

Divisions affected: *Charlbury and Wychwood*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 JANUARY 2023

CHADLINGTON: A361 AND CHIPPING NORTON ROAD - PROPOSED NO WAITING AT ANY TIME RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:
 - a) Continued working with West Oxfordshire District Council, Thames Valley Police and Owner of Diddly Squat Farm to find a resolution to the challenges faced. Either through a reduction in visitors by car or suitable off-carriage way provision for parking.
 - b) Approval of the as advertised 'No Waiting at Any Time' restrictions at the A361 and Chipping Norton Road at Chadlington to be implemented at an appropriate time following completion of recommendation (a) - With the decision to implement delegated to the Director for Highway Operations in consultation with the Cabinet Member for Highway Management.

Executive summary

2. This report presents responses received to a statutory consultation on the proposed the proposal to introduce no waiting at any time restrictions as shown in **Annex 1** on the Chipping Norton Road and also on the A361 by the Chipping Norton Road junction to facilitate the safe passage of traffic and also to improve the safety of pedestrians currently parking on the verge to then access adjacent retail premises.
3. Chipping Norton Road also facilitates the X9 bus service between Chipping Norton and Witney.

Introduction

4. First reports of complaints started around June 2021 regarding increased vehicle movements and inappropriate parking on the adjacent verges on the Chipping Norton Road adjacent to the entrance to Diddly Squat Farm and

shop which was restricting through traffic. This was around the time that the first series of 'Clarkson's Farm' was aired.

5. Due to insufficient parking off-highway, overflow parking was on the narrow 2-way carriageway. The carriageway width is sub-standard, and no centre white line exists. At peak attendance, parking was present on both sides at the same time. At times this would create difficulties for wider vehicles to progress past the farm shop and caused delays to users of the highway. Chipping Norton Road is on the X9 bus route. Pedestrians walking in the road to visit the farm and shop creates a potential hazard for pedestrian and vehicular traffic, although no incidents have been recorded at this location.
6. There was initial engagement with Diddly Squat Farm personnel to resolve the immediate concerns, and to deter the inappropriate parking on the highway verges, working with the farm to ensure the highway was being protected. Between June 2021 to around November 2021 there was the placement of 'no waiting' cones to deter inappropriate parking on the highway verges. However, the cones were continuously being moved to one side and inappropriate parking on the highway, of which the verges from part, was continuing.
7. Around November 2021, the Parish Council had a private meeting with Diddly Squat Farm owner and management team, and with Parish support the cones were collected and set aside. The County Council were not aware to this agreement but accepted the arrangement and the cones were collected back to depot. Nevertheless, the inappropriate parking has the potential to exacerbate the edge deterioration of the carriageway due to the off/on movements of vehicles onto the highway verge.
8. In Summer 2022 complaints about parking resumed. At this point Highway Officers determined to implement an Emergency Traffic Regulation Order from the 4 July 2022 and reintroduce the no waiting cones was required to protect the verges from additional damage.
9. The damage to the highway verge due to inappropriate parking can be seen in photos in **Annex 4** which were taken in January 2023.
10. Initial discussions between WODC, TVP and the owner of Diddly Squat Farm have been had to discuss potential options to manage the current unacceptable parking situation. Reducing demand, remote park and ride/tractor, and increasing the size of the existing car park were all discussed. Further follow up sessions to progress this will be arranged.
11. Accordingly, a permanent Traffic Regulation Order is currently being promoted to supersede the Emergency Traffic Regulation Order to create a permanent parking zone with 'no waiting at any time' restrictions to allow the Highway Authority to:
 - a. protect the highway surface,

- b. for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- c. for preventing damage to the road
- d. facilitating safe passage of traffic in this location, including public service vehicles and pedestrians
- e. for preventing the use of the road by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road.

Financial Implications

12. Funding for consultation on the proposals will be provided by the Accessibility and Road Safety Pot.

Legal Implications

13. The making of traffic regulation orders is a function of the County Council as local traffic authority further to powers and duties conferred by the Road Traffic Regulation Act 1984 and related legislation. Section 122 of that Act specifies that it is the duty of a local authority upon whom functions are conferred by the Act to exercise them (so far as practicable having regard to matters specified in that section of the Act) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of adequate parking facilities on and off the highway.

(Comments checked by: Jennifer Crouch, Principal Solicitor)

Equality and Inclusion Implications

14. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

15. The proposals would help facilitate the safe movement of traffic.

Formal Consultation

16. Formal consultation was carried out between 13 October and 11 November 2022. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, Chadlington, and Churchill & Sarsden Parish Councils, the local District Councillors, and the local County Councillor representing the Charlbury and

Wychwood division. Letters were sent to approximately 20 adjacent premises in the immediate vicinity, and street notices were also placed on site.

- 17.23 responses were received during the formal consultation, with two objections (8.5%), five expressions of concern (22%), 14 expressions of support (61%), and two either not-objecting or simply supplying comments.
18. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
19. The full Technical Note outlining the representation on behalf of the Diddly Squat Farm Shop is shown in **Annex 3**.

Officer response to objections/concerns

20. Thames Valley Police and West Oxfordshire District Council expressed no objections to the proposal.
21. Some of the objections and comments expressed concern regarding introduction of unsightly new signs and road-markings to set the limits of the restriction. This is necessary so that the Traffic Regulation order is compliant with the law. Enforcement is only possible with signage in place. To ensure the visual impact is kept to a minimum a Parking Zone, 'No Waiting at any Time' will be created and signs can be placed at the restriction start and finish points. Double yellow lines on the road are not required with such signage.
22. There are a number of on-going planning matters in connection to Diddley Squat Farm in relation to operational activities and on-site parking. Currently this is inconclusive and a continuing matter with the Planning Authority.
23. Diddly Squat Farm Shop has objected to the Emergency Traffic Regulation Order and now the current promoted permanent Traffic Regulation order TRO proposals and their Transport Consultant has submitted a report as seen in **Annex 3**. The following comments are in relation to the information provided by their consultant.
24. The parking provision provided at Lewknor is not comparable as Lewknor forms part of a key County Council public transport hub with purposely designed and approved parking facilities, with restrictions in place to limit the spread of parking outside the approved parking area. The parking provision at Lewknor is provided for benefit of the general public to reduce private vehicle journeys by diverting traffic onto public transport and does not provide an on-highway parking facility for private business. This arrangement whereby on-highway parking is provided as part of a transport hub is unique, and all future such transport hubs are more likely developed as off-highway Park and Rides.
25. The report makes reference to Section 122 of the Road Traffic Regulation Act 1994 and the requirement to provide on-highway parking. For clarity, the 1994 'Act' is actually the Road Traffic Regulation (Special Events) Act 1994.

The 'Act' to which the Section 122 provision as discussed in the Mode Transport report is actually the Road Traffic Regulation Act 1984, not the 1994 Act.

26. In exercising its functions under the Road Traffic Regulation Act 1984 by promoting the TRO on the A361 and Chipping Norton Road, the Council is content that it has complied with the 1984 Act and specifically with its duty as set out in Section 122 of the 1984 Act and that this is clear from the Statement of Reasons and this report.
27. Whilst there is currently seasonal opening for Diddly Squat Farm Shop, and is solely at the discretion of the business, the application of implementing permanent restriction will allow for any expansive changes to that arrangement.
28. The highway width in this location is insufficient to accommodate both new formal parking facilities whilst also ensuring that the boundary features, including roadside verges and ditches, are protected.

Bill Cotton
Corporate Director, Environment and Place

Annexes
Annex 1: Consultation Plan
Annex 2: Consultation responses
Annex 3: Technical Note
Annex 4: Photos of damaged verges

Contact Officers: Andrew Vidovic 07584 262453
Wayne Barker 07747 763860

January 2023

Drawing No.		Revision							
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Key									
		Proposed 'No Waiting at Any Time' parking restriction							
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<div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> <p style="font-size: 8px; margin: 0;">Bill Cotton Corporate Director of Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241677</p> </div>									
<p>Project title</p> <p>NO WAITING AT ANY TIME PARKING RESTRICTIONS</p>									
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – as this area is covered by Civil Parking Enforcement and the restriction places no burden on the Police.</p> <p>One concern I would raise. The Restriction on the Chipping Norton Road appear very excessive, unless this whole section of agricultural farmland is subject to future development.</p>
(2) West Oxfordshire District Council	<p>Comments – WODC understand that these parking restrictions are proposed to mitigate significant traffic and parking issues along the A361 and Chipping Norton Road resulting from visitors to the nearby site at Diddly Squat Farm. We recognise that this has caused substantial local disruption, nuisance and safety issues.</p> <p>It may be useful to understand the history of the site at Diddly Squat Farm in determining the need and type of highway restrictions. The lawful use at the site is agricultural and a barn and small farm shop were permitted in 2019 with a limited amount of parking. However, by summer 2021, the barn was being used as a café and the farm shop was selling gifts and souvenirs in breach of a the planning permission. In addition, the adjacent field was being used to park a significant number of cars and as you'll be aware, the sheer number of visitors to the site has also resulted in traffic problems, including cars parking on highway verges. As a result of this, an enforcement notice was served in August 2022 which requires the unlawful use as café/restaurant/tourist destination to cease, along with the unlawful parking on the site. This enforcement notice has been appealed and is due to be heard by way of a hearing in March 2023.</p> <p>In considering the highway management measures proposed to resolve the traffic problems that have arisen on the A361 and Chipping Norton Road, due regard should be given to the status of the current enforcement case, which remains unresolved. Any restrictions which are deemed to be required to mitigate the current traffic problems need to be appropriate and sympathetic to the character of the rural road which is in a sensitive, elevated location and designated as part of the Cotswold AONB. This should include any road signs, road markings and consequential traffic enforcement measures which should be kept to a minimum to respect the open and rural nature of the surrounding landscape.</p> <p>Finally, I should note that any measures proposed need to be enforceable in practical terms.</p>

