



# BRIZE NORTON NEIGHBOURHOOD PLAN

APPENDIX 06  
**DOCUMENT D**  
*Version 8 - SEPTEMBER 2024*

# HIGHWAYS

*“our village  
our community  
our future”*

# DOCUMENT D

## **Document D**

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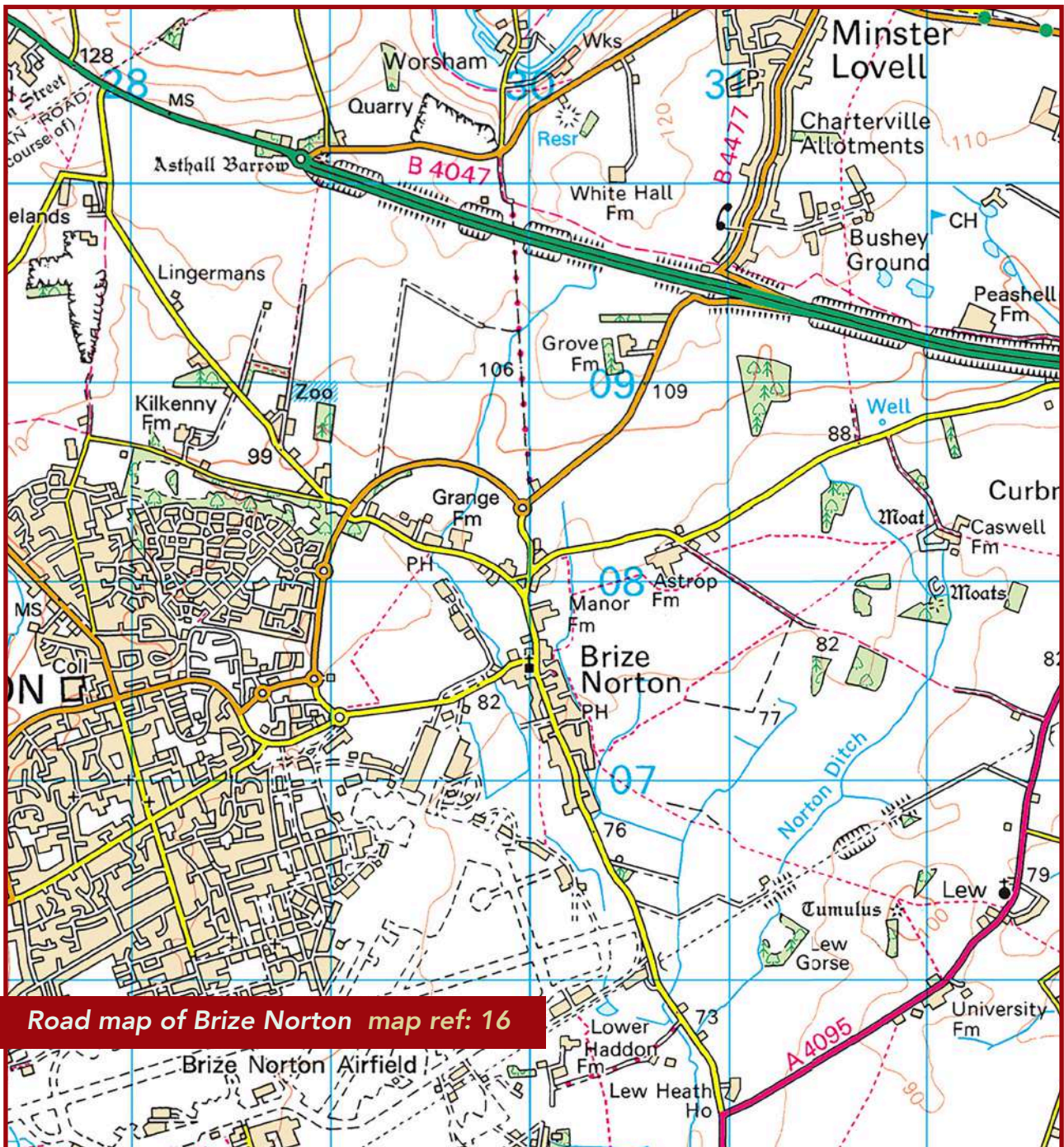
# SECTION 1

## HIGHWAYS OVERVIEW

This document provides an overview of the issues associated with the roads and parking within the Parish boundary of Brize Norton.

These highways issues are summarised in the following sections:

- 1 Introduction
- 2 Speeding Traffic
- 3 Traffic Volumes
- 4 On-road Parking
- 5 Footpaths
- 6 Sustainable Transport



## 1 INTRODUCTION

Some of the roads in the village have not altered in width since 1776. At this time, the in-closure commissioners confirmed the status of the roads that went from Brize Norton to Burford, Minster Lovell, Witney, Bampton, Black Bourton, Kencot and Shilton. They also declared that they needed to be 60 feet (18 metres) wide [10].

At that time, the village roads were mainly used by the farmers with their horse and carts for transporting livestock and farm produce from the farm estates situated around the village out to the market towns in Burford, Bampton and Witney. The roads were also used for transporting grain from the barns up to Worsham Mill, near Minster Lovell for producing flour.

However, many of these roads were never widened to that full extent and once the footpaths and grass verges were introduced, the roads became a lot narrower as can be seen from the following photographs.



*Station Road looking north, The Chequers is on right hand side - 1920/30*



**Station Road, Brize Norton - 1900's**

*Station Road looking north showing a wide, open dirt road near the School and Church. Late 19th Century*



**Station Road, Brize Norton - 2019**

*Same view of Station Road looking north - showing a much narrower metalled road near the School and Church due to the added footpaths. January 2019*



**Station Road South, Brize Norton**

*South of Station Road looking north – showing a wide dirt road. Late 19th Century*



**Station Road South, Brize Norton - 2019**

The same view south of Station Road looking north – showing a narrower metalled road due to the added footpaths at this location. January 2019



*Two HGV's attempting to pass one another on the narrow bend near the Church. January 2019*

As a result, many of the roads are now not suited for the volume of traffic encountered today or the transport of modern-day products through the village by heavy goods vehicles which can be seen in the above photograph.

Apart from the Close's and Cul-de-Sac's for the properties built after the end of WWII throughout the centre and south of the village, the only new thoroughfares that have been constructed are Norton Way and Monahan Way.

Norton Way runs northwards from the roundabout at the west end of Carterton Road up to the next roundabout. At this location, the road changes its name to Monahan Way.

Monahan Way continues northwards and then curves in an arc in an easterly direction joining up at a roundabout on the junction of Minster Road and Brize Norton Road in the north of the village. Monahan Way and Brize Norton Road are the only roads in the Parish that are classified and are designated as the B4477.

## 2 SPEEDING TRAFFIC

In the Oxfordshire County Council's document [11], within the section related to traffic calming, it states:

*'We identify locations and routes which have the highest injury accident histories and where schemes can be designed to reduce these problems. Funding is allocated from the overall spending limits allocated to us by the Government, but traffic schemes need to meet the Local Transport Plan (LTP) criteria to have a chance of success. Priority is given to those schemes achieving the best 'pay back' in terms of reduced road accidents and injuries'.*

Furthermore, they go on to state that:

*Traffic calming is introduced where there are recorded injuries. This is often in conjunction with district, town or parish councils. Smaller and rural communities with a poor safety record are also considered for suitable traffic calming measures. Traffic calming is now widespread across the county and road hump schemes have reduced accidents by an average of 50%.*

### 2.1 Traffic Calming Measures in Brize Norton:

At present, there are only four traffic calming measures installed on the roads within Brize Norton thus: -

- Station Road - Two build-outs (chicanes) with speed cushions.
- Station Road - Two pairs of speed cushions installed between the two build-outs.
- Minster Road - Two pairs of speed cushions
- Minster Road - Gated chicane at the entrance to the village from the north.

