

Accidents between dates 01/05/2000 and 30/04/2005 (60) months

Selection: Notes:

Selected using Build Query :

Tuesday 26/08/2003 Time 1840 Slight at A4095 HOWES LANE J/W B4030 MIDDLETON STONEY ROAD CHESTERTON
 E: 456399 N: 222762 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight: no street lighting
 Vehicle Reference 1 Car Moving from SE to NE Turning right
 Vehicle Reference 2 Car Moving from N to SE Going ahead other
 Vehicle Reference 3 Car Moving from NE to N Waiting to turn right
 Casualty Reference: 1 Age: 55 Female Driver/rider Severity: Slight Injured by vehicle: 3

Friday 12/09/2003 Time 1720 Slight at A41 BICESTER RD BYPASS J/W A41 OXFORD ROAD BICESTER
 E: 457765 N: 221897 Junction Detail: 1 Control 4
 Fine without high winds Road surface Dry Daylight: street lights present
 Vehicle Reference 1 Pedal Cycle Moving from SE to NE Turning right
 Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from NE to SW Going ahead other
 Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 25/09/2003 Time 1950 Serious at QUEENS AVE APPROX 50M SW OF J/W KINGS END BICESTER
 E: 458014 N: 222426 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from NE to SW Stopping
 Vehicle Reference 2 Car Moving from NE to SW Stopping
 Casualty Reference: 1 Age: 19 Female Passenger Severity: Slight Injured by vehicle: 2
 Casualty Reference: 2 Age: 26 Male Passenger Severity: Serious Injured by vehicle: 2
 Casualty Reference: 3 Age: 45 Male Driver/rider Severity: Serious Injured by vehicle: 2
 Vehicle Reference 3 Car Moving from NE to SW Stopping

Accidents between dates 01/05/2000 and 30/04/2005 (60) months

Selection: Notes:

Selected using Build Query :

Saturday 27/09/2003 Time 1015 Slight at B4030 OXFORD RD AT J/W MIDDLETON STONEY RD BICESTER
 E: 457918 N: 222244 Junction Detail: 2 Control 4
 Fine without high winds Road surface Dry Daylight:street lights present
 Vehicle Reference 1 Car Moving from N to SW Turning right
 Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Moving from SW to NE Going ahead other
 Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 04/10/2003 Time 1142 Slight at FIELD ST J/W BUCKNELL ROAD BICESTER
 E: 458209 N: 222842 Junction Detail: 3 Control 2
 Fine without high winds Road surface Dry Daylight:street lights present
 Vehicle Reference 1 Car Moving from to 0 Going ahead other
 Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 1
 Casualty Reference: 2 Age: Male Passenger Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from to 0 Going ahead other

Tuesday 14/10/2003 Time 1525 Slight at B4030 MIDDLETON STONEY RD AT J/W VILLIERS RD BICESTER
 E: 457618 N: 222327 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight:street lights present
 Vehicle Reference 1 Car Moving from SE to NE Turning right
 Casualty Reference: 1 Age: 85 Male Driver/rider Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from N to SE Going ahead other
 Casualty Reference: 2 Age: 38 Female Driver/rider Severity: Slight Injured by vehicle: 2
 Vehicle Reference 3 Car Moving from NE to SE Waiting to turn left

Accidents between dates 01/05/2000 and 30/04/2005 (60) months

Selection: Notes:

Selected using Build Query :

Sunday 02/11/2003 Time 1838 Slight at BUCKINGHAM RD AT J/W CHILTERN APPROACH (ACCESS ROAD TO RAIL STATION) BICESTER
 E: 458399 N: 223179 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight:street lights present
 Vehicle Reference 1 Car Moving from SW to SE Turning right
 Vehicle Reference 2 Car Moving from NE to SW Going ahead other
 Casualty Reference: 1 Age: 61 Female Passenger Severity: Slight Injured by vehicle: 2
 Casualty Reference: 2 Age: 10 Male Passenger Severity: Slight Injured by vehicle: 2
 Casualty Reference: 3 Age: 34 Female Passenger Severity: Slight Injured by vehicle: 2