(3) Chadlington Parish Council	<p>Support – at its meeting on 31 October 2022, resolved to support the A361 and Chipping Norton Road parking restrictions by the introduction of “No waiting at any time” parking prohibitions.</p>
(4) Churchill & Sarsden Parish Council	<p>Concerns – The councillors discussed this matter at their meeting last week and do object to the introduction of parking restrictions on the Chipping Norton road into Chadlington.</p> <p>The Councillors understand that parking on the roadside is a problem in this area to both road and pedestrian safety, but if the planned restrictions are introduced, customers will still want to visit the Diddly Squat Farm Shop and will either ignore the road markings or park on the verges and destroy them – if there is no alternative parking available. We would prefer if adequate parking is made on-site at the Farm Shop.</p> <p>We suspect that the restrictions would not be adequately monitored.</p> <p>The councillors agree that restrictions on the main A631 would improve road and pedestrian safety.</p>
(5) Local District Cllr, (Chadlington and Churchill ward)	<p>Support – It is my view that the implementation of this should have happened very a long time ago</p> <p>The road is too narrow to safely allow parking of any sort.</p> <p>We have seen the road blocked by parking which has lead to massive delays in people wishing to get between Chadlington and Chipping Norton.</p> <p>This would put lives at risk if ever an ambulance or fire engine needed to go down the road</p> <p>At the very least it ought to have double yellow lined</p>
(6) As a business, (Woodstock, Ceres Rural)	<p>Object - The proposals have been put forward as a result of improving traffic & road safety. Speed is the issue to safety not parking. People will still visit the site in numbers that exceed the capacity of the car park. implementation of no waiting zones would result in people parking elsewhere and walking to the site. There is no footpath.</p> <p>The traffic monitoring carried out by various bodies show the speed of traffic past the site is a hazard for the caravan site. The speed of traffic using the road would also prevent a hazard to people walking to the site.</p>

	<p>A better solution would be to provide on-site parking or install a speed limit to reduce the road traffic risk. Installing No Waiting Signs will not prevent people from coming to the site. In fact, it would increase risk to pedestrians trying to access the site.</p>
(7) As a business, (Diddly Squat Farm Shop)	<p>Object – see ANNEX 3</p>
(8) As a business, (Diddly Squat Farm)	<p>Concerns – Obviously, the parking restrictions that have been mooted would have a fairly dramatic impact on our farm shop.</p> <p>As you probably know, the car park we currently have is woefully inadequate for the number of customers the shop attracts, and WODC have refused permission for us to enlarge it. We have appealed and are now waiting to hear when that appeal will be held. If we are successful, then there would be no need to spend vast sums of money painting lines on the road as no-one would need to park on it. It's perhaps for the best, then, if the County Council's plans are shelved until we are all clear on what's happening with the car park.</p> <p>We must also consider what would happen if we ended up with parking restrictions on the road and no car park. People would still come in great numbers and would have to park somewhere. WODC have made it very plain I can't use any of my fields so what's the alternative? Chadlington?</p> <p>There are a great many local people in the area who love our shop and who don't want customers to be driven away. Bed and breakfast places. Pubs. Antique shops. Hotels. Cafes. The caravan site next door. And that's before we get to the 20 or so people it employs. And the local farmers who supply it.</p>
(9) Member of public, (Radcot, Langley Lane)	<p>Concerns - The councils money should be spent getting the roads in Oxfordshire into a good state and pothole free not putting yellow lines where there is no need for them,</p>
(10) Member of public, (Chadlington, Stonelee Close)	<p>Concerns - As a resident of Chadlington my concern is that any parking restrictions will be ignored by Jeremy Clarkson fans visiting Diddly Squat Farm Shop. The recent cones lead, in the first instance to them parking in the lane of both sides, they then smashed or removed the cones to be able to park on the grass verges. Without parking wardens, they will take a lead from their idol Mr Clarkson and break the law. I fear no amount of signs or yellow lines</p>

	<p>will stop them, we will then be left with the same parking problems, street clutter or yellow lines totally unsuitable to a country lane in an Area of Natural Beauty.</p>
<p>(11) Member of public, (Chadlington, Mill End)</p>	<p>Concerns - Whist in principle the situation needs to be rectified, this in isolation will not be fully effective. There needs to be provision for allowing the business in question to provide a larger car park to cater for volume of visitors. I also feel this may negatively impact on the caravan site as often during peak holiday time vehicles need to park on the side of the road to queue for entry to the site. I would strongly object to painting of lines on the roadway as this would be as unsightly as what some claim a car park would be.</p> <p>By applying restrictions and not allowing a reasonable beautified parking area will adversely affect a local business's profitability as well as local suppliers who gain financial support from the farm shop business.</p> <p>Please consider fairness in this and not just listen to the few local residents who yell the loudest out of a personal dislike for the owner</p> <p>.</p>
<p>(12) Member of public, (Chadlington, West End)</p>	<p>Support – The roadside parking, often by very large numbers, of visitors to the Diddly Squat Farm Shop (DSFS) site on the Chipping Norton Road (CNRd), and even the A361 clearway, has resulted in a free for all causing obstruction, dangerous congestion and great inconvenience to local traffic, including the local bus services, for at least a year.</p> <p>I have categorised these effects in the photographs below and I also attach an Excel file of the Parking and Traffic Observations at DSFS June - October 2022 which may be useful and extrapolates that the number of vehicles estimated to be visiting Diddly Squat Farm Shop are between 480 on an average day and 960 on a busy day.</p> <p>Photographs supplied showing the following issues:</p> <ol style="list-style-type: none"> 1. The dangerous three-way junction of the Chipping Norton Rd with the A361, and queuing on A361 forcing drivers to overtake blind on the corner, 2. Obstructive parking on the steep hill from the junction of the CN Road and the A361 to the DSFS entrance where there is the blind spot of the muddy exit of the unofficial field car park halfway up the hill and parked vehicles blocking the road. Straggling pedestrians (including a mobility scooter and mud), 3. Parking stretching up to two thirds of a kilometre along the CN Road and its verges with as many as 59 vehicles on 8 Oct 22. Vehicles parked on both sides of the road dictating single file traffic and serious blockages,

	<ol style="list-style-type: none"> 4. Visitors walking from their vehicles and pedestrianising the road on their way to the DSFS (including two with wheeled walking aids), 5. The destruction and muddying of roadside verges and trailing of copious mud onto the steep hill to the junction A361 and beyond onto the main road to Chipping Norton.
<p>(13) Member of public, (Chadlington, Mill End)</p>	<p>Support – DSFS has caused a vast increase in traffic numbers on local roads, since it opened in 2020, including the CN Road and onwards through the village of Chadlington. A group of residents commissioned Automatic Traffic Count surveys in November 2021 and April 2022. These showed a doubling in traffic entering southbound into the village (despite being measured in non-peak times). Please see summary notes in Appendix to this letter.</p> <p>Blockages on the CN Road due to excessive parking on-street and on the road verges at DSFS cause ongoing consequences elsewhere. Not only is traffic delayed on the Chipping Norton Road, but because of this, regular traffic and DSFS visitor traffic avoids the congestion area and diverts via Mill End, Chadlington, to access the A361, for travel between Chadlington to / from Chipping Norton, and elsewhere. This causes frustration, congestion and occasionally grid lock where traffic is stationary.</p> <p>As a result of the congestion at DSFS, the traffic using Mill End lane now includes more frequent:-</p> <ul style="list-style-type: none"> • HGVs and delivery vehicles; • School buses (Bakers Coaches for CN School and Pulhams coaches for Cotswold School) now use Mill End twice a day as their regular route; • Tourist traffic accessing DSFS and the campsite, including large motorhomes, caravans, motorbikes, car rallies etc; • Chadlington residents who cannot access Chipping Norton via the CN Road divert via Mill End. <p>Mill End lane is an historic rural single track lane featuring many safety hazards, such as:-</p> <ul style="list-style-type: none"> • narrow single track road, with few passing places; • poor visibility horizontally and vertically due to tall hedges and varying gradients of the highway; • a blind bend outside the Tite Inn public house where people spill out onto the highway; • pub visitors and residents' cars parked outside 300 year old terrace cottages; • horse riders based at the equestrian centre at Upper Court on Mill End, using the highway; • pedestrians (residents / pub visitors / walkers attracted to the AONB) walking in the