However, the residents of Brize Norton have raised serious concerns about speeding in the village. This is particularly prevalent with vehicles entering the village from the south (Station Road), north west (Burford Road) and Manor Road.

### 2.2 Speeding on Station Road

The main road into the village from Bampton in the south, is known as Station Road and has a posted 30mph speed limit. It has had traffic calming measures installed in the form of build-outs (chicanes) and speed cushions in an attempt to slow traffic down.



View of the first Chicane looking north near Bognor Terrace.



View of the second Chicane looking north near Elder Bank Hall

However, the locations of these chicanes are ineffective for slowing vehicles down to the posted speed limit as they are ¼ mile after the start of the 30-mph zone. Also, the speed cushions are ineffective in slowing down the majority of traffic because most vehicles can easily straddle them and continue at speeds in excess of 30mph.

This can be verified by the evidence given in Document [2] which shows the traffic volume and speed count taken in Station Road during one week in February 2017. The data collation point was inside the village boundary and within the posted 30mph speed limit.

It can be seen that a daily average of 70% (3,518) of vehicles either entering or leaving the village were exceeding 35mph. This speed is a recordable offence by a Community Speed Watch scheme.

The recently installed 20mph school warning flashing amber lights (FAL's) at either side of the school have had led to some motorists to slow down. However, there are still instances where others choose to ignore this warning, including some parents, and continue to drive in excess of the advisory speed limit which creates a hazard for parents and children attempting to cross the road by the school.



*Flashing Amber Lights and 20mph sign - warning of school*



*Speed sign on entry to village*

## 2.3 Speeding on Burford Road

Although Burford Road is classified as a 'single track road', it has a 60mph speed limit between the A40 and the entrance to the village from the north west where it changes to 30mph speed limit. This 30mph limit extends to its junction with Monahan Way. There is a 7.5 tonne maximum gross weight limit (apart from access) between Quarry Corner, which is south of the A40, and Monahan Way.

In 2019, traffic calming measures were put in place to help reduce the speed of traffic in this location which consisted of gates and posts with 30mph roundels.

Unfortunately, traffic volumes are increasing on this winding single-track road and vehicles travel too fast in both the 60mph and 30mph areas which is a hazard when on-coming vehicles pass each other.



*Burford Road Traffic near 30mph Speed Limit*

The excessive speeding of vehicles along this road is also hazardous for cyclists as well as presenting a danger for local residents when attempting to drive vehicles out of their properties onto this narrow road. A major complaint from the residents in Burford Road is that there is no footpath to link their houses to the start of the footpath network at the junction of Burford Road and Kilkenny Lane.

This speeding issue can be verified by the evidence given in Document [2] which shows the traffic volume and speed count taken on Burford Road during one week in July 2018. The data collation point is inside the village boundary and within the posted 30mph speed limit.

It can be seen that a daily average of 40% (787) of vehicles either entering or leaving the village were exceeding 35mph. This speed is a recordable offence by a Community Speed Watch scheme.

## **2.4 Speeding on Manor Road**

BNPC carried out a 'Traffic Volume and Speed' count in Manor Road during 2019 and evidence is given in Document [2].

It can be seen that a daily average of 10% (772) of vehicles travelling up and down Manor Road were exceeding 35mph. This speed is a recordable offence by a Community Speed Watch scheme.

Much of Manor Road is in an unbuilt-up area and motorists lose sight of the fact that they are still in a posted 30mph speed limit zone.

Vehicles travelling northwards have a tendency to speed up once they have passed the bus-stop at the south end of this road, in excess of the 30mph speed limit until they reach the bend in the road at Chapel Hill which is at the north end of Manor Road.

Vehicles travelling southwards have a tendency to speed up once they have exited the bend in the road at Chapel Hill again, in excess of the 30mph speed limit until they reach the bus stop and houses at the south end of Manor Road. This situation is further exasperated in a southerly direction as the road is downhill.

This situation is a hazard for vehicles coming out of their driveways onto Manor Road. Furthermore, it is also a hazard for pedestrians attempting to cross the road between the bus stops which are located in a close proximity to the mini roundabout at the south end of Manor Road because there is no pedestrian crossing.

## **2.5 Additional Traffic Calming Measures**

As part of the S106 Agreement with Bloor Homes Ltd, there will be three additional traffic calming measures installed in the village.

Two of these comprise of a build-out, the first is at the south entrance to the village on Station Road and the second is at the east end of Carterton Road, south of the new development.

The third traffic calming measure was a 50metre long build-out at the north end of Manor Road adjacent to Chapel Hill. However, despite that this was agreed by all the relevant parties in 2014, OCC have now changed their view and have requested that it be omitted.

BNPC has negotiated the installation of a third build-out at the entrance to the village on Elm Grove.

## **3 Traffic Volumes**

The annual housing build rate in the 2011 – 2031 WODC Local Plan for the Carterton sub-area is given in Document [3]. It shows that 2,680 houses will be built during the plan period.

As more houses are being constructed, the volume of traffic on the roads throughout the village and the local area will dramatically increase.

### **3.1 Station Road Traffic Volumes**

Traffic volumes in Station Road, which is unclassified, are similar to many Class A and B roads in the County. [4]

Data collected by BNPC in 2019 indicates that the average two way peak hour traffic volume on Station Road (at school) is 546 vehicles per hour (vph) [2] Cole Easdon (Traffic Consultants to Bloor Homes) have calculated that without the development, the average two way peak hour traffic volume will reach 549 in 2028.

Not only has this prediction been reached nine years ahead of time, it is forecast to increase by a further 44vph due to the development [Document 5]

### **3.2 Buford Road Traffic Volumes**

An independent study of traffic speed, volume and type was carried out on Buford Road at two locations in July 2018 by CTS on behalf of Brize Norton Parish Council, the results of which are detailed in Document [6].

This report shows that the average two way peak hour traffic volume on Buford Road in 2018 was 205vph. Cole Easdon (Traffic Consultants to Bloor Homes) have calculated that without the development, the average two way peak hour volume will reach 199vph in 2028. Not only has this prediction been reached ten years ahead of time, it is forecast to increase by a further 67vph due to the development [7]

### **3.3 Bloor Homes Ltd Development**

The traffic volume relating to the new development is derived from four elements, Housing (700 homes), School, Employment Land (1.5ha) and Public House/Hotel.

Cole Easdon Consultants have predicted that the average two-way peak hour traffic volume created by these four elements will be 564 vehicles per hour [8].

It has been calculated that 240 of the 564 vehicles (42.5%) will go southwards of which just 44 will travel along Station Road [5]. It has also been calculated that 324 of the 564 vehicles (57.5%) will go northwards of which 67 will travel along Buford Road [7].

As there are no plans at present to upgrade either Station Road or Buford Road in Brize Norton, there is an expectation that there will be an increase in traffic congestion on these village roads. Furthermore, the additional volume of traffic that will travel along Station Road during the AM peak time will create a serious hazard to the children and parents who will be going to the village school as there is no pedestrian crossing.

N.B. More traffic from the Carterton is using Carterton Road and Station Road to gain access onto the A420 via Bampton, towards Oxford during the rush hour periods to avoid the long delays that exist on the A40.

## **4 On-Road Parking**

Due to the age and nature of many of the older buildings in the village, car parking was not a factor in their planning. This means that some properties, particularly the south end of Station Road and Manor Road, do not have off-road parking and therefore, cars are parked in the road. This is exasperated by the fact that many homeowners have more than one car, so even those properties with one off-road parking space have additional cars parked in the road.

Although there is the opportunity to park some cars in adjacent Close's and Cul-de-Sac's, this is causing a problem because those people living in them now have more cars than parking spaces. There is also the added problem because cars are parking too close to the road junctions.

In other areas, motorists are parking half on the footpath or grass and half on the road, but unfortunately, in other cases, they are completely blocking the footpath. This is a hazard to pedestrians, especially those with pushchairs and wheelchairs as well as partially sighted people.