Monday 03/11/2003 Time 1205 Slight at QUEENS AVE OUTSIDE POLICE STATION BICESTER
 E: 458117 N: 222679 Junction Detail: 8 Control 4
 Fine without high winds Road surface Dry Daylight:street lights present
 Vehicle Reference 1 Car Moving from N to SW Turning right
 Vehicle Reference 2 Car Moving from NE to SW Stopping
 Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 08/12/2003 Time 0915 Slight at B4030 MIDDLETON STONEY ROAD J/W VILLIERS ROAD BICESTER
 E: 457618 N: 222331 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight:street lights present
 Vehicle Reference 1 Car Moving from N to S Stopping
 Vehicle Reference 2 Car Moving from N to N Waiting to turn right
 Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 13/01/2004 Time 1930 Slight at QUEENS AVE AT J/W KINGS END BICESTER
 E: 458039 N: 222473 Junction Detail: 3 Control 4
 Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

Accidents between dates 01/05/2000 and 30/04/2005 (60) months

Selection: Notes:

Selected using Build Query :

Vehicle Reference 1	Car			Moving from SW to SE	Turning right	
Vehicle Reference 2	Pedal Cycle			Moving from NE to SW	Going ahead other	
Casualty Reference:	1	Age:	28	Male	Driver/rider	Severity: Slight
						Injured by vehicle: 2

Wednesday 21/01/2004 Time 2313 Slight at SHEEP ST AT J/W APPROX 20M SE OF J/W ST JOHNS ST CAR PARK BICESTER

E: 458378 N: 222698 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1	Car			Moving from SW to N	Turning left	
Vehicle Reference 2	Car			Moving from N to SE	Overtaking stat vehicle O/S	
Casualty Reference:	1	Age:	41	Female	Passenger	Severity: Slight
						Injured by vehicle: 2

Friday 23/01/2004 Time 0802 Serious at A4095 CHESTERTON RD AT J/W B4030 MIDDLETON STONEY RD CHESTERTON

E: 456369 N: 222762 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight: no street lighting

Vehicle Reference 1	Car			Moving from SW to SE	Turning right	
Casualty Reference:	1	Age:	23	Female	Driver/rider	Severity: Serious
Vehicle Reference 2	Goods 7.5 tonnes mgw and over			Moving from SE to N	Going ahead other	
						Injured by vehicle: 1

Tuesday 27/01/2004 Time 0845 Slight at A41 BICESTER BYPASS J/W B4030 OXFORD BICESTER

E: 457787 N: 221920 Junction Detail: 1 Control 4

Fine without high winds Road surface Dry Daylight: street lights present

Vehicle Reference 1	Car			Moving from N to SE	Turning left	
Casualty Reference:	1	Age:	38	Male	Driver/rider	Severity: Slight
Vehicle Reference 2	Goods 7.5 tonnes mgw and over			Moving from N to SW	Going ahead other	
						Injured by vehicle: 1

Accidents between dates 01/05/2000 and 30/04/2005 (60) months

Selection: Notes:

Selected using Build Query :

Thursday 04/03/2004 Time 0735 Slight at KINGS END J/W KINGS AVE BICESTER
 E: 457988 N: 222375 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight:street lights present
 Vehicle Reference 1 Pedal Cycle Moving from N to SE Going ahead other
 Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from NE to SW Going ahead but held up

Tuesday 11/05/2004 Time 1924 Slight at A41 BICESTER BYPASS RBT J/W A41 TO M40 / ESSO SERVICES & B4030 OXFORD ROAD BICESTER
 E: 457757 N: 221949 Junction Detail: 1 Control 4
 Fine without high winds Road surface Dry Daylight:street lights present
 Vehicle Reference 1 Car Moving from SW to NE Going ahead other
 Vehicle Reference 2 Pedal Cycle Moving from SW to SE Turning right
 Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 14/05/2004 Time 2056 Serious at WITHINGTON ROAD APPROX 30M NE OF J/W VICTORIA ROAD BY BARDWELL TERRACE BICESTER
 E: 458497 N: 222699 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Daylight:street lights present
 Vehicle Reference 1 Car Moving from NE to SW Starting
 Casualty Reference: 1 Age: 26 Male Pedestrian Severity: Serious Injured by vehicle: 1

Sunday 30/05/2004 Time 0108 Slight at B4100 MANORSFIELD ROAD J/W MARKET SQUARE & CAUSEWAY BICESTER
 E: 458461 N: 222351 Junction Detail: 7 Control 4
 Fine without high winds Road surface Dry Darkness: street lights present and lit
 Vehicle Reference 1 Taxi/Private hire car Moving from N to E Turning left
 Casualty Reference: 1 Age: 38 Female Driver/rider Severity: Slight Injured by vehicle: 1
 Casualty Reference: 2 Age: 20 Male Passenger Severity: Slight Injured by vehicle: 1

Accidents between dates 01/05/2000 and 30/04/2005 (60) months

Selection: Notes:

Selected using Build Query :

Tuesday 08/06/2004 Time 1610 Slight at B4100 ST JOHNS ST APPROX 70M SE OF J/W QUEENS AVE BICESTER
 E: 458245 N: 222770 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Daylight:street lights present
 Vehicle Reference 1 Car Moving from SE to N Going ahead other
 Casualty Reference: 1 Age: Male Pedestrian Severity: Slight Injured by vehicle: 1

Friday 16/07/2004 Time 1245 Slight at A41 BICESTER BYPASS APPROX 75M SE OF RBT J/W A41 TO M40 / B4030 OXFROD ROAD BICESTER
 E: 457844 N: 221888 Junction Detail: 0 Control
 Raining without high winds Road surface Wet/Damp Daylight: no street lighting
 Vehicle Reference 1 Car Moving from N to N U-turn
 Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from N to SE Going ahead other

Saturday 24/07/2004 Time 1420 Slight at B4100 MANORSFIELD ROAD AT PED REFUGE APPROX 60M NW OF J/W HUNT CLOSE BICESTER
 E: 458289 N: 222600 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight:street lights present
 Vehicle Reference 1 Car Moving from SE to N Going ahead other
 Casualty Reference: 1 Age: 3 Male Pedestrian Severity: Slight Injured by vehicle: 1

Sunday 25/07/2004 Time 1517 Slight at B4030 MIDDLETON STONEY ROAD J/W A4095 CHESTERTON ROAD CHESTERTON
 E: 456368 N: 222764 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight: no street lighting
 Vehicle Reference 1 Car Moving from SW to SE Turning right
 Casualty Reference: 1 Age: 17 Female Driver/rider Severity: Slight Injured by vehicle: 1
 Casualty Reference: 2 Age: 23 Female Passenger Severity: Slight Injured by vehicle: 1

Accidents between dates 01/05/2000 and 30/04/2005 (60) months

Selection: Notes:

Selected using Build Query :

Vehicle Reference 2	Car			Moving from SE to N	Going ahead other	
Casualty Reference: 3		Age: 74	Female	Driver/rider	Severity: Slight	Injured by vehicle: 2
Casualty Reference: 4		Age: 36	Female	Passenger	Severity: Slight	Injured by vehicle: 2

Monday 09/08/2004 Time 2125 Slight at A4095 LORDS LANE J/W TREFOIL DRIVE BICESTER

E: 457377 N: 224005 Junction Detail: 3 Control 4

Raining with high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1	Goods 3.5 tonnes mgw and under			Moving from SW to SE	Turning right	
Casualty Reference: 1		Age: 20	Male	Driver/rider	Severity: Slight	Injured by vehicle: 1

Vehicle Reference 2	Car			Moving from NE to SW	Going ahead other	
Casualty Reference: 2		Age: 19	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2
Casualty Reference: 3		Age: 17	Female	Passenger	Severity: Slight	Injured by vehicle: 2

Thursday 09/09/2004 Time 2026 Serious at B4100 MANORSFIELD ROAD J/W BURE PLACE (SOUTHERN JUNCTION) BICESTER

E: 458382 N: 222464 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1	Goods 3.5 tonnes mgw and under			Moving from NE to SE	Turning left	
Vehicle Reference 2	Pedal Cycle			Moving from N to SE	Going ahead other	
Casualty Reference: 1		Age: 24	Female	Driver/rider	Severity: Serious	Injured by vehicle: 2

Monday 13/09/2004 Time 1610 Slight at B4100 BANBURY ROAD J/W FIELD ST & NORTH ST & BUCKINGHAM RD BICESTER

E: 458282 N: 222948 Junction Detail: 2 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1	Car			Moving from SW to NE	Going ahead other	
Casualty Reference: 1		Age: 49	Female	Pedestrian	Severity: Slight	Injured by vehicle: 1

Accidents between dates 01/05/2000 and 30/04/2005 (60) months

Selection: Notes:

Selected using Build Query :