	<p>highway due to no pavements.</p> <p>The road construction of Mill End lane is subsiding due to the intensity of use from the frequency of use and the weight of heavy vehicles. This causes vibrations to the construction of the adjoining houses, disturbing the sleep of residents including children and structural damage to the historic 300 year old buildings. OCC have been asked many times to investigate this subsidence, via the 'Fix my Street' web-site (ref - ENQ22935331) and via requests direct to our local OCC councillor Liz Leffman.</p> <p>As a result of traffic diverting away from DSFS, not only are there road safety issues due to the conflict of types of road users in the village, but also there is damage caused to the road construction that is unacceptable to residents of Chadlington, and will cost Oxfordshire residents money to repair.</p> <p>We hope that by OCC imposing a TRO to clear the congestion at DSFS on the CN Road, that not only will it keep the Chipping Norton Road clear of congestion, but that the traffic will not need to divert in such quantity via Mill End and other roads within Chadlington. We look forward to a positive outcome for residents of Chadlington.</p>
(14) Member of public, (Chadlington, Mill End)	<p>Support - The main road from Chadlington is frequently congested, even blocked, by inconsiderate visitors to Diddly Squat Farmshop. The proposed restrictions will help prevent this and allow residents to go about their daily business more freely. Road safety will also be hugely improved, as visitors currently allow children and pets to wander about in the road.</p>
(15) Member of public, (Chadlington, Mill End)	<p>Support - I would like the opportunity of supporting the proposal to introduce sections of 'No Waiting at Any Time' parking prohibitions in response to development of adjacent land on the following roads.</p> <p>A361 (on both sides) from a point 10 metres northeast of the junction with the access to Downs Hollow, south-westwards for a distance of 230 metres, and Chipping Norton Road (on both sides) from its junction with the A361 Chipping Norton-Burford Road, south-eastwards for approximately 1370 metres.</p> <p>Such a proposal would:</p> <p>1/ Reduce the risk of the emergency services, Police, Fire and Ambulance in being seriously delayed in reaching Chadlington (and possibly other villages) due to current and increased traffic volumes, illegal and inconsiderate parking on these roads.</p> <p>2/ Reduce the risk of road accidents in this area considering the road configuration.</p>

	<p>3/ Public Services vehicles. Buses, very often a lifeline for younger commuters and elderly local residents attending the local Hospital, Health Centre and Doctors surgeries would be able to keep to their timetables and not be delayed.</p>
<p>(16) Member of public, (Chadlington, The Tuer)</p>	<p>Support - Currently, parking on the Chipping Norton Rd from the A361 to Chadlington, due to visitors to Diddly Squat Farm, is extensive and hazardous for the following reasons:</p> <ol style="list-style-type: none"> 1. The road has been blocked on at least one occasion due to the thoughtless parking (there is video evidence of this). Local bus was delayed for a long period, disrupting the service. Emergency vehicles could easily have been obstructed too. Minor delays or obstructions are common, sometimes to the extent of having to undertake a diversion to get around the obstruction. 2. Parked cars seriously damage the verges. Cones did not stop this - they were simply swept aside or driven over. 3. Arriving drivers / passengers often get out of their vehicle without taking note of passing traffic. I have seen people wandering along just looking at their phones unaware of other vehicles. 4. The number of parked vehicles makes a nonsense of the idea of this area being an AONB. Providing additional off-road parking would be equally unacceptable for the same reason. 5. I have seen competition for road space parking leading to road rage and arguments. <p>The suggested ban on parking at any time would avoid all of the above problems and I strongly support it.</p>
<p>(17) Member of public, (Chadlington, The Tuer)</p>	<p>Support - I support the proposed parking restrictions. As a resident of Chadlington, I am very concerned by the thoughtless and selfish parking on Chipping Norton Road by visitors to the Diddly Squat Farm Shop. Visitors consistently cause serious obstructions on the road, delaying service vehicles, buses, cars and emergency vehicles. The behaviour of these visitors who wander down the road or open their car doors regardless of passing traffic, is potentially dangerous and likely to cause serious accidents.</p>
<p>(18) Local or County Cllr, (Charlbury, Park Street)</p>	<p>Support - There is a huge amount of traffic generated by Diddly Squat farm shop and parking on the road and verge is causing a hazard.</p>
<p>(19) Member of public, (Chadlington, East End)</p>	<p>Support - This consultation is much needed and welcome.</p> <p>In the short term I support the action proposed as parking for the development of the adjacent land has both made the</p>

	<p>road a danger to the public by causing traffic chaos and resulted in extensive damage to highway verges. Should the situation continue a no waiting at any time zone is a must, although signage and road markings in themselves are pollution of a rural area, but I'm not sure how this zone would be enforced.</p> <p>In the longer term, should the development diminish or cease, I hope that there is a mechanism for the zone and its markings to be removed.</p>
<p>(20) Member of public, (Oxford, Chipping Norton Road)</p>	<p>Support - I fully support the proposed parking restrictions. Since Mr Clarkson took up residence at Diddly Squat Farm Shop the road has become a chaotic disaster. Cars are abandoned all up the Chipping Norton Road, the verges have been chewed up and completely ruined and I have spent more weekends than I would care to remember picking up the mountain of litter that is discarded on a daily basis by visitors to the shop. Enough is enough.</p> <p>I'm not sure if you are aware but there have been several accidents (three in recent times) because of the parking chaos - and many near misses. It's extremely dangerous for pedestrians (who are forced to walk up the middle of the road due to the cars parked on the sides) and drivers alike. People also use the entrance to the property to turn, normally slamming on their brakes and reversing over the grass</p>
<p>(21) Member of public, (Chadlington, Chipping Norton Road)</p>	<p>Support – wholly endorse the parking restrictions.</p> <p>The parking is a danger to both to drivers and also the general public who park there, and whom seem to believe that the road is a car park</p>
<p>(22) Member of public, (Chadlington, Chipping Norton Road)</p>	<p>Support – no comments.</p>
<p>(23) Member of public, (Oxford, Richards Lane)</p>	<p>Support - I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p>



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A361 & Chipping Norton Road - Proposed Parking Restrictions

Representation on behalf of the Diddly Squat Farm Shop

Client:	Diddly Squat Farm Shop	Job No:	J327142
Date:	10 November 2022	File Name:	221110 J327142 TN001 V1.0
Prepared by:	MF/CH	Approved by:	CH