#### 4.1 Parking on Station Road

At the south end of Station Road there is a lack of off-road parking for many residents, especially those in the vicinity of the entrance to A. K. Timms Ltd, Builders Merchants. Even those residents with one parking space invariably have two cars and as a result, the residents need to park on the road. Although this on-road parking can cause issues with the traffic flow, especially in the peak hours, it does have the positive effect of slowing traffic down.



At the centre and north end of Station Road, all residents have off-road parking or are able to park in adjacent Closes and Cul de Sac's.

There is also a car park at Elder Bank Hall which is intended for the users of this facility and the Sports and Social Club pavilion. However, during the day, it is also used by the school teachers and overnight, it is used by owners of large commercial vans.



This car park becomes full at peak times because parents of the school children use it whilst they drop off their children at school in the morning and again when they pick them up in the afternoon. This car park is also used as an overflow parking area, predominately at weekends, for The Chequers Public House which is directly opposite.

#### **4.2 Parking on Manor Road**

At the south end of Manor Road there is a lack of off-road parking for the residents who live on the east side of the road. To allow a restricted two-way traffic flow, residents park their vehicles half on the road or grass and half on the footpath.

BNPC have contacted these residents and requested that although the Council understands why they park their vehicles half on the footpath, they ensure that they leave enough space for pushchairs, wheelchairs and partially sighted people to pass freely between their vehicle and the buildings.



*Footpath Parking on Manor Road*

There is the additional hazard at this location because there is a mini roundabout which causes a challenge when HGV's are trying to turn into Carterton Road from Manor Road or Carterton Road into Manor Road because the turning circle is very narrow which can be further complicated by the parked vehicles on Manor Road.

Unfortunately, there is no easy solution to this problem, because the car owners living in the terraced houses have nowhere else to park. If they parked fully on the road, the vehicles would cause a major hazard, being so near to the mini roundabout.

One further complication in this location is caused by the position of the bus stops on Manor Road which are situated approximately 40 metres north from the mini roundabout so when buses stop, they cause delays to traffic flow.



Traffic on Manor Road approaching the mini-roundabout, with bus stop on the right



View of mini-roundabout showing the relative position of the bus stops

## 4.2 Parking on Minster Road and Elm Grove

The majority of the residents on Minster Road and Elm Grove have off-road parking available to them. Also, on Minster Road there is a lay-by which affords additional parking if required.



## 4.3 Parking on Burford Road

The residents on Burford Road, both to the west and east of Monahan Way, have adequate off-road parking.

## 5 Footpaths

In line with the age and nature of the original road network for use by horse and cart, providing footpaths was not a priority. This has meant that when the current metalled roads were installed, the majority of which are 7m wide, there was not always enough room left for a 'fit for purpose' footpath.

### 5.1 Footpaths on Station Road

Due to the lack of continuous footpaths, pedestrians need to criss-cross this busy road to gain access to footpaths when walking in areas between the village entrance in the south and the church in the village centre.



In four areas, the footpath is not 'fit for purpose' due to being very narrow for extended stretches as listed below:

<b>Footpath outside Bognor Terrace</b>	<b>23 metres long</b>
<b>Footpath outside of 27-37 Station Road</b>	<b>37 metres long</b>
<b>Footpath south of Squires Close</b>	<b>18 metres long</b>
<b>Footpath south of Church Cottages</b>	<b>16 metres long</b>

These footpaths in these areas vary between just 700mm and 1000mm wide.



**Large road tanker travelling south along Station Road, adjacent to Bognor Terrace**

The safety of pedestrians is extremely compromised in front of Bognor Terrace where the footpath is only 700mm wide over a 23-metre stretch. This dangerous situation is caused because there is a speed cushion adjacent to the footpath, so when larger vehicles straddle it (E.g. lorries, vans and 4x4's), their wing mirrors overhang the footpath causing pedestrians having to take avoiding action to prevent being struck.

## 5.2 Footpaths on Manor Road

Although the footpaths extend the length of Manor Road on the west side, the majority are dangerous for children and the elderly due to their height above the road with no safety barrier.



**Manor Road raised footpath**

At the north end of Manor Road, there is an area called Chapel Hill where the road becomes very narrow. As a result, buses and HGV's take up a large part of the width of this road at this point.



**No footpath along Chapel Hill**

On the west side of this road are buildings and a wall built right up to the edge of the road and on the east side is a sloping grass bank. Unfortunately, there is no space left for a footpath to allow pedestrians to walk safely along this part of Chapel Hill and therefore, the residents of the four cottages on the east side cannot gain safe access to their properties from the front.

N.B. Part of the traffic calming measure detailed in section 2.5 would have provided a footpath outside these cottages but it has now been deleted.

### **5.3 Footpaths on Burford Road**

Although there is a footpath on the section of Burford Road from Chapel Hill to the east side of Monahan Way, it is in a poor state and very narrow in places.

There is a footpath from the west side of Monahan Way to the junction with Kilkenny Lane. However, from the junction with Kilkenny Lane, to the A40, there are no footpaths. This can be a hazard for those residents living along the built-up area of Burford Road who wish to walk to Monahan Way to catch a bus or reach the school bus stop.

There is also a desire to attract more visitors to The Crocodiles of the World Zoo, which is adjacent to Foxbury Farm, using public transport. However, until a footpath is provided along Burford Road between Kilkenny Lane and the zoo, this will be very difficult to achieve.

It should be noted that the houses and zoo, which are west of Kilkenny Lane, are within the 60mph speed limit and therefore it is extremely dangerous for pedestrians attempting to walk along this part of Burford Road.

### **5.4 Footpaths on Minster Road**

There is a footpath on the west side of Minster Road between Chapel Hill/Burford Road junction northwards to the bus stop. There is also a new footpath which runs on the east side of Minster Road from the build-out, northwards to the bus stops on Monahan Way and the PROW Ting Tang Lane. However, there is a 50M section of footpath missing which should run northwards from the bus stop on the west side to a crossing point adjacent to the build out. This is required to provide a continuous footpath between the village and bus stops. BNPC is addressing this issue.

## **6.0 Sustainable Transport**

### **6.1 Public Transport - Local Authorities Responsibilities**

According to the Oxfordshire County Council, 'Provision of Bus Services' report [1] on the bus services to Towns and Villages in Oxfordshire, they state that bus operators are free to run whatever bus services they like. The operator chooses which places to serve, the times, frequencies, fares, and size of buses to use. These aspects are not regulated – the market was deregulated as a result of the 1985 Transport Act.

#### **Local authority subsidised services**

The 1985 Transport Act restricts local authorities to essentially only be allowed to subsidise a bus service to fill a gap in provision. The services that the local authority subsidises must not distort the local commercial bus market. Oxfordshire County Council subsidise a number of bus routes, however it no longer has a bus subsidy budget – this was removed in 2016 as a result of funding pressures that have affected all local authorities in recent years. The funding for most of the services that Oxfordshire subsidise comes from developers of new housing or other developments. A small number of services are funded with a grant from the Department for Transport. Contracts for subsidised routes are usually tendered – bus operators bid to operate the contracts and the bids are evaluated, taking price and quality of provision (e.g., bus specification) into consideration. Subsidised services should appear to the passenger to be the same as any other bus route – they should appear to be part of the overall bus network like any other bus service.

#### **Developer funded services.**

In recent years there has been a very substantial amount of new development across Oxfordshire, including Brize Norton. The planning system allows for developers to pay for things that are deemed to be required to make their development acceptable in planning terms.

Provision of a good bus service is one aspect that may be required to make a development acceptable in planning terms. If such as bus service isn't available, the Council will try to secure funding from the developer to provide a suitable service, either by improving an existing service or starting a new service if needed.

