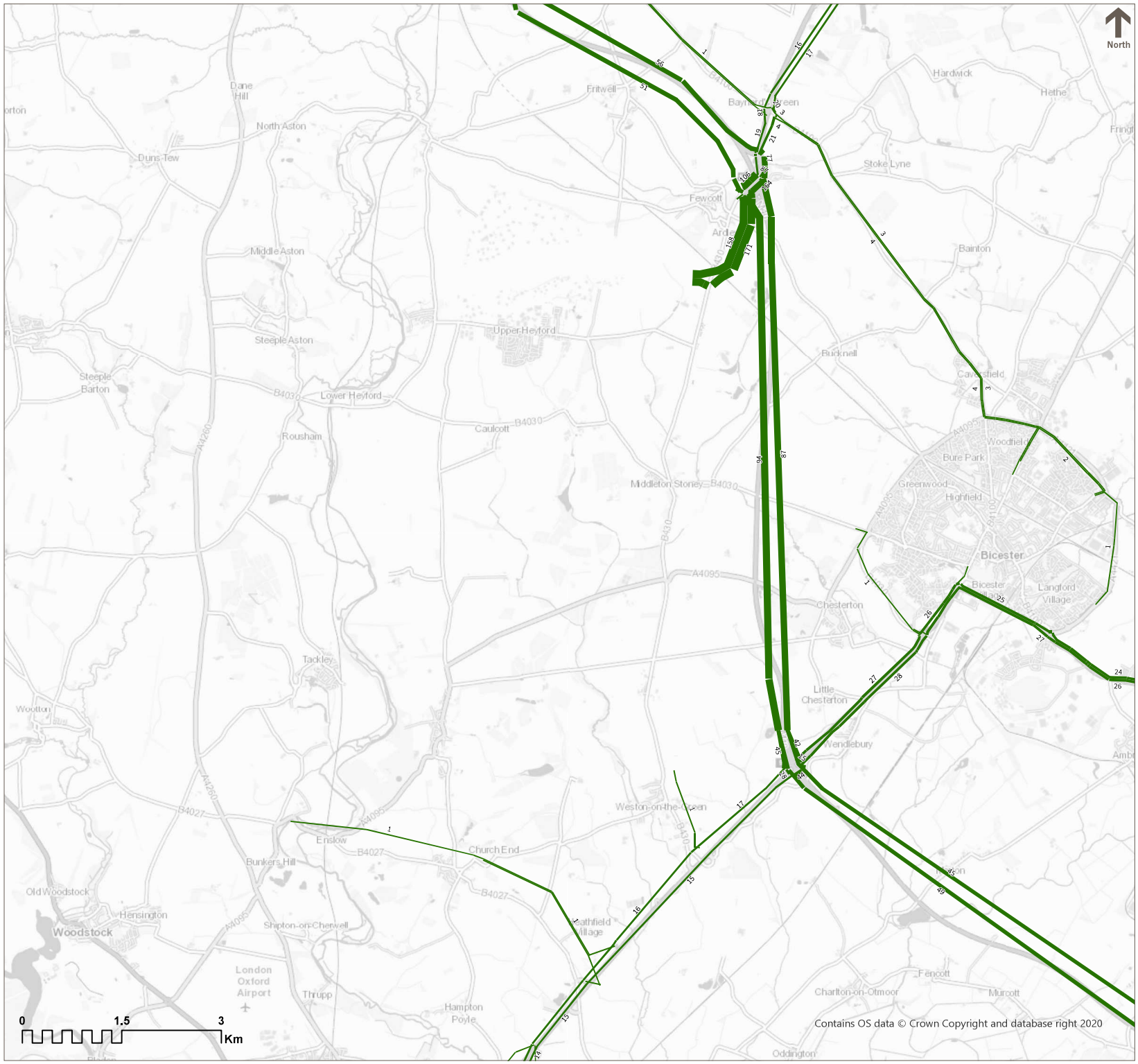
2031 OxSRFI DS1 (AM)
Dev Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	6	-