1. Introduction

1.1 Context

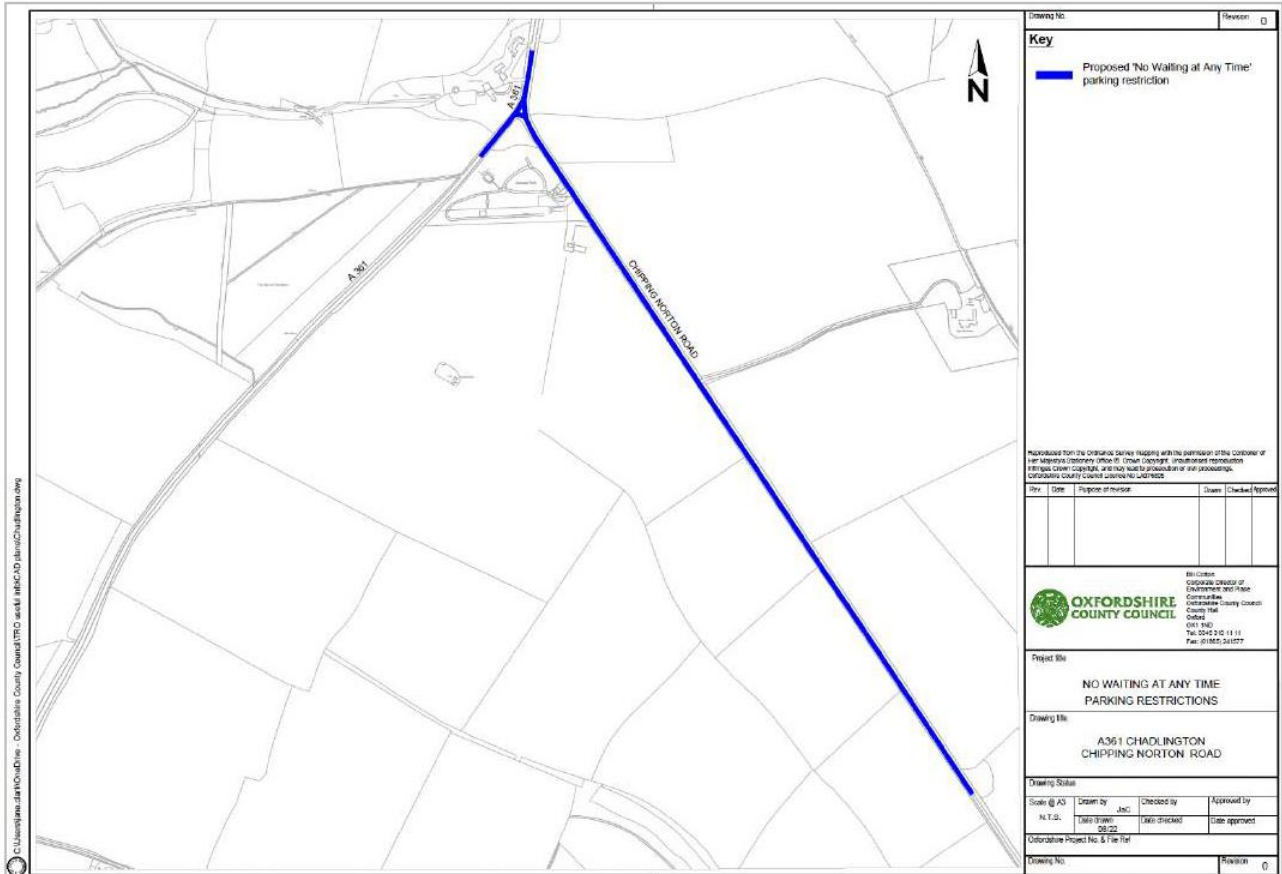
1.1.1 This Technical Note (TN) has been prepared by mode transport planning (mode) on behalf of the Diddly Squat Farm Shop. It provides for a representation on behalf of the Diddly Squat Farm shop in response to a consultation by Oxfordshire County Council (OCC) on their Traffic Regulation Order (TRO) proposals for parking prohibitions on the local road network (LRN) surrounding the Diddly Squat Farm Shop.

1.1.2 The TRO proposals are publicised by OCC to comprise as being signed as a 'Restricted Parking Zone' and to include restrictions on:

- A361 (on both sides) from a point 10 metres northeast of the junction with the access to Downs Hollow, south-westwards for a distance of 230 metres, and
- Chipping Norton Road (on both sides) from its junction with the A361 Chipping Norton-Burford Road, south-eastwards for approximately 1370 metres.

1.1.3 A plan demonstrating the TRO proposals has been publicised by OCC as part of the consultation. This is demonstrated on [Figure 1.1](#) and a full-scale plan is also provided in [Appendix A](#).

Figure 1.1 Proposed No Waiting at Any Time Parking Prohibition on the A361 and Chipping Norton Road



1.2 Purpose and Scope

1.2.1 This TN offers technical views to inform OCC as part of their consultation of the proposals. Overall, it is considered that whilst the proposals are inappropriate in their current form, some aspects are not disputed by the Diddy Squat Farm Shop and alternative measures may exist to replace some elements of the proposals.

1.2.2 The technical views are organised into the following subsequent sections of this TN:

- **Section 2** Relevant Legislation
- **Section 3** Statutory Purpose and Statement of Reasons
- **Section 4** Validity of Statement of Reasons
- **Section 5** Conclusions

2. Relevant Legislation

2.1 Power to Make a TRO – The Road Traffic Regulation Act 1994

2.1.1 The power for OCC to make a TRO outside of Greater London is legislated as follows in Section 1(1) of the Road Traffic Regulation Act 1994 (“the Act”):

1. The traffic authority for a road outside Greater London may make an order under this section (referred to in this Act as a “traffic regulation order”) in respect of the road where it appears to the authority making the order that it is expedient to make it—
 - a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - b) for preventing damage to the road or to any building on or near the road, or
 - c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - f) for preserving or improving the amenities of the area through which the road runs, or
 - g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

2.1.2 OCC also has a statutory duty to consider Section 122 of the Act when making a TRO, as follows:

1. It shall be the duty of every strategic highways company and local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway or, in Scotland, the road.
2. The matters referred to in subsection (1) above as being specified in this subsection are—

- a) the desirability of securing and maintaining reasonable access to premises;
- b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the strategic highways company or the local authority to be relevant.

3. Statutory Purpose and Statement of Reasons

3.1 Statutory Purpose

- 3.1.1 In order to comply with Section 1(1) of the Act, OCC must identify a statutory purpose within its Statement of Reasons, for which it is expedient to make the TRO.

3.2 Statement of Reasons

- 3.2.1 OCC has publicised its Statement of Reasons as part of the consultation as follows:

"The County Council is proposing to introduce new sections of 'No Waiting at Any Time' parking prohibitions on the A361 and Chipping Norton Road at Chadlington. The proposals are being put forward as a result of adjacent development in the area. The proposals will help facilitate the safe & unrestricted movement of traffic & improve road safety in and around the junctions where the restrictions are proposed, and allowing for safe entry/egress of vehicles at the site. The measures will also protect the road edges & verges from being damaged, and will also reduce the risk to passing pedestrians and car occupants who have currently chosen to park on the highway/verge.

The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger and obstruction are minimised whilst facilitating the effective and safe passage of traffic and pedestrians, and protecting the road edges and verges."

4. Validity of Statement of Reasons

4.1 Principal Transgression and Context

- 4.1.1 The above Statement of Reasons is not considered clear in-principle on the basis of not defining what is *“the adjacent development in the area”*, or what is the *“site”*. This should suffice to deem the proposed TRO and its consultation inappropriate in its current form, on the basis that the intentions of OCC are not clear, which they must be. This is further cemented by no pre-consultation having taken place with the Diddly Squat Farm Shop, despite being the assumed purpose of the proposed TRO.
- 4.1.2 Notwithstanding the above and if it is to be inferred that *“the adjacent development in the area”*, or the *site*, is in fact the Diddly Squat Farm Shop as assumed, then the above Statement of Reasons are considered to not satisfy Section 1(1) of the Act as per the following sections, albeit with suggested alternatives being available for consideration by OCC.
- 4.1.3 It ought to also be borne-in-mind throughout all commentary that the proposed TRO and the associated Statement of Reasons do not appear to recognise nor take into account the seasonal activity associated with the Diddly Squat Farm Shop.
- 4.1.4 Despite known publicity surrounding its initial opening where customer demand was uniquely high; for the vast majority of the time in all years since, the effect of the Diddly Squat Farm Shop on the LRN is imperceptible, other than turning movements in and out of the access arrangement, with only very modest queuing occurring into the site at even peak times. The proposed TRO, in its current form, is considered wholly inappropriate in-principle on this basis, insofar as it being disproportionately onerous for the vast majority of times over the year.

4.2 For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

- 4.2.1 There is no identified highway safety issue at the access of the Diddly Squat Farm Shop. This is evidenced in Personal Injury Collision records held by Thames Valley Police and available on the Crashmap Pro Database.
- 4.2.2 For robustness, the PIC records have been reviewed for each year as far back as 1999, so as to formulate a view on highway safety issues that may be present at the Diddly Squat Farm Shop access and on Chipping Norton Road and the A361.
- 4.2.3 The locations of PICs as per the Crashmap Pro Database from 1999 to 2021 (all years available) are demonstrated on **Figure 4.1**, whilst the number of collisions involving injury by severity and year at the two junctions where these have occurred, are summarised in **Table 4.1**.