However, due to a new Government initiative, titled 'Bus Back Better' [2] Local Authorities can submit a request to the Government for additional funding from the Department of Transport for better local transport facilities. As a result, Oxfordshire County Council have submitted to the Government their 'Oxfordshire Bus Service Improvement Plan' dated October 2021 for additional funding for future local transport schemes for Oxfordshire.

For details within this Plan, the Plan is available, in pdf format, on the Oxfordshire County Councils web site at:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/public-transport/bus-service-improvement-plan>

However, note that this Plan does not include the changes to the Bus Routes and Timetables made on 30th October 2022.

Within this Plan they do mention that owing to the COVID-19 pandemic and the resulting lockdown periods, the annual percentage of passengers travelling by bus in Oxfordshire had decreased by 30% in 2021[3] from the annual percentage of passengers travelling in 2019, prior to the lockdowns.

This drop-off in passengers may have been one of the reasons for the bus services to and from Brize Norton to be changed on 30th October 2022.

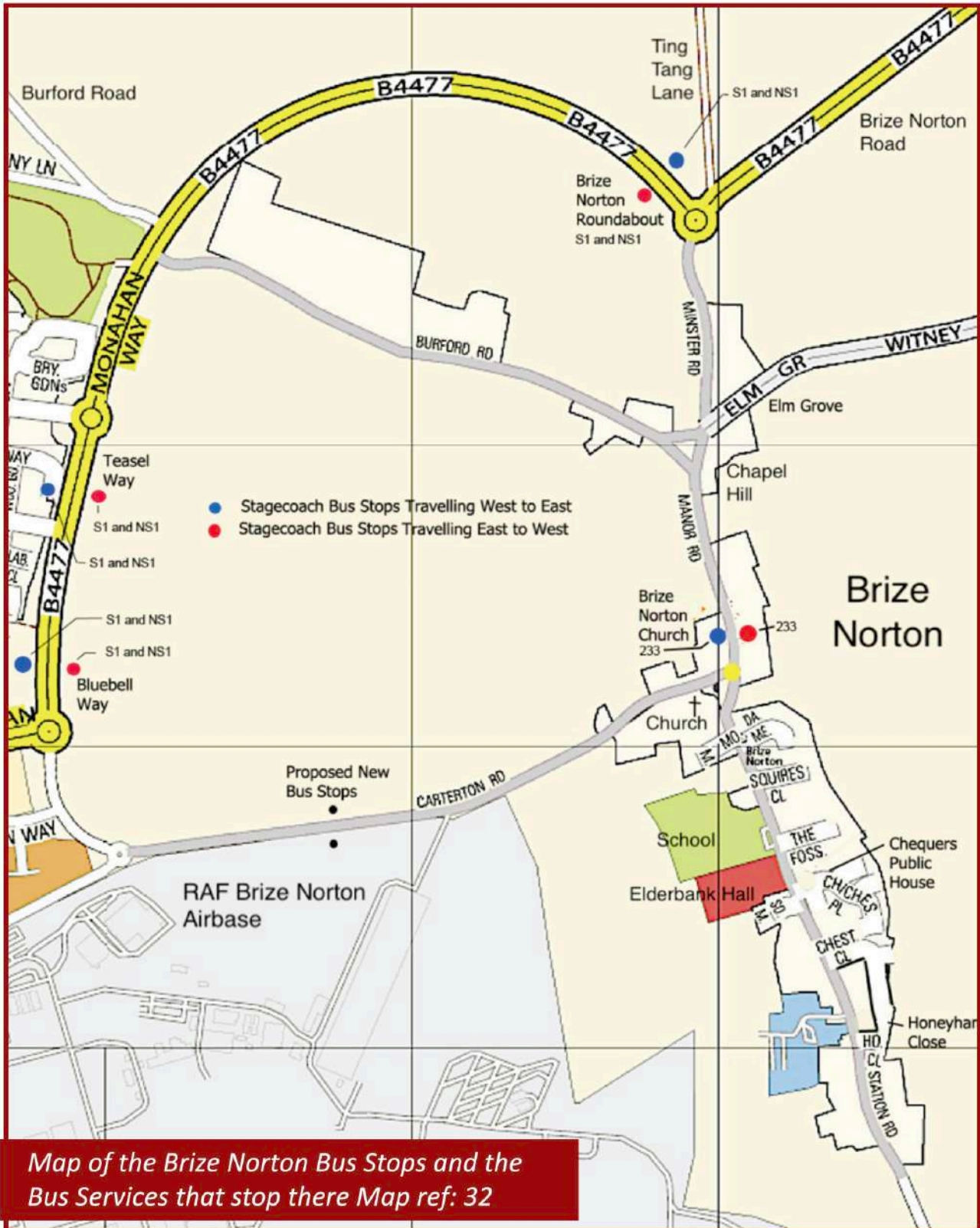
## 6.2 Brize Norton Bus Services [4]

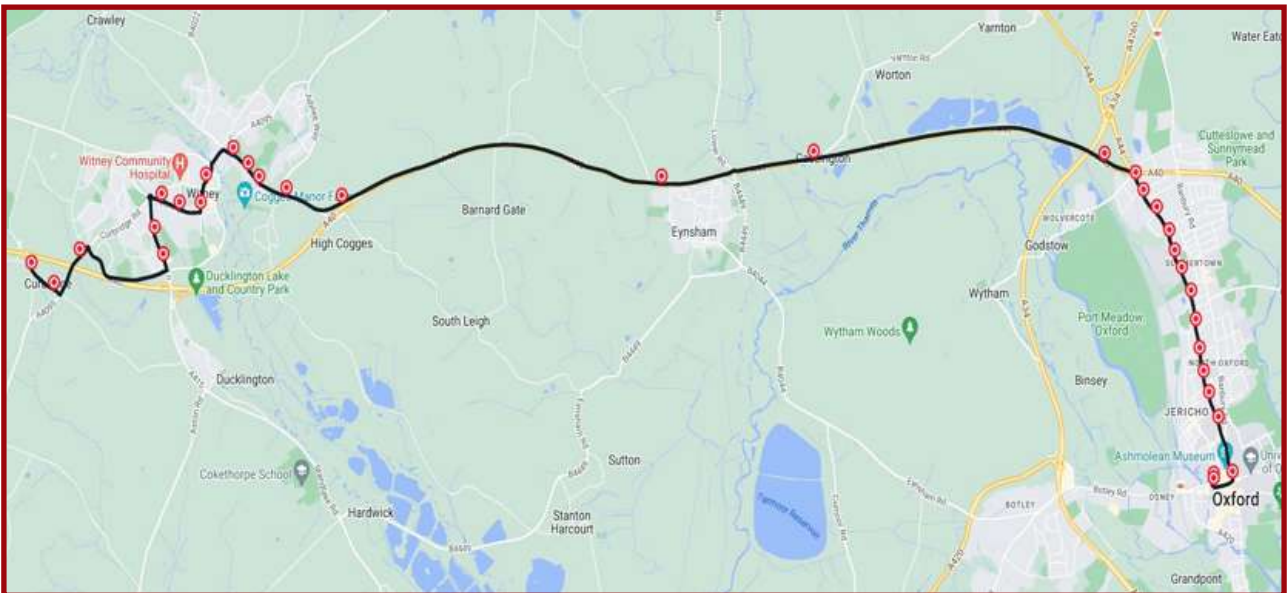
### The S2 Bus Service:



The S2 bus service no longer serves Brize Norton or Carterton. The S2 bus now runs in each direction from Curbridge, via Witney to Oxford and back again.