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- 0
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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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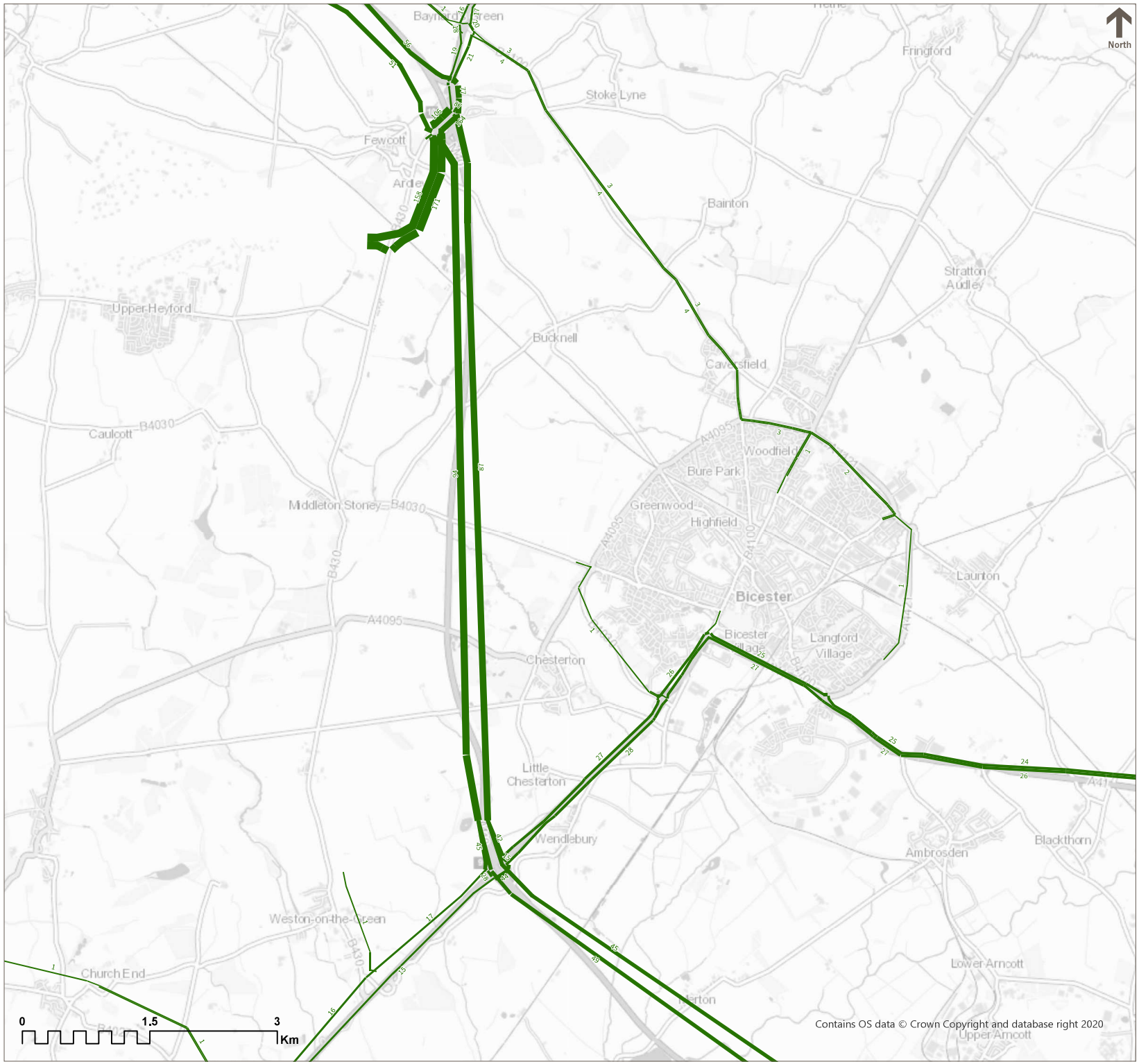
2031 OxSRFI DS1 (AM)
Dev Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	7	-