Figure 4.1 PICs on Chipping Norton Road and A361 in Proximity to Diddly Squat Farm Shop (1999-2021)

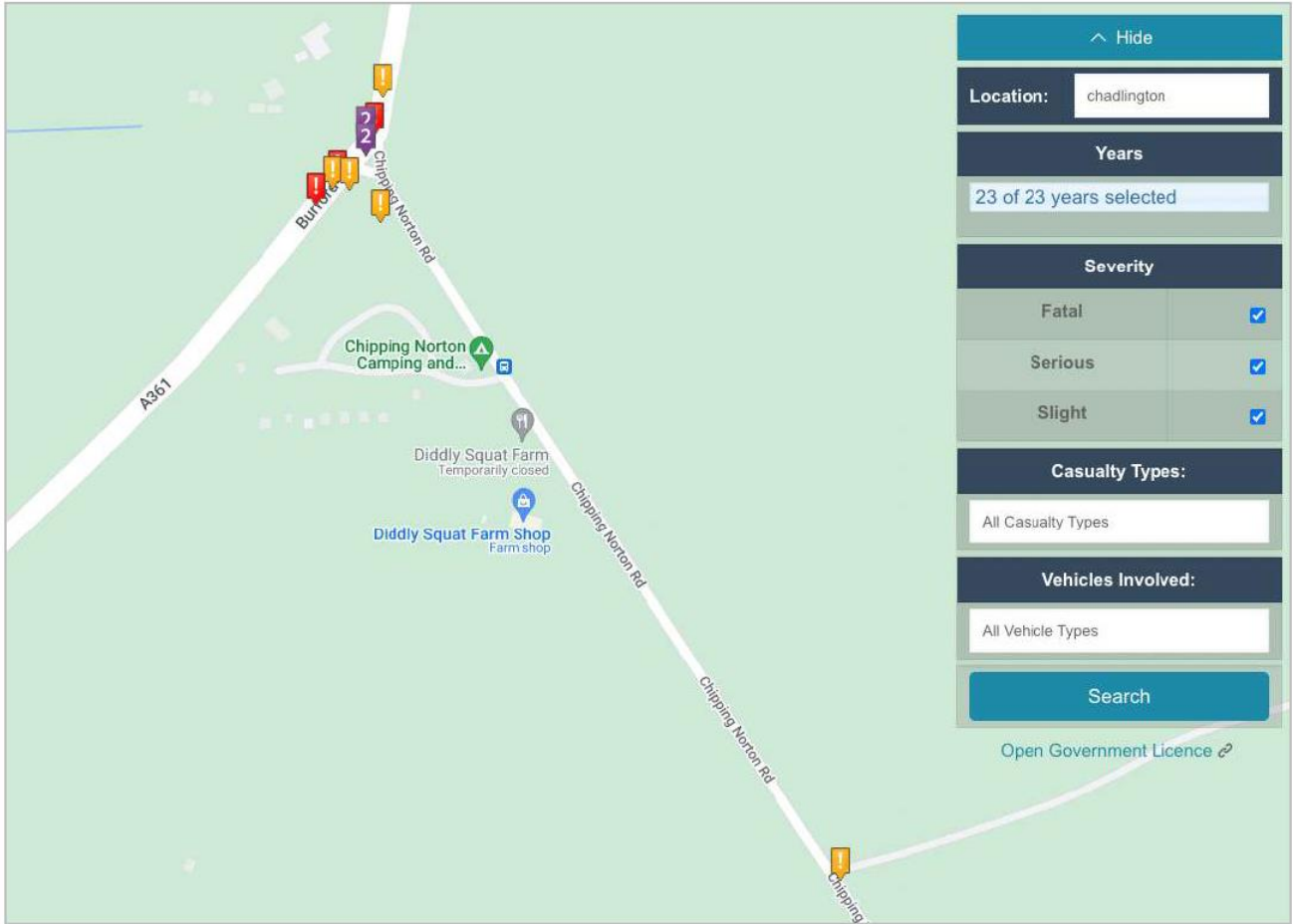


Table 4.1 PICs by Severity and Year at Affected Junctions

Year	A361 / Chipping Norton Road junction			Unnamed Road onto Chipping Norton Road		
	Slight	Serious	Fatal	Slight	Serious	Fatal
1999	1					
2000						
2001	1					
2002	1	1				
2003	2					
2004						
2005						
2006						
2007	1					
2008						
2009						
2010						
2011	1					
2012						
2013	1					
2014		1				
2015						
2016						
2017						
2018						
2019						
2020						
2021		1		1		
Total	8	3	0	1	0	0

- 4.2.4 **Figure 4.1** and **Table 4.1** clearly demonstrate that zero PICs have occurred at the access to the Diddly Squat Farm Shop. A number of PICs have occurred historically at the Chipping Norton Road / A361 junction, with no distinguishable trend or difference since the Diddly Squat Farm Shop opened in 2020. One PIC occurred at the junction of an unnamed road with Chipping Norton Road at a distance sufficiently far south of the Diddly Squat Farm Shop access so as to not be related to it directly.
- 4.2.5 Whilst it is subjective matter, it is acknowledged that there could be perceived to be a highway safety issue at the Chipping Norton Road / A361 junction, but again there is no distinguishable trend or difference since the Diddly Squat Farm Shop opened in 2020.
- 4.2.6 On the above basis, there is no issue taken by the Diddly Squat Farm Shop in relation to the proposed introduction of 'No Waiting at Any Time' parking prohibitions at the Chipping Norton Road / A361 junction itself or within the immediate approaches to the junction.
- 4.2.7 Equally, whilst it is not clear whether a single PIC at the junction of an unnamed road with Chipping Norton Road would represent a highway safety issue, there is no issue taken by the Diddly Squat Farm shop in relation to the proposed introduction of 'No Waiting at Any Time' parking prohibitions at the junction itself or within the immediate approaches to the junction.
- 4.2.8 It is therefore not disputed that, as per OCC's Statement of Reasons, "*The proposals will help facilitate the safe & unrestricted movement of traffic & improve road safety in and around the junctions where the restrictions are proposed*", but beyond the junctions, this is disputed.

4.3 For preventing damage to the road or to any building on or near the road

- 4.3.1 OCC's Statement of Reasons do not make reference to there being a need to protect the road itself (i.e. the carriageway) or any building on or near the road.
- 4.3.2 Whilst not on the road itself, the Statement of Reasons states that "*The measures will also protect the road edges & verges from being damaged*".
- 4.3.3 It is disputed whether the introduction of the proposed parking prohibition would do anything to deter any road users from continuing to park on the verge and very infrequently so during the year. This may be queried by Thame Valley Police in terms of whether the measures are in any way enforceable by OCC as the parking authority, on a day-to-day practical level.
- 4.3.4 It is logical that any proposed TRO take the above into account and provision should be made to accommodate road users rather than prohibit them without the desired effect. It is suggested that at the very least, the proposed TRO is amended to this end.

- 4.3.5 Suggested alternative options are illustrated on sketches provided in **Appendix B**. These demonstrate where breaks could be introduced in the 'No Waiting at Any Time' parking prohibitions, and in their place a formalising of informal parking within the verge. This would not prejudice the above stated with respect to 'No Waiting at Any Time' parking prohibitions at or within the immediate approaches of the Chipping Norton Road / A361 junction and / or the junction of an unnamed road with Chipping Norton Road.
- 4.3.6 Such an approach is considered more in accordance with Section 122 of the Act, whereby the TRO is necessary to *"secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway"* and safeguard *"the desirability of securing and maintaining reasonable access to premises"*.
- 4.3.7 The above approach is akin to the ethos adopted elsewhere by OCC in Oxfordshire. For example, the demand for on-street parking has been historically documented at Lewknor, where the Oxford Tube bus service operates.
- 4.3.8 Historically, the B4009 was subject to high levels of vehicles parking on the grass verges. The errant parking along the B4009 caused damage to the verges in its former grass state, which would have been subject to maintenance by OCC. Due to the Oxford Tube bus service being in such high demand, an enforceable TRO would not have been appropriate in this location.
- 4.3.9 Instead, OCC implemented unbound gravel surfacing along extents of the verge to provide suitable off-street car parking. Historical photographic evidence (via Google Maps Streetview) is provided in the following **Figures 4.2 to 4.6**.

Figure 4.2 B4009 at Lewknor (2008)



Figure 4.3 B4009 at Lewknor (2011)



Figure 4.4 B4009 at Lewknor (2014)



Figure 4.5 B4009 at Lewknor (2016)



Figure 4.6 B4009 at Lewknor (2021)



4.3.10 Figures 4.2 to 4.6 clearly demonstrate a precedent for OCC being proactive in accommodating demand for parking on highway where this will occur, and where implementing parking prohibitions instead would only be expected to make conditions worse.

4.3.11 The suggested alternative options illustrated on sketches provided in Appendix B are very minor in comparison to the Lewknor example, yet would adopt the same positive ethos.

4.4 For facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

4.4.1 OCC's Statement of Reasons includes "*allowing for safe entry/egress of vehicles at the site...and will also reduce the risk to passing pedestrians and car occupants who have currently chosen to park on the highway/verge*

4.4.2 As above, it is disputed whether the introduction of the proposed parking prohibition would do anything to deter any road users from continuing to park on the verge and very infrequently so during the year. On this basis, on rare occurrences during the year where demand for parking may exceed the capacity of the Diddly Squat Farm Shop car park, the proposed parking prohibition will not prevent queuing into the car park, nor in all likelihood deter road users from stopping on the highway.

4.4.3 As above, it is suggested that a more logical response by OCC, should a response be required that involves a TRO, would be to include for the measures similar to the alternative options illustrated on sketches provided in [Appendix B](#). This would help facilitate the passage on the road or any other road of any class of traffic (including pedestrians).

4.4.4 To reiterate, such an approach is considered more in accordance with Section 122 of the Act, whereby the TRO is necessary to *“secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”* and safeguard *“the desirability of securing and maintaining reasonable access to premises”*.