Buses & Bus Stop Locations within Brize Norton Parish Boundary





S2 Bus Route Map – Curbridge - Oxford

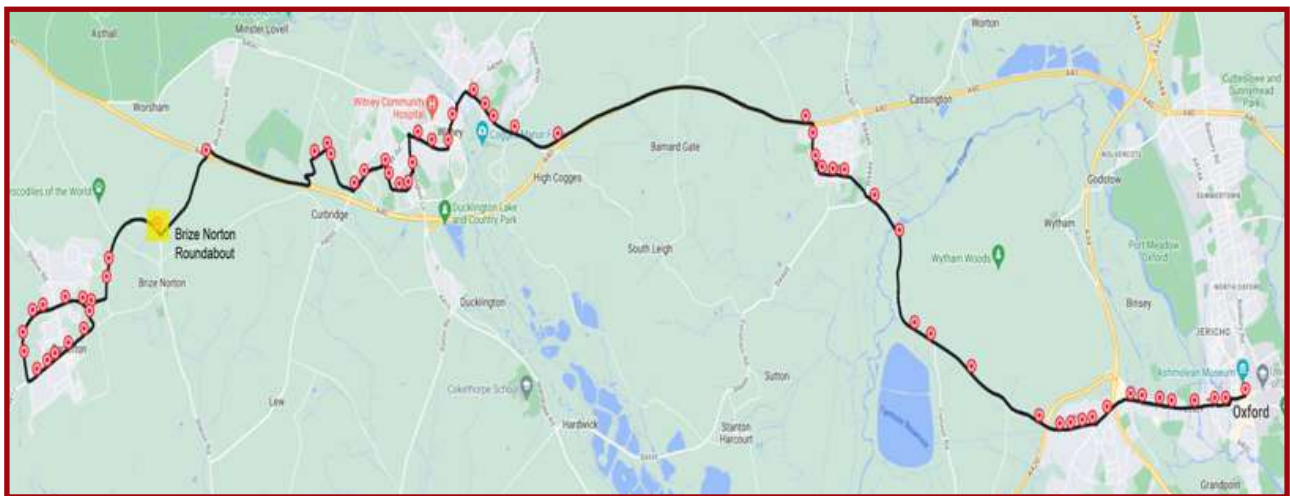
**The S1 Bus Service:**



The S1 and the night bus NS1, now only stop at Brize Norton Roundabout, located on the B4477, Monahan Way, at the far end of Minster Road. They no longer stop on Manor Road near the Church in Brize Norton.



Brize Norton Roundabout Bus Stops on B4477 Monahan Way



S1 Bus Route Map – Carterton via Witney to Oxford

The S1 bus runs in each direction from Carterton, via Witney to Oxford and back again, every 15 minutes during the daytime Mondays to Fridays and Saturdays and every 20 minutes during the daytime on Sundays and Bank Holidays.

From the Brize Norton Roundabout bus stop, the S1 bus takes approximately 40 minutes to Witney Market Square and approximately 1 hour 15 minutes to George Street in Oxford City Centre.

### **The NS1 Bus Service:**

The night bus NS1, also runs in each direction from Carterton, via Witney to Oxford and back again, every 30 minutes, but only on Friday and Saturday nights, following the same route as the S1 bus. However, the bus does not make a night stop at George Street, Oxford. Therefore, you will need to get on and off the bus at Gloucester Green, Bus Station.

On Friday and Saturday nights the NS1 night bus starts from Brize Norton Roundabout bus stop, at approximately 00:25am and arrives at Oxford Gloucester Green at 01:30am.

The last night bus at the Brize Norton Roundabout bus stop is at approximately 02:25am and arrives at Oxford Gloucester Green at 03:30am.

Also, the NS1 night bus starts from Oxford Gloucester Green at 00:10am and arrives at Brize Norton Roundabout bus stop, at approximately 01:00am.

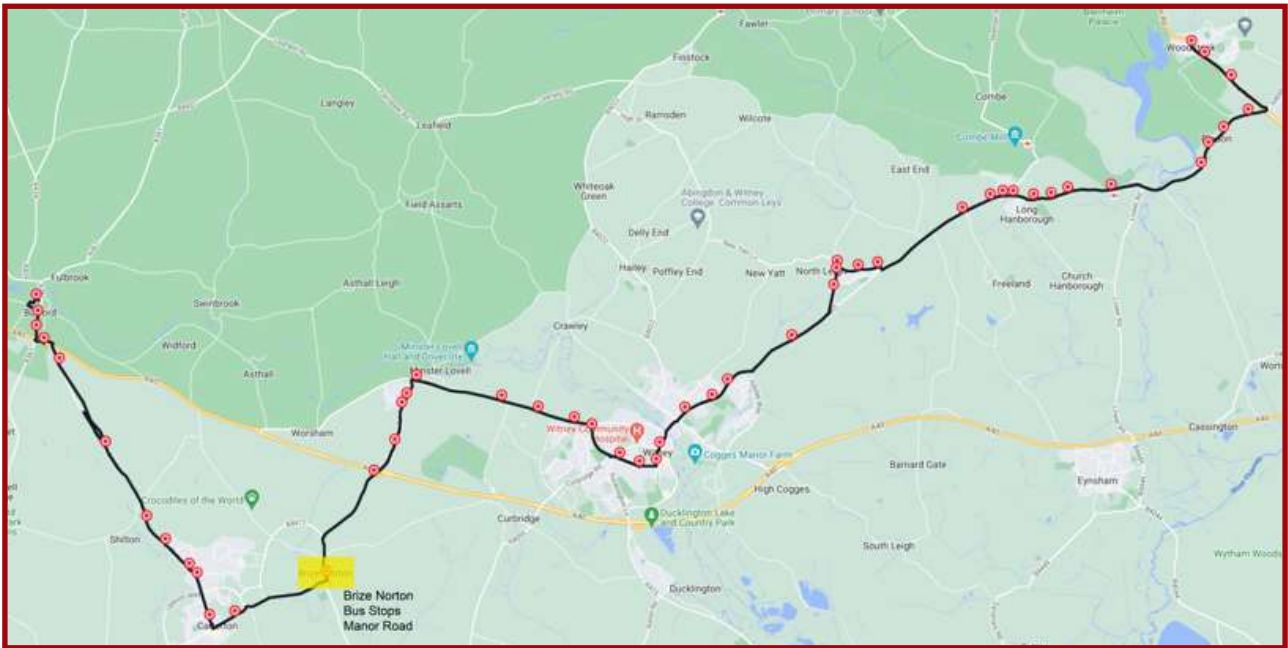
The last night bus at Oxford Gloucester Green is at 03:40am and arrives at the Brize Norton Roundabout bus stop at approximately 04:30am

Furthermore, there is just one night bus on Sundays and Bank Holidays, and it is only in one direction, starting from Oxford Gloucester Green, again at 00:10am and arriving at the Brize Norton Roundabout bus stop, at approximately 01:00am

### **The 233 Bus Service:**



The 233, single decker bus service from Burford, via Carterton and Witney, to Woodstock makes stops at the Brize Norton Bus Stop in Manor Road near the Church, every hour, Monday to Fridays and Saturdays. On Sundays it makes stops every 2 hours.



233 Bus Route Map – Burford via Brize Norton to Woodstock

Should you need to continue your journey from Brize Norton to Oxford, then you will need to change buses in Witney at the Market Square onto either the S1 or S2 Bus.

Alternatively, you can walk up to the Brize Norton Roundabout bus stop on Monahan Way and catch the S1 bus direct to Oxford. The walking distance from the Elder Bank Village Hall in Station Road up to the Brize Norton Roundabout bus stop on Monahan Way, is approximately 1.13km or 0.7 of a mile.

References:

- [1] Provision of Bus Services pdf – Oxfordshire County Council
- [2] 'Bus Back Better' – Government Initiative <https://www.gov.uk/government/publications/bus-back-better>
- [3] Oxfordshire 'Bus Service Improvement Plan' dated October 2021  
Table 8 Page 26 – Oxfordshire Bus Patronage Forecasts 2022 – 2031
- [4] Stagecoach Bus Services – Oxfordshire <https://www.stagecoachbus.com/about/oxfordshire>

**No. T9 TESCO Supermarket Free Bus Service**

TESCO supermarket provides this free bus service to residents in Brize Norton for travel to and from the TESCO supermarket located in Abingdon.