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Dev_Actual_HV_Veh

- 0
- 10
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- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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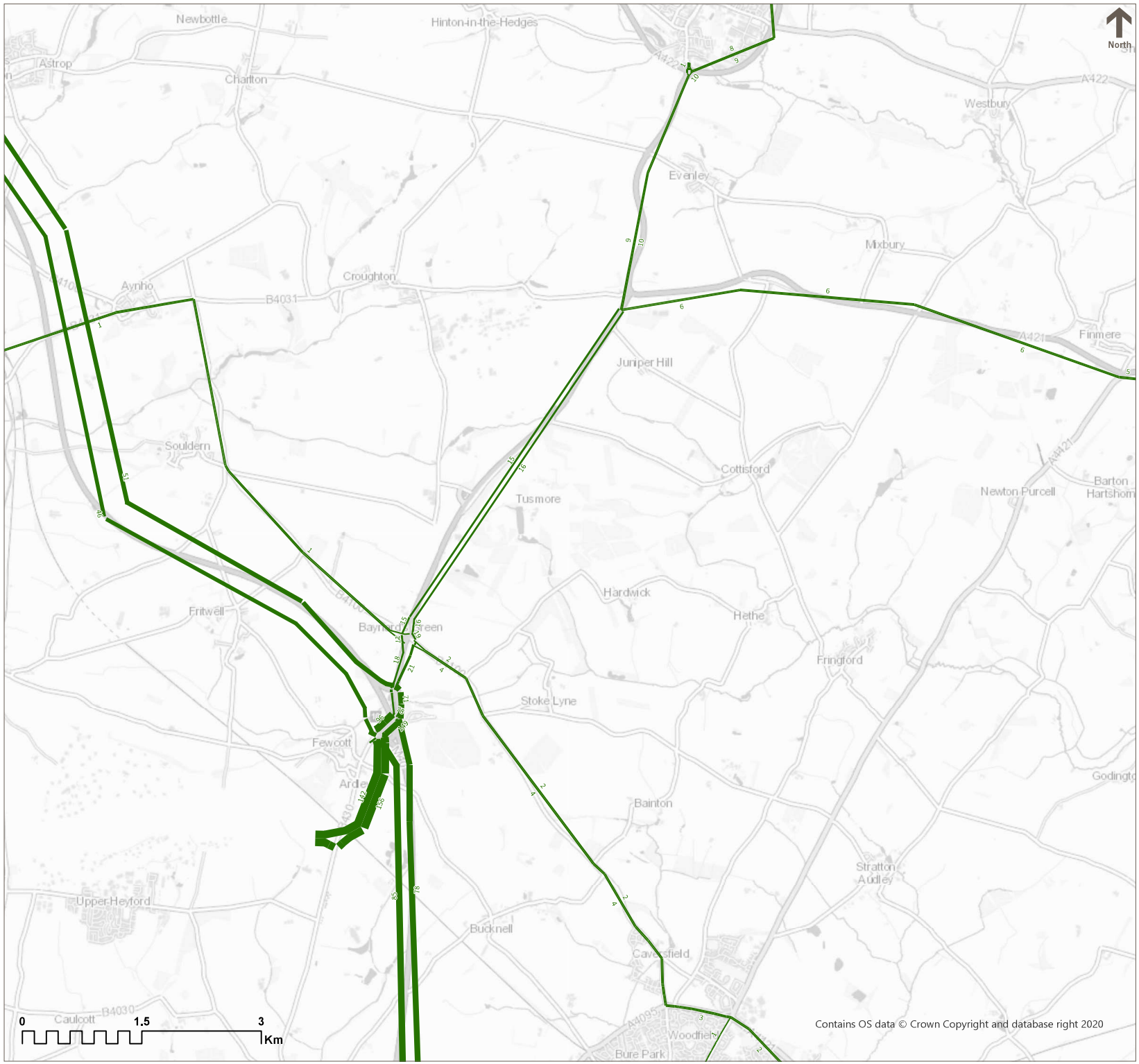
2031 OxSRFI DS1 (AM) Dev Actual HV Veh Flow Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	8	-

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Dev_Actual_HV_Veh

- 0
- 10
- 20
- 30
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- 50
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- 90
- 100
- Over 100