4.4.5 Notwithstanding the above, analysis has been undertaken of traffic survey data appended to the Transport Statement that had accompanied a recent planning application at the Diddly Squat Farm Shop [ref:21/03159/FUL]. This provides for the 7-day average of classified two-way traffic flows on Chipping Norton Road at the frontage of the Diddly Squat Farm Shop during typical opening hours. This is summarised in [Table 4.2](#), whilst the raw survey data is provided in [Appendix C](#).

Table 4.2 7-day Average of Classified Two-way Traffic Flows on Chipping Norton Road (09:00-18:00)

Hour beginning	Motorcycles	Cars / LGVs	HGVs	Buses	Total
09:00	1	82	3	2	88
10:00	0	98	3	2	103
11:00	1	117	3	1	122
12:00	2	124	4	2	132
13:00	3	102	3	1	109
14:00	4	119	3	0	126
15:00	4	125	3	2	134
16:00	1	105	3	0	109
17:00	0	77	1	1	79
Total	16	949	26	11	1002
Percentage	2%	95%	3%	1%	100%

4.4.6 **Table 4.2** allows for the following key findings of the traffic survey data analysis:

- At the busiest time of two-way traffic flows, there were 134 two-way traffic movements, equivalent to one vehicle in any direction every 27 seconds. This does not represent conditions of a major two-way highway.
- There are typically 3 HGVs in each hour, equivalent to one HGV in any direction every 20 minutes. This is not of a volume necessitating any measures aimed at better managing HGVs.
- There are typically 1-2 buses in each hour, equivalent to one bus in any direction every 30-60 minutes. This is not of a volume necessitating any measures aimed at better managing buses.
- No classification of vehicle type is of a volume to warrant concern with respect to the safety of pedestrians or cyclists and is akin to the nature of the rural road.

4.4.7 Again, it is reiterated that a more logical response by OCC, should a response be required that involves a TRO, would be to include for the measures similar to the alternative options illustrated on sketches provided in **Appendix B**. This would help facilitate the passage on the road or any other road of any class of traffic (including pedestrians).

4.4.8 To reiterate, such an approach is considered more in accordance with Section 122 of the Act, whereby the TRO is necessary to *“secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”* and safeguard *“the desirability of securing and maintaining reasonable access to premises”*.

4.5 For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property

4.5.1 OCC's Statement of Reasons do not make reference to the above. Should this nevertheless be related in any way by OCC to the highway verges, then attention is drawn to the commentary provided in **Section 4.4** above.

4.6 (Without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot

4.6.1 OCC's Statement of Reasons do not make reference to the above. Should this nevertheless be related in any way by OCC to *“facilitating the passage on the road or any other road of any class of traffic (including pedestrians)”*, then reference is drawn to the corresponding **Section 4.5**.

4.7 For preserving or improving the amenities of the area through which the road runs

4.7.1 OCC's Statement of Reasons do not make reference to the above. Should this nevertheless be related in any way by OCC to the highway verges, then attention is drawn to the commentary provided in **Section 4.4** above.

4.8 For any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)

4.8.1 OCC's Statement of Reasons do not make reference to the above. Moreover, it is expected that should OCC be minded to include for the measures similar to the alternative options illustrated on sketches provided in **Appendix B**, then this may have a positive effect on air quality by way of reduced idling of engines during the rare occurrence of vehicles otherwise queuing to enter the Diddly Squat Farm Shop.

5. Summary

5.1.1 In summary, the proposed TRO as it stands and its consultation, do not suitably follow the Road Traffic Regulation Act 1994 ("the Act"), which legislates whether the proposal should be implemented by OCC. This is for the reasons set out in prior sections of this TN, but in summary:

- The Statement of Reasons is not considered clear in-principle on the basis of not defining what is *"the adjacent development in the area"*, or what is the *"site"*, meaning that the intentions of OCC are not clear with regard to the proposal or its consultation.
- The Statement of Reasons do not appear to recognise nor take into account the seasonal activity associated with the Diddly Squat Farm Shop. The proposed TRO, in its current form, is considered wholly inappropriate in-principle on this basis, insofar as it being disproportionately onerous for the vast majority of times over the year.
- There is no identified highway safety issue at the access of the Diddly Squat Farm Shop. This is evidenced in Personal Injury Collision records held by Thames Valley Police. However, it is not disputed that, as per OCC's Statement of Reasons, *"The proposals will help facilitate the safe & unrestricted movement of traffic & improve road safety in and around the junctions where the restrictions are proposed"*, but beyond the junctions, this is disputed.
- It is disputed whether the introduction of the proposed parking prohibition would do anything to deter any road users from continuing to park on the verge and very infrequently so during the year. This may be queried by Thames Valley Police in terms of whether the measures are in any way enforceable by OCC as the parking authority, on a day-to-day practical level. The proposed parking prohibition will also not prevent queuing into the car park, nor in all likelihood deter road users from stopping on the highway.

- It is logical that any proposed TRO take the above into account and provision should be made to accommodate road users rather than prohibit them without the desired effect. It is suggested that at the very least, the proposed TRO is amended to this end.
- Suggested alternative options are illustrated on sketches provided in **Appendix B**. These demonstrate where breaks could be introduced in the 'No Waiting at Any Time' parking prohibitions, and in their place a formalising of informal parking within the verge. This would not prejudice the above stated with respect to 'No Waiting at Any Time' parking prohibitions at or within the immediate approaches of the Chipping Norton Road / A361 junction and / or the junction of an unnamed road with Chipping Norton Road.
- Such an approach is considered more in accordance with Section 122 of the Act, whereby the TRO is necessary to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" and safeguard "the desirability of securing and maintaining reasonable access to premises".
- The above approach is akin to the ethos adopted elsewhere by OCC in Oxfordshire. For example, the demand for on-street parking has been historically documented at Lewknor, where the Oxford Tube bus service operates.
- At the busiest time of two-way traffic flows on Chipping Norton Road, there were 134 two-way traffic movements, equivalent to one vehicle in any direction every 27 seconds. This does not represent conditions of a major two-way highway.
- There are typically 3 HGVs and 1-2 buses in each hour, equivalent to one HGV in any direction every 20 minutes, and one bus in any direction every 3-60 minutes. This is not of a volume necessitating any measures aimed at better managing HGV or buses.
- There are typically 1-2 in each hour, equivalent to one bus in any direction every 30-60 minutes. This is not of a volume necessitating any measures aimed at better managing buses.
- No classification of vehicle type is of a volume to warrant concern with respect to the safety of pedestrians or cyclists and is akin to the nature of the rural road.