The T9 stops at the Chequers Public House and Honeyham Close in Brize Norton around 10:15am each Friday morning. It continues onto Bampton, Aston, and completes its journey at the TESCO supermarket in Abingdon.

It departs from the TESCO supermarket in Abingdon at 12:30pm and returns to Honeyham Close and the Chequers Public House in Brize Norton at around 1:00pm. It then travels on into Carterton and completes its journey in Burford, near the Lodge Hotel.

## 6.4 Combined Foot/Cycle Paths

Data provided in the Department of Transport Document 'Shared Use of Paths for Pedestrians and Cyclists LTN 1/12' [12] states: -

A width of 3 metres should generally be regarded as the preferred minimum on an unsegregated route, although in areas with few cyclists or pedestrians a narrower route might suffice. Where a significant amount of two-way cycling is expected, additional width could be required. However, the need here for additional width is not clear cut, because the absence of segregation gives cyclists greater freedom to pass other cyclists. It might therefore depend on user flows.

Note here that 3 metres is the preferred minimum effective width, and this will be the actual width where the route is not bounded by vertical features

There are two roads that have a combined foot/cycle path adjacent to them in the Parish.

The first is along the north side of Carterton Road which runs from outside The Homestead in the east to the roundabout on the corner of Carterton Road and Norton Way.

However, this combined foot/cycle path is only 1.4 metres wide and therefore does not conform to the recommended minimum width as recommended by the DOT and therefore, not fit for purpose.

This narrow width means it is difficult for a cyclist to pass a pedestrian and impossible to pass a person with a pushchair or wheelchair.

As a result, many cyclists use the road, which is not only hazardous, it can lead to long tailbacks of vehicles that are unable to overtake due to the traffic volume on this road.

The second is along the west side of Norton Way and Monahan Way up to its junction with Burford Road. As this is newly constructed, the combined foot/cycle path is 3,5 metres wide and therefore conforms to the DOT requirements.

N.B. As part of the Bloor Homes Development, a new combined foot/cycle path is being installed on the east side of Monahan Way. It will run from the entrance to the Sports Pavilion, which is at the roundabout where Norton Way and Monahan Way meet, to its junction with Burford Road.

### **Brize Norton Parish Council Views on Highways Issues**

Due to excessive speeding in the village, BNPC have introduced a Community Speed Watch initiative (February 2019)

BNPC wish to improve existing, and introduce new, traffic calming measures throughout the village. Due to the current lack of funding available from OCC, any such measures will have to be funded from S106 Agreements or Community fundraising.

The view of the Parish Council regarding these speed mitigation measures is that for small developments of up to 49 dwellings, BNPC would look to any developer building within the Parish to provide additional traffic calming measures through the S106 agreement including changing the speed cushions to full width speed humps and providing additional chicanes.

For large developments of over 50 dwellings BNPC would look to any developer building within the Parish to provide mitigation measures to reduce the volume of traffic flow through the village. Furthermore, any new property shall have adequate off-road parking spaces in compliance with WODC regulations.

*References:*

- [2] *Appendix 6 Document 2 Traffic Volumes and Speeds Station Road/Burford Road/Manor Road/ Carterton Road*
- [3] *Appendix 6 Document 3 Local Plan Housing Build Rate Carterton sub-area*
- [4] *Appendix 6 Document 4 Email regarding Station Road Traffic Volumes*
- [5] *Appendix 6 Document 5 Cole Easdon Traffic Volume Predictions Station Road*
- [6] *Appendix 6 Document 6 BNPC Traffic Report on Burford Road*
- [7] *Appendix 6 Document 7 Cole Easdon Traffic Volume Predictions Burford Road*
- [8] *Appendix 6 Document 8 Traffic Predictions Brize Meadow*
- [9] *Appendix 6 Document 10 Predicted Peak Hour Traffic Volumes – Bloor Homes Site*

*External References:*

- [10] *British History on-line: A History of the County of Oxford Vol 15:  
Bampton Hundred (Part 3) – Brize Norton (pages 205-218 – Post In-closure Roads)*
- [11] *Oxfordshire County Council – Traffic Calming Recommendations On-line web site:  
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[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/9179/shared-use-routes-for-pedestrians-and-cyclists.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/9179/shared-use-routes-for-pedestrians-and-cyclists.pdf)*
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- [18] *No 19 Stagecoach Bus Timetable  
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# SECTION 2

## BRIZE NORTON TRAFFIC VOLUMES AND SPEEDS

### AVERAGE TWO WAY TRAFFIC VOLUMES SPEEDING FIGURES BASED ON FIVE WORKING DAY AVERAGE

LOCATION	SURVEY DATE	DAILY (vpd)	PEAK HOUR (vpd)	COLE EASDON PEAK HOUR PREDICTION IN 2028 (vpd)
CARTERTON ROAD (Old Vicargae)	2019	10,094	848	963
MANOR HOUSE (Barnstaple House)	2019	8120	700	768
STATION ROAD (School)	2019	5963	546	549 (no development) 593 (with development)
STATION ROAD (South Entrance)	2017	5050	434	549
BURFORD ROAD (West Entrance)	2018	2000	205	199 (no development) 266 (with development)
BURFORD ROAD (Lingermans)	2018	1978	208	199 (no development) 266 (with development)

### SPEEDING

REPORTABLE NUMBER OF VEHICLES EXCEEDING 35MPH (TWO-WAYS)	%
963	6%
772	10%
48	1%
3518	70%
787	40%
EXCEEDING 66MPH 158 North West - 148 South East - 10	8%

Station Road (South) data by OCC. All other data by BNPC

LG July 2019

## SECTION 3

### LOCAL PLAN HOUSING NUMBERS

# WODC LOCAL PLAN

## Detailed Annual Build Rate (Carterton sub-area)

		2011-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31
<b>Totals</b>	<b>2680</b>	<b>362</b>	<b>127</b>	<b>220</b>	<b>294</b>	<b>245</b>	<b>240</b>	<b>288</b>	<b>268</b>	<b>248</b>	<b>129</b>	<b>104</b>	<b>64</b>	<b>43</b>	<b>24</b>	<b>24</b>
REEMA Central	81				40	41										
REEMA North	200							40	40	40	40	40				
REEMA North & Central	219								40	40	40	40	40	19		
Burford Road	2		2													
Brooklands Nurseries	15		5	10												
Brize Norton West	700			50	75	75	100	125	125	125	25					
Linden House	10			10												
Milestone Road	200				20	40	40	40	40	20						
North West Carterton	138		50	50	38											
Swinbrook Road	70						20	50								
Mount Owen Road Bampton	160				50	50	60									
New Road Bampton	121		50	50	21											
Cote Road Aston	41			15	15	11										
Saxel Close Aston	38			15	15	8										
Small Commitments	85		15	15	15	15	15	10								
Windfall Sites	238		5	5	5	5	5	23	23	23	24	24	24	24	24	24
Past Completion	362	362														

2,680 NEW PROPERTIES TO BE BUILT IN THE 2011 - 2031 LOCAL PLAN PERIOD

## SECTION 4

### STATION ROAD TRAFFIC VOLUMES 2017

EMAIL DATED 03/08/2018 FROM RICHARD BOWMAN, SENIOR TRANSPORT MONITORING OFFICER, OCC

2017 data runs to the end of July. There also appears to be a clock error in the counter so data is an hour ahead of what it should be.

2018 no data yet, have asked for this to be collected asap

Not sure if the below is of help but CP655 has similar annual average daily traffic (AADT) to the following counters in Oxfordshire. You can see all county wide AADT's by following this link to our public webpage and clicking on the map points.