Monday	13/09/2004	Time 1234	Slight	at	B4100 MANORSFIELD ROAD AT PELICAN CROSSING APPROX 50M NW OF J/W MARKET SQUARE			
E: 458435	N: 222399	Junction Detail: 0	Control					
Fine without high winds		Road surface	Dry		Daylight:street lights present			
Vehicle Reference 1	Car				Moving from SE to N	Going ahead other		
Casualty Reference: 1		Age: 92	Female		Pedestrian	Severity: Slight	Injured by vehicle: 1	
Tuesday	14/09/2004	Time 1310	Slight	at	A41 NBOUND C/WAY 200M N OF LAYBY N OF UNCLASS RD TO CHESTERTON			
E: 457378	N: 221336	Junction Detail: 0	Control					
Fine without high winds		Road surface	Wet/Damp		Daylight: no street lighting			
Vehicle Reference 1	Agricultural vehicle				Moving from SW to NE	Going ahead other		
Casualty Reference: 3		Age: 39	Male		Driver/rider	Severity: Slight	Injured by vehicle: 1	
Vehicle Reference 2	Car				Moving from SW to NE	Changing lane to left		
Casualty Reference: 1		Age: 43	Female		Driver/rider	Severity: Slight	Injured by vehicle: 2	
Casualty Reference: 2		Age: 2	Female		Passenger	Severity: Slight	Injured by vehicle: 2	
Wednesday	13/10/2004	Time 1410	Slight	at	A41 BICESTER BYPASS APPROX 500M SE OF RBT J/W A41 TO M40 / B4030 OXFORD ROAD BICESTER			
E: 458248	N: 221698	Junction Detail: 0	Control					
Raining without high winds		Road surface	Wet/Damp		Daylight: no street lighting			
Vehicle Reference 1	Goods 7.5 tonnes mgw and over				Moving from N to SE	Going ahead other		
Vehicle Reference 2	Car				Moving from N to SE	Going ahead but held up		
Casualty Reference: 1		Age: 46	Female		Driver/rider	Severity: Slight	Injured by vehicle: 2	
Vehicle Reference 3	Car				Moving from N to SE	Going ahead but held up		
Casualty Reference: 2		Age: 52	Male		Driver/rider	Severity: Slight	Injured by vehicle: 3	

Accidents between dates 01/05/2000 and 30/04/2005 (60) months

Selection: Notes:

Selected using Build Query :

Thursday 14/10/2004 Time 0745 Slight at B4030 MIDDLETON STONEY ROAD J/W A4095 HOWES LANE BICESTER

E: 456402 N: 222757 Junction Detail: 3 Control 4

Raining without high winds Road surface Wet/Damp Daylight: no street lighting

Vehicle Reference 1	Car			Moving from SE to NE	Turning right	
Casualty Reference:	1	Age: 28	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1
Vehicle Reference 2	Car			Moving from N to SE	Going ahead other	
Casualty Reference:	2	Age: 28	Female	Driver/rider	Severity: Slight	Injured by vehicle: 2
Vehicle Reference 3	Car			Moving from NE to N	Waiting to turn right	

Saturday 16/10/2004 Time 1015 Slight at B4030 OXFORD ROAD BETWEEN RBTS WITH A41 AND PINGLE DRIVE (TESCOS/ BICESTER VILLAGE)

E: 457808 N: 222006 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1	Motor Cycle over 50 cc and up to 125cc			Moving from to 0	Going ahead other	
Casualty Reference:	1	Age: 19	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1

Thursday 28/10/2004 Time 1830 Fatal at A41 SOUTH BOUND C/WAY AT ENTRANCE TO BLOOMS GARDEN CENTRE

E: 457504 N: 221469 Junction Detail: 7 Control 4

Raining without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1	Car			Moving from N to N	U-turn	
Casualty Reference:	1	Age: 42	Female	Driver/rider	Severity: Fatal	Injured by vehicle: 1
Vehicle Reference 2	Goods 7.5 tonnes mgw and over			Moving from N to SE	Going ahead other	

Saturday 30/10/2004 Time 1928 Slight at B4030 MIDDLETON STONEY RD J/W A4095 HOWES LANE CHESTERTON

E: 456395 N: 222758 Junction Detail: 3 Control 4

Fog or mist Road surface Wet/Damp Darkness: no street lighting

Accidents between dates 01/05/2000 and 30/04/2005 (60) months

Selection: Notes:

Selected using Build Query :

Vehicle Reference 1	Car			Moving from S to E	Turning right	
Casualty Reference:	1	Age: 21	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1
Vehicle Reference 2	Car			Moving from N to S	Going ahead other	

Saturday 13/11/2004 Time 1623 Slight at QUEENS AVE OUTSIDE TELEPHONE EXCHANGE BICESTER

E: 458133 N: 222710 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1	Motor Cycle over 50 cc and up to 125cc			Moving from SW to NE	Going ahead other	
Casualty Reference:	1	Age: 18	Male	Driver/rider	Severity: Slight	Injured by vehicle: 1
Vehicle Reference 2	Car			Moving from SW to NE	Going ahead but held up	