Diddly Squat Farm Shop

A361 & Chipping Norton Road - Proposed Parking Restrictions

Representation on behalf of the Diddly Squat Farm Shop



APPENDIX A

OCC Proposal

Diddly Squat Farm Shop

A361 & Chipping Norton Road - Proposed Parking Restrictions

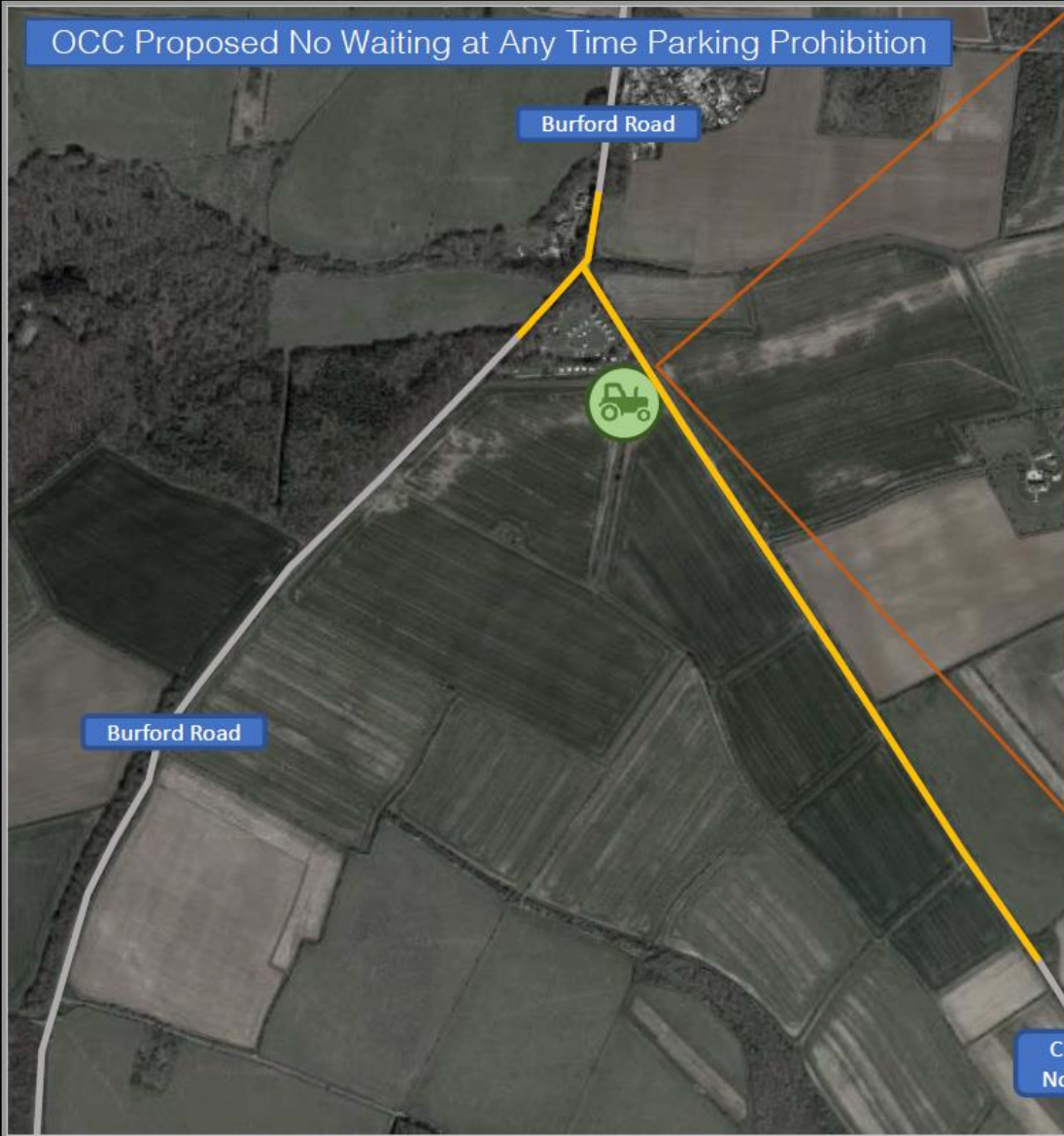
Representation on behalf of the Diddly Squat Farm Shop



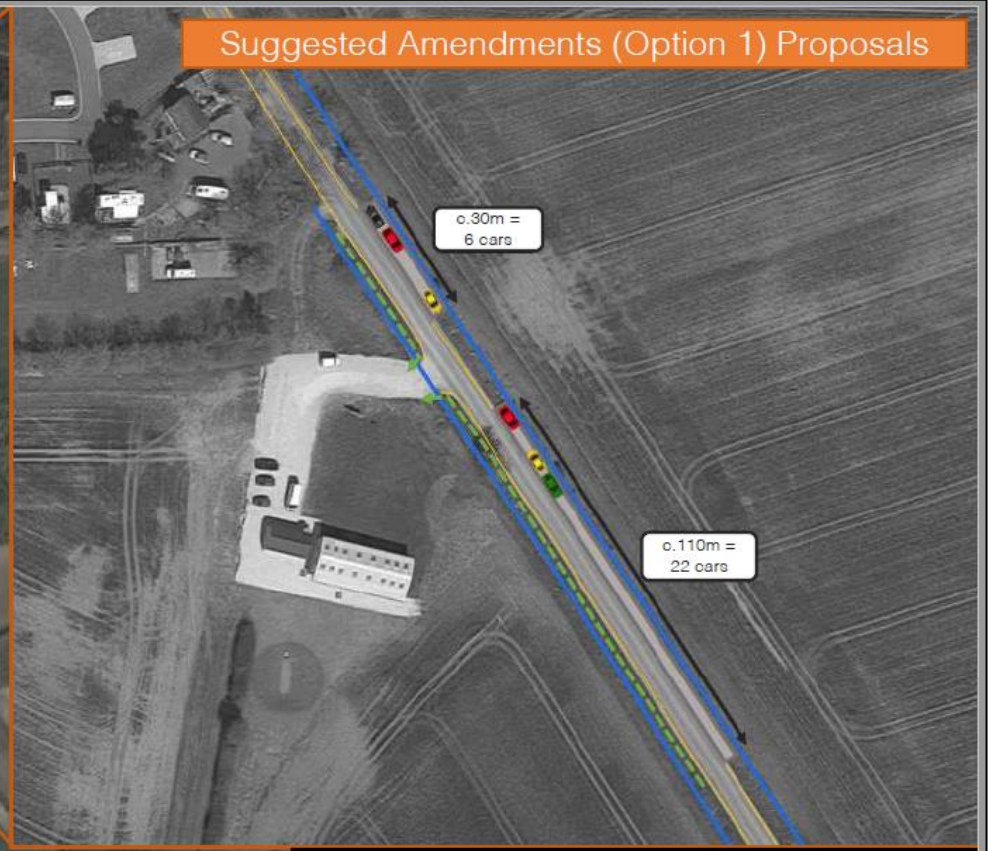
APPENDIX B

Suggested Amendments


OCC Proposed No Waiting at Any Time Parking Prohibition



Suggested Amendments (Option 1) Proposals



Key

-  Diddy Squat Farm Shop
-  OCC Proposed No Waiting at Any Time Parking Prohibition
-  Highway Boundary
-  Pedestrian Route



OCC Proposed No Waiting at Any Time Parking Prohibition



Suggested Amendments (Option 2) Proposals



Key

-  Diddy Squat Farm Shop
-  OCC Proposed No Waiting at Any Time Parking Prohibition
-  Highway Boundary
-  Pedestrian Route



Diddly Squat Farm Shop

A361 & Chipping Norton Road - Proposed Parking Restrictions

Representation on behalf of the Diddly Squat Farm Shop



APPENDIX C

Chipping Norton Road Traffic Flow Data



ATC SUMMARY REPORT

PROJECT	29513 Chipping Norton Road, Oxfordshire
LOCATION	29513-002 - Chipping Norton Road, South
LOC. DESC.	Chipping Norton Road, South
START DATE	Fri 05 Nov, 2021
END DATE	Thu 11 Nov, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Chipping Norton Road, South, commencing Fri 05 Nov 2021, recorded a total of 9,178 vehicles. The posted speed limit of 60mph was exceeded by 3.7% of vehicles, and the seasonally adjusted, combined AADT value is 1,533 (see Equipment & Methodology below).

COMBINED

Total recorded volume	9,178
Avg daily volume (based on 7 days)	1,311.1
Average daily speed (7 days)	42.8mph
Average daily 85%ile (7 days)	52.1mph
AADT (annual average daily traffic)	1,533

Avg weekday volume (Mon-Fri, 24hrs)	1,322.4
Avg weekday speed (Mon-Fri, 24hrs)	43.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,202.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	43.4mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

SOUTHBOUND ↓

Total recorded volume	4,884
Avg daily volume (based on 7 days)	697.7
Average daily speed (7 days)	41.0mph
Average daily 85%ile (7 days)	50.4mph
% of vehicles exceeding 60mph	2.5%

Avg weekday volume (Mon-Fri, 24hrs)	694.0
Avg weekday speed (Mon-Fri, 24hrs)	41.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	628.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	41.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	50.5mph

NORTHBOUND ↑

Total recorded volume	4,294
Avg daily volume (based on 7 days)	613.4
Average daily speed (7 days)	44.7mph
Average daily 85%ile (7 days)	53.7mph
% of vehicles exceeding 60mph	4.9%

Avg weekday volume (Mon-Fri, 24hrs)	628.4
Avg weekday speed (Mon-Fri, 24hrs)	45.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	573.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	45.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	54.1mph

SITE LOCATION



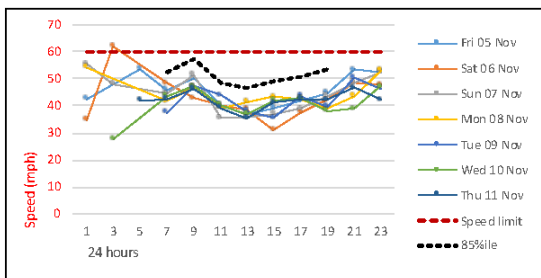
Location Chipping Norton Road, South

Lat, lng. 51°54'52.43"N / 1°32'20.74"W

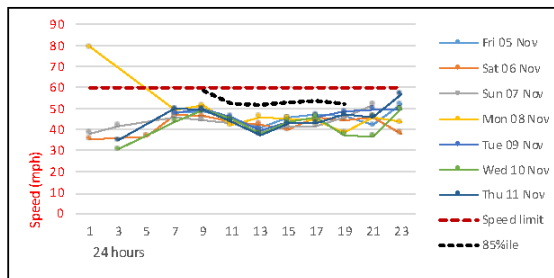
Project & site	29513-002
PSL	60mph
Bus route	Yes
Direction 1	Southbound↓
Direction 2	Northbound↑