Site number	Road name	Location title	AADT 2017	X	Y
CP032	A4095	A4095 WEST OF B430	4400	450375	220930
CP044	A422	A422 CB NORTH-WEST OF BANBURY	3700	437932	244373
CP049	B4031	B4031 WEST OF DEDDINGTON	4500	445963	231767
CP055	B4020	B4020 SOUTH OF A40 BURFORD	4500	425600	211000
CP059	B4022	B4022 SOUTH OF A44	3700	437739	223731
CP065	B471	B471 NORTH OF WHITCHURCH HILL	3900	463682	179053
CP071	B481	B481 NORTH OF NETTLEBED	3900	469747	187527
CP092	B4507	B4507 WEST OF WANTAGE	4100	436515	187171
CP100	B4027	B4027 EAST OF A4095	4300	449817	217778
CP102	B4031	B4031 EAST OF CLIFTON	3700	450561	232750
CP173	B4027	B4027 EAST OF A4260	3500	446932	218475
CP180	B4012	B4012 SOUTH OF THAME PARK	4300	470341	202618
CP188	B4526	B4526 SOUTH-WEST OF A4074	3600	466589	180393
CP197	A417	A417 NORTH-WEST OF UPTON	4300	451023	187004
CP206	B4030	B4030 LOWER HEYFORD	4500	448089	224689
CP208	Unclassified	UC NORTH OF ARNCOTT	4000	460869	218304
CP226	B4027	B4027 NORTH OF A34	4500	451978	216105
CP296	B4016	B4016 EAST OF APPLEFORD	3900	453771	192426
CP391	Unclassified	YARNTON TO CASSINGTON	3700	446850	211700
CP405	B4030	B4030 WEST OF A4260	3500	445785	225247
CP437	Unclassified	Bicester Shakespeare Drive North of Greenwood Dve	3900	457061	223071
CP452	Unclassified	Banbury Whitepost Road	3600	446031	238311
CP466	Unclassified	Abingdon Radley Rd North of Industrial Estate	3600	450938	198093
CP468	Unclassified	Abingdon Northcourt Rd West of Shelley Close	4400	449770	198253
CP474	Unclassified	Shippon Barrow Road	4400	447754	197869
CP566	Unclassified	North of Coscote	4500	451534	188466
CP590	Unclassified	Oxford Beaumont Rd West Of A4142	3900	455638	207065
<b>CP655</b>	<b>Unclassified</b>	<b>Brize Norton Station Road</b>	<b>4000</b>	<b>430317</b>	<b>206773</b>

## SECTION 5

### TRAFFIC VOLUME PREDICTIONS ON STATION ROAD

COLE EASDON TRANSPORT ASSESSMENT JAN 2014

#### PREDICTED AM PEAK HOUR TWO WAY TRAFFIC VOLUME

FORECAST TRAFIC VOLUME IN 2028 BASED ON NO DEVELOPMENT (08:00 - 09:00)	N - S	297	<b>PEAK AM INCREASE 44 VPH</b>
	S - N	261	
DRAWING 3694/214 REFERS	TOTAL	558	
FORECAST TRAFIC VOLUME IN 2028 BASED WITH DEVELOPMENT (08:00 - 09:00)	N - S	325	
	S - N	277	
DRAWING 3694/215 REFERS	TOTAL	602	

#### PREDICTED PM PEAK HOUR TWO WAY TRAFFIC VOLUME

FORECAST TRAFIC VOLUME IN 2028 BASED ON NO DEVELOPMENT (17:00 - 18:00)	N - S	259	<b>PEAK PM INCREASE 44 VPH</b>
	S - N	280	
DRAWING 3694/216 REFERS	TOTAL	539	
FORECAST TRAFIC VOLUME IN 2028 BASED WITH DEVELOPMENT (17:00 - 18:00)	N - S	278	
	S - N	305	
DRAWING 3694/217 REFERS	TOTAL	583	

Predicted Average Peak Hour Two way traffic volume (with no development) is 549vph

Predicted Average Peak Hour Two way traffic volume (with development) is 593vph



Station Road -2019

# SECTION 6

## BNPC TRAFFIC REPORT FOR BURFORD ROAD, JUNE 2018

### OBJECTIVE

To measure traffic speed, traffic type and traffic volumes in Burford Road, Brize Norton.

Burford Road has a 60mph speed limit between the A40 and the entrance into the village where it changes to 30mph. The 30mph limit is between the entrance to the village and Monahan Way.

There is a 7.5-ton maximum weight limit (except for access) between Quarry Corner and Monahan Way.

### METHOD

Brize Norton Parish Council employed the services of CTS to obtain traffic speeds, traffic type and traffic volume at two locations on Burford Road, Brize Norton.

- 1) Site 1 was adjacent to 'Lingermans', Burford Road which is situated approximately half way between the entry to the village and Quarry corner. This section of road has a 60mph speed limit.
- 2) Site 2 was just inside the 30mph speed limit on the entrance to the village.

The ATC data was collated between 10:00 Monday 02/07/2018 and 00:00 Wednesday 11/07/2018.

### RESULTS

The speed of vehicles was taken from data taken over a '7 day' window (Tuesday 03/07/2018 to Monday 09/07/2018).

The volume of vehicles was taken from data taken over a '5 working day' window (Tuesday 03/07/2018 to Friday 06/07/2018 and Monday 09/07/2018).

### SITE 1

Vehicles travelling South East towards the village

6,312 vehicles drove towards the village (South East) of which 238 (4%) were exceeding the 60mph speed limit. Of these, 86 (1.5%) were exceeding 66mph.

The average week-day AM peak traffic volume was 111 (08:00 – 09:00)

The average week-day PM peak traffic volume was 93 (some days 15:00 – 16:00, other days 16:00 – 17:00)

Many HGV's weighing over 7.5tons were recorded traveling towards the village which varied between 3 and 15 each day.

Vehicles travelling North West out of the village

6,496 vehicles left the village (North West) of which 1,523 (23%) were exceeding the 60mph speed limit. Of these, 765 (11%) were exceeding 66mph.

The average week-day AM peak traffic volume was 102 (08:00 – 09:00)

The average week-day PM peak traffic volume was 109 (some days 15:00 – 16:00, other days 16:00 – 17:00)

Many HGV's weighing over 7.5tons were recorded traveling out of the village which varied between 8 and 17 each day.

N. B. 1

The average week-day AM two-way peak traffic volume was 213vph  
The average week-day PM two-way peak traffic volume was 202vph  
The average week-day peak two-way traffic volume was 208vph

N. B. 2

As CTS did not use cameras to identify the vehicle types, it is difficult to eliminate farm vehicle traffic so if there is a concern, then photographic data will be required.

## **SITE 2**

Vehicles travelling South East into the village

6,593 vehicles entered the village (South East) of which 4,412 (67%) were exceeding the 30mph speed limit. Of these, 2,397 (36%) were exceeding 36mph.

The average week-day PM peak traffic volume was 88 (some days 15:00 – 16:00, other days 16:00 – 17:00)

Many HGV's weighing over 7.5tons were recorded traveling into the village which varied between 3 and 11 each day.

Vehicles travelling North West out of the village

6,298 vehicles left the village (North West) of which 4,362 (69%) were exceeding the 30mph speed limit.  
Of these, 2,575 (41%) were exceeding 35mph.

The average week-day AM peak traffic volume was 94 (08:00 – 09:00)

The average week-day PM peak traffic volume was 111 (some days 15:00 – 16:00, other days 16:00 – 17:00)

Many HGV's weighing over 7.5tons were recorded traveling out of the village which varied between 4 and 16 each day.

N. B. 1

The average week-day AM two-way peak traffic volume was 211vph  
The average week-day PM two-way peak traffic volume was 199vph

**The average week-day peak two-way traffic volume was 205vph**

N.B. 2

Research shows that the recommended capacity for a 'single track road with passing places' is 100 – 220vph.

N. B. 3

As CTS did not use cameras to identify the vehicle types it is difficult to eliminate farm vehicle traffic so if there is a concern, then photographic data will be required.