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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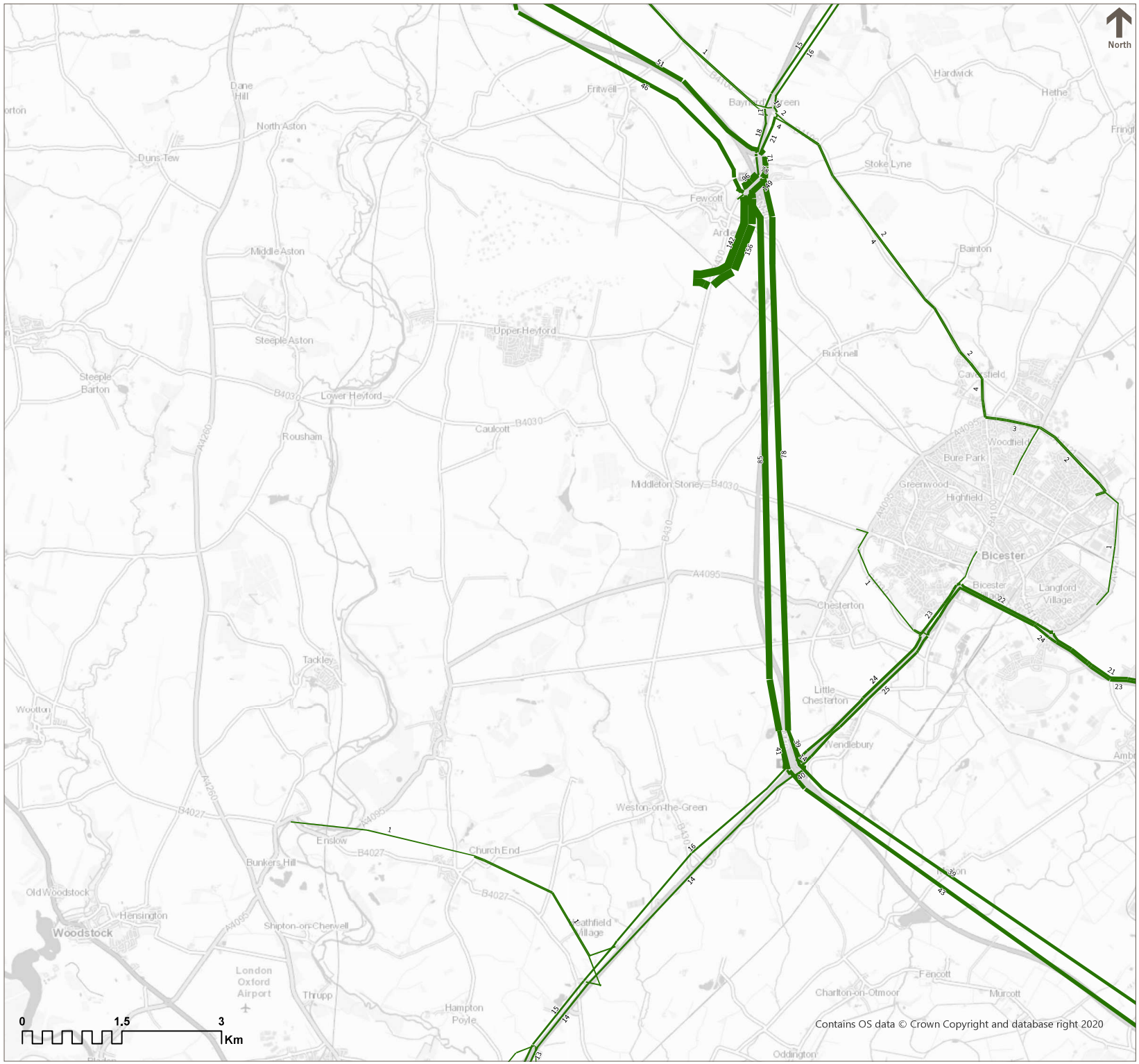
2031 OxSRFI DS1 (PM)
Dev Actual HV Veh Flow
North

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:46,566	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	2	-

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Dev_Actual_HV_Veh

- 0
- 10
- 20
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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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OxSRFI
Oxfordshire Railfreight Ltd