DAILY SPEEDS

SOUTHBOUND ↓



NORTHBOUND ↑

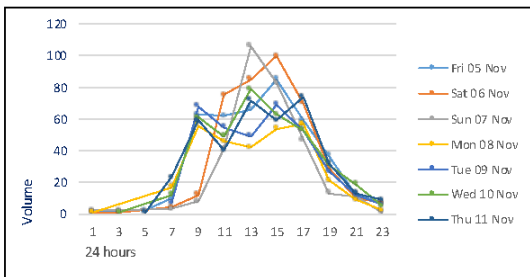


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

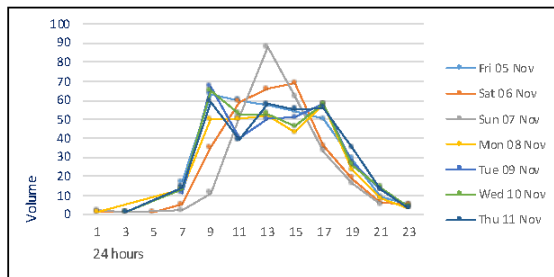
The peak average southbound daytime speed was 54.8mph at 08:45 on Sun 07 Nov, whilst the peak average northbound speed was 57.5mph at 07:45 on Sat 06 Nov (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

SOUTHBOUND ↓



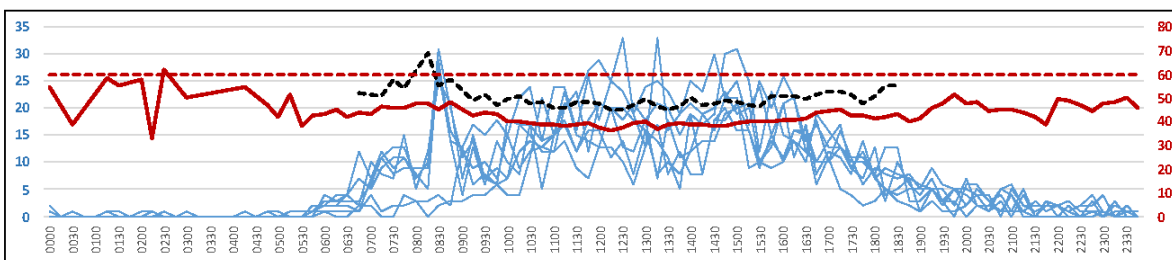
NORTHBOUND ↑



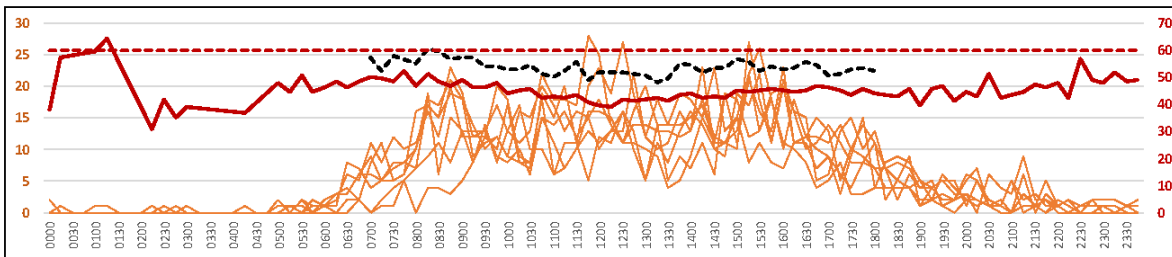
↓ Hourly southbound traffic volumes over each 24hr period for 7 days from all available data.

Hourly northbound traffic volumes over each 24hr period for 7 days from all available data. ↑

15min VOL & SPEED



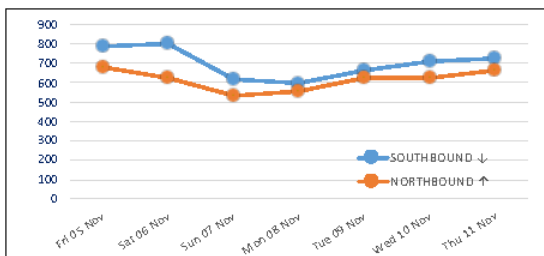
↓ 15min daily southbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily northbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↑

DAILY VOLUMES

SOUTH & NORTHBOUND



Total 24hr southbound (blue) and northbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

SOUTHBOUND 7-DAY AVG ↓

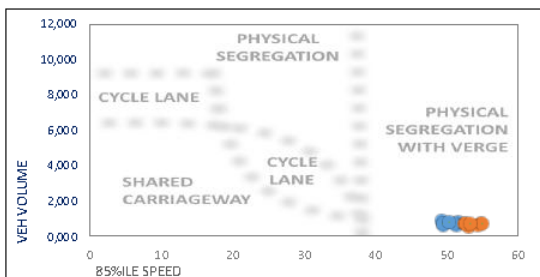
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.7	0.0	0.0	0.0	0.7
0100	0.0	0.4	0.0	0.0	0.0	0.4
0200	0.0	0.6	0.0	0.0	0.0	0.6
0300	0.0	0.1	0.0	0.0	0.0	0.1
0400	0.0	0.3	0.1	0.0	0.0	0.4
0500	0.0	1.1	0.1	0.0	0.0	1.3
0600	0.0	8.4	1.6	0.0	0.9	10.9
0700	0.0	25.7	1.9	0.3	1.9	29.7
0800	0.0	44.9	1.6	0.3	0.0	46.7
0900	0.1	35.4	1.6	0.0	0.6	37.7
1000	0.0	49.4	2.0	0.1	1.0	52.6
1100	0.6	64.7	1.1	0.4	0.7	67.6
1200	1.0	67.6	1.6	0.4	0.7	71.3
1300	2.1	58.1	0.7	1.0	0.6	62.6
1400	4.0	66.7	2.1	0.3	0.1	73.3
1500	3.9	64.0	0.9	0.3	0.6	69.6
1600	1.1	56.4	1.1	0.3	0.0	59.0
1700	0.0	41.6	0.4	0.1	0.4	42.6
1800	0.3	26.6	0.1	0.0	0.1	27.1
1900	0.0	15.3	0.1	0.0	0.0	15.4
2000	0.0	12.3	0.0	0.0	0.0	12.3
2100	0.0	7.9	0.0	0.0	0.0	7.9
2200	0.0	5.3	0.0	0.0	0.0	5.3
2300	0.0	2.7	0.0	0.0	0.0	2.7
12hr TTL	13.1	601.1	15.1	3.6	6.7	639.7
24hr TTL	13.1	656.3	17.1	3.6	7.6	697.7
	2%	94%	2%	1%	1%	

NORTHBOUND 7-DAY AVG ↑

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.6	0.0	0.0	0.0	0.6
0100	0.0	0.3	0.0	0.0	0.0	0.3
0200	0.0	0.4	0.0	0.0	0.0	0.4
0300	0.0	0.1	0.0	0.0	0.0	0.1
0400	0.0	0.1	0.0	0.0	0.0	0.1
0500	0.0	2.3	0.0	0.0	0.0	2.3
0600	0.0	8.9	0.0	1.9	0.0	10.7
0700	0.0	22.6	0.7	0.3	0.0	23.6
0800	0.1	48.7	0.6	0.6	0.0	50.0
0900	0.7	47.0	0.9	0.1	0.9	49.6
1000	0.1	48.3	1.3	0.0	0.6	50.3
1100	0.4	51.9	1.0	0.3	0.4	54.0
1200	0.6	56.4	1.4	0.7	1.4	60.6
1300	0.7	43.4	0.9	0.6	0.7	46.3
1400	0.4	52.7	0.9	0.1	0.1	54.3
1500	0.4	60.6	1.3	0.1	1.4	63.9
1600	0.1	48.4	1.1	0.0	0.1	49.9
1700	0.0	35.3	0.3	0.0	0.6	36.1
1800	0.0	23.1	0.9	0.1	0.9	25.0
1900	0.0	11.0	0.4	0.0	0.9	12.3
2000	0.0	9.6	0.1	0.0	0.0	9.7
2100	0.0	8.1	0.0	0.0	0.0	8.1
2200	0.0	3.3	0.0	0.0	0.0	3.3
2300	0.0	2.0	0.0	0.0	0.0	2.0
12hr TTL	3.7	538.4	11.1	3.0	7.1	563.4
24hr TTL	3.7	585.1	11.7	4.9	8.0	613.4
	1%	95%	2%	1%	1%	

Average daily southbound and northbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014) Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans	MEDIUM 5.5m to 14.5m	CAR & LGV
3	SVT	Class 2 plus trailer		OGV1 & PSV
4	TB2	2 axle truck / bus		OGV1
5	TB3	3 axle truck / bus	LONG 11.5m to 19.0m	OGV2
6	T4	4 axle truck		
7	ART3	3 axle articulated		
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

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Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.