## ADDITIONAL DATA

In January 2014, Cole Easdon published a Transport Assessment for the Proposed Urban Extension on land east of Monahan Way, Brize Norton on behalf of Bloor Homes Western.

In this publication, they produced projected traffic volumes which would occur on roads around this urban extension in the year 2028 both with and without the site.

Their drawing 3694/214 details that in 2028, without the development taking place, the AM two-way peak traffic volume in Burford Road will be 217.

Their drawing 3694/215 details that in 2028, without the development taking place, the PM two-way peak traffic volume in Burford Road will be 180.

Therefore, it can be calculated from their projections, that the average peak two-way traffic volume in 2028 will be 199vph

This volume has been exceeded in 2018, some 10 years ahead of the projected time frame.

For reference, Cole Easdon has projected that the development will create an additional 67vph during each of the AM and PM peak hours on Burford Road.

N.B. A detailed record of Cole Easdon's projected traffic volumes is provided in Appendix 6 Documents [5], [7] and [8]

## CONCLUSIONS

- 1) Due to the number of vehicles exceeding the 30mph speed limit in Burford Road, OCC and WODC should find funding to provide traffic calming measures at the North West entrance to the village.
- 2) Although speeding is not a major issue within the 60mph speed limit of Burford Road, OCC and WODC should consider whether it is appropriate for traffic to have a closing speed of 120mph on a 'single track road with passing places'? A reduced speed limit of 50mph, or preferably 40mph, would be more appropriate for such a narrow road.
- 3) OCC and WODC should completely reappraise the traffic volume situation in Brize Norton and reconsider any modifications to the existing road network considering the data provided in this document.

E.G. Installing two Toucan Crossings just 130metres apart in the same location as a Bloor Homes site entrance, fire station entrance and two bus stops in Monahan Way, which will be the only 'free flowing' route for traffic leaving/entering this area towards Witney and the A40 will cause traffic congestion.

# SECTION 7

## TRAFFIC VOLUME PREDICTIONS ON BURFORD ROAD

### COLE EASDON TRANSPORT ASSESSMENT JAN 2014

#### PREDICTED AM PEAK HOUR TWO WAY TRAFFIC VOLUME

FORECAST TRAFIC VOLUME IN 2028 BASED ON NO DEVELOPMENT (PEAK AM 08:00 - 09:00)	NW-SE	82	<b>PEAK AM INCREASE 67 VPH</b>
	SE-NW	135	
DRAWING 3694/214 REFERS	TOTAL	217	
FORECAST TRAFIC VOLUME IN 2028 BASED WITH DEVELOPMENT (PEAK AM 08:00 - 09:00)	NW-SE	106	
	SE-NW	178	
DRAWING 3694/216 REFERS	TOTAL	284	

#### PREDICTED PM PEAK HOUR TWO WAY TRAFFIC VOLUME

FORECAST TRAFIC VOLUME IN 2028 BASED ON NO DEVELOPMENT (PEAK PM 17:00 - 18:00)	NW-SE	100	<b>PEAK PM INCREASE 67 VPH</b>
	SE-NW	80	
DRAWING 3694/215 REFERS	TOTAL	180	
FORECAST TRAFIC VOLUME IN 2028 BASED WITH DEVELOPMENT (PEAK PM 17:00 - 18:00)	NW-SE	139	
	SE-NW	1081	
DRAWING 3694/217 REFERS	TOTAL	247	

Predicted Average Peak Hour Two way traffic volume (with no development) is 199vph

Predicted Average Peak Hour Two way traffic volume (with development) is 266vph



**Burford Road - looking west**

## SECTION 8

### PREDICTED PEAK HOUR TRAFFIC VOLUME ARRIVING TO, AND DEPARTING FROM, BRIZE MEADOW DEVELOPMENT IN BRIZE NORTON

**Table 6.2 Housing**

AM Peak (08:00 to 09:00)	Arrivals 108vph	
	Departures 316vph	Total two-way 424vph
PM Peak (17:00 to 18:00)	Arrivals 292vph	
	Departures 167vph	Total two-way 459vph

**Table 6.4 School**

AM Peak (08:00 to 09:00)	Arrivals 35vph	
	Departures 27vph	Total two-way 62vph
PM Peak (17:00 to 18:00)	Arrivals 2vph	
	Departures 4vph	Total two-way 6vph

**Table 6.6 Employment Land**

AM Peak (08:00 to 09:00)	Arrivals 51vph	
	Departures 9vph	Total two-way 60vph
PM Peak (17:00 to 18:00)	Arrivals 4vph	
	Departures 52vph	Total two-way 56vph

**Table 6.8 Pub/Hotel**

AM Peak (08:00 to 09:00)	Arrivals 7vph	
	Departures 12vph	Total two-way 19vph
PM Peak (17:00 to 18:00)	Arrivals 28vph	
	Departures 14vph	Total two-way 42vph

**Table 6.9**

#### **Total Predicted Peak Hour Two-Way Volume (Housing + School + Employment Land + Pub/Hotel)**

AM Peak (08:00 to 09:00)	Arrivals 201vph	
	Departures 364vph	Total two-way 565vph
PM Peak (17:00 to 18:00)	Arrivals 326vph	
	Departures 237vph	Total two-way 563vph

**PREDICTED AVERAGE PEAK HOUR TWO-WAY TRAFFIC VOLUME CREATED BY THE NEW DEVELOPMENT IS 564 VPH**

## Distribution of Traffic Flow as calculated by author.

As detailed in paragraph 6.33 of Cole Easdon's report the destinations of traffic flow, expressed as a percentage, are as follows: -

RAF Brize Norton 10%	Oxford 11.6%
Carterton 14.6%	Witney 21.5%
Other destinations 42.3%	

Therefore, it can be assumed that RAF Brize Norton traffic (10%) and Carterton traffic (14.6%) will go south from the site. (total 24.6%)

Likewise, it can be assumed that Oxford traffic (11.6%) and Witney traffic (21.5%) will go north from the site (total 33.1%)

Apply the same distribution ratio to apportion the 'other destination' traffic of 42.3%

Calculation: -

100% of known traffic destination = (24.6%) + (33.1%) = 57.7% of total volume.

South ratio,  $24.6 \div 57.7 \times 100 = 42.6\%$  (known)  
42.6% of 42.3 =  $42.3 \div 100 \times 42.6 = 18\%$ .

North ratio,  $33.1 \div 57.7 \times 100 = 57.4\%$  (known)  
57.4% of 42.3 =  $42.3 \div 100 \times 57.4 = 24.3\%$ .

Therefore 18% of the remaining 42.3% will go south  
24.3% of the remaining 42.3% will go north

Total south distribution = 24.6% + 18% = 42.6%

Total north distribution = 33.1% + 24.3% = 57.4%

AM Peak Hour 42.6% of 565 = 241 two-way south bound traffic  
57.4% of 565 = 324 two-way north bound traffic

PM Peak Hour 42.6% of 563 = 240 two-way south bound traffic  
57.4% of 563 = 323 two-way north bound traffic

**CALCULATED AVERAGE PEAK HOUR TWO WAY VOLUME INCREASE TRAVELLING SOUTH OF DEVELOPMENT = 240VPH (42.5% OF TOTAL)**

**CALCULATED AVERAGE PEAK HOUR TWO WAY VOLUME INCREASE TRAVELING NORTH OF DEVELOPMENT = 324VPH (57.5% OF TOTAL)**

N.B CEC drawing 3694/204 indicates that the additional AM peak hour two-way traffic (north bound) is projected to be 329

N.B CEC drawing 3694/205 indicates that the additional PM peak hour two-way traffic (north bound) is projected to be 328

Given the potential variance in percentage distribution between the author and CEC, both sets of figures are virtually aligned (difference of 5vph) and therefore the figures of 329 (AM) and 328 (PM) peak hour two-way north bound traffic can be used for further calculations.