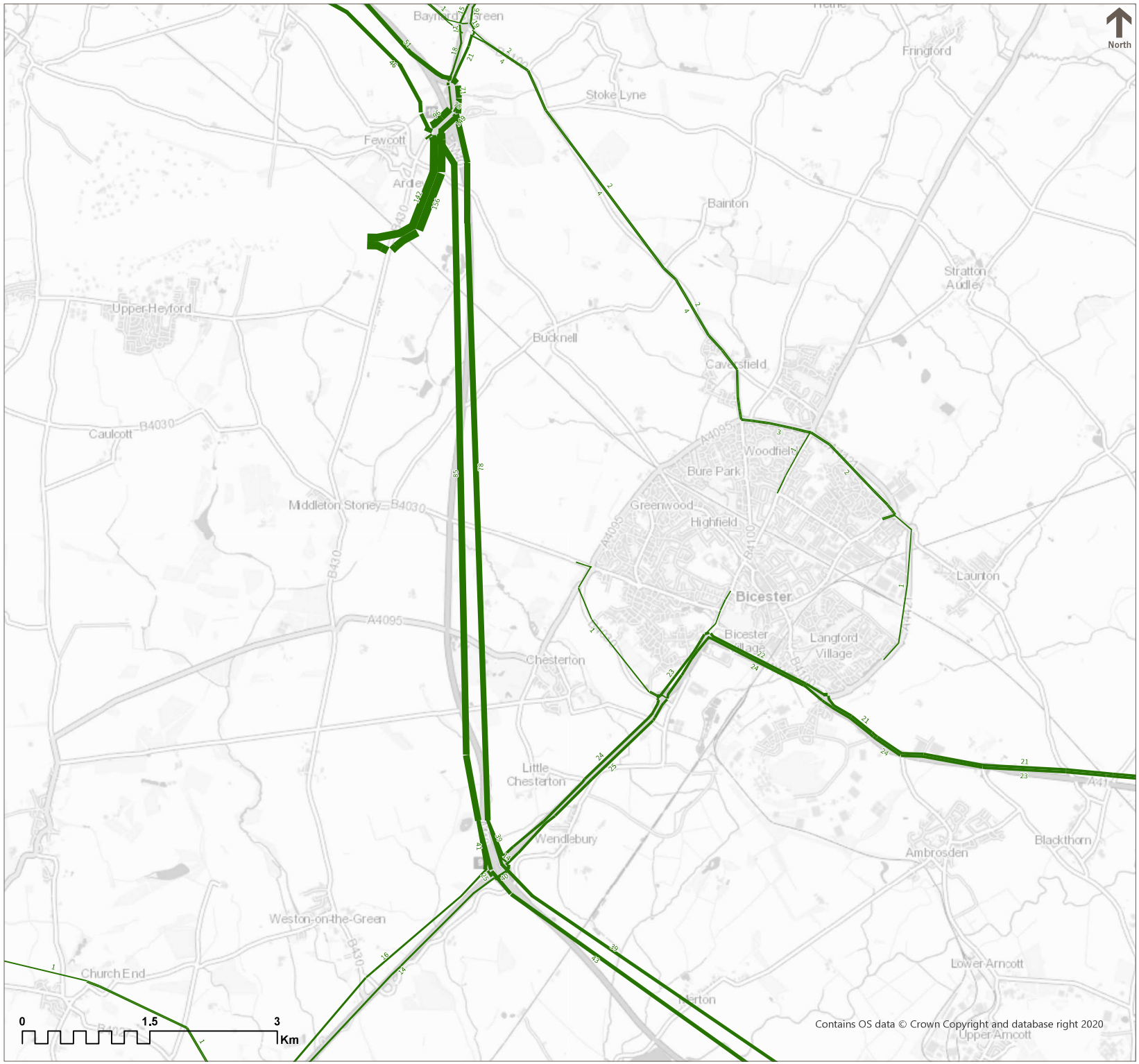
2031 OxSRFI DS1 (PM)
Dev Actual HV Veh Flow
West

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	24/02/26	CW	24/02/26	CW	24/02/26	1:55,879	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
-	TCE	OO	XX	MP	O	3	-

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PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
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2031 OxSRFI DS1 (PM)
Dev Actual HV Veh Flow
Centre

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B071478	HJ	05/02/26	CW	05/02/26	CW	05/02/26	1:43,656	S1

Client Proj No	Originator	Function	Spatial	Type/Code	Role	Number	Revision
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