Saturday 20/11/2004 Time 1440 Slight at B4030 MIDDLETON STONEY RD J/W A4095 HOWES LANE BICESTER

E: 456402 N: 222759 Junction Detail: 3 Control 4

Snowing without high winds Road surface Wet/Damp Daylight: no street lighting

Vehicle Reference 1	Car			Moving from SE to NE	Turning right	
Casualty Reference:	1	Age: 33	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1
Vehicle Reference 2	Car			Moving from N to SE	Going ahead other	
Casualty Reference:	2	Age: 41	Female	Driver/rider	Severity: Slight	Injured by vehicle: 2

Thursday 16/12/2004 Time 1720 Slight at A41 APPROX 800M SW OF J/W A421 NBOUND CHESTERTON

E: 457225 N: 221137 Junction Detail: 0 Control

Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1	Car			Moving from SW to NE	Going ahead other	
Casualty Reference:	1	Age: 28	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1
Vehicle Reference 2	Goods 7.5 tonnes mgw and over			Moving from SW to NE	Going ahead but held up	

Accidents between dates 01/05/2000 and 30/04/2005 (60) months

Selection: Notes:

Selected using Build Query :

Monday 20/12/2004 Time 1600 Slight at THE CAUSEWAY (EXACT LOCATION UNCERTAIN) BICESTER
 E: 458419 N: 222331 Junction Detail: 0 Control
 Fine without high winds Road surface Wet/Damp Daylight:street lights present
 Vehicle Reference 1 Car Moving from SW to NE Going ahead other
 Casualty Reference: 1 Age: 15 Male Pedestrian Severity: Slight Injured by vehicle: 1

Tuesday 11/01/2005 Time 2130 Serious at A41 BICESTER BYPASS APPROX 350M SE OF RBT J/W A41 TO WENDLEBURY BICESTER
 E: 458106 N: 221764 Junction Detail: 0 Control
 Fine with high winds Road surface Dry Darkness: no street lighting
 Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from SE to N Going ahead other
 Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Serious Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from SE to N Going ahead but held up

Friday 04/02/2005 Time 1840 Serious at B4030 MIDDLETON STONEY RD APPROX 150M NW OF J/W VILLIERS RD BICESTER
 E: 457477 N: 222373 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from E to W Going ahead other
 Casualty Reference: 1 Age: 18 Male Pedestrian Severity: Serious Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from W to E Going ahead other

Sunday 24/04/2005 Time 1620 Slight at B4100 MANORSFIELD ROAD J/W HANOVER GARDENS BICESTER
 E: 458403 N: 222434 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight:street lights present
 Vehicle Reference 1 Car Moving from SE to N Going ahead other
 Casualty Reference: 1 Age: 20 Male Pedestrian Severity: Slight Injured by vehicle: 1

Accidents between dates 01/05/2000 and 30/04/2005 (60) months

Selection:

Selected using Build Query :

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Vehicles only	3	10	85	98
Motor cycles	0	6	11	17
Bicycles	0	2	11	13
Total	3	18	106	127

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	3	4	69	76
Passenger	0	2	30	32
Motorcyclist	0	6	11	17
Cyclist	0	2	10	12
Pedestrian	0	5	20	25
Total	3	19	140	162

Summary Table of Reported Traffic Accidents (2001-2003)

WSP Ref.	Police Ref.	Date	Time	Visibility		Road Condition		Severity			Vulnerable User			Contributing Factor						Travelling		Area	Location Map No.	Symbol				
				Light	Dark	Wet/Clamp	Dry	Slight	Serious	Fatal	Cycle	Motorcycle	Pedestrian	Right Turn	Shunt	Lane Change	General Driver Error			Unknown	From				To			
																Lost Control	Overtaking	U-Turn										
116		13/10/2004	14:10	☉		☉		☉															N	SE	A41 BICESTER BYPASS APPROX 500M SE OF RBT J/W A41 TO M40 / B4030 OXFORD ROAD BICESTER	39	☉	
117		14/10/2004	7:45	☉		☉		☉															SE	NE	B4030 MIDDLETON STONEY ROAD J/W A4095 HOWES LANE BICESTER	1	☉	
118		16/10/2004	10:15	☉			☉	☉																	B4030 OXFORD ROAD BETWEEN RBT'S WITH A41 AND PIVOLE DRIVE (TESCO'S BICESTER VILLAGE)	11	☉	
119		28/10/2004	18:30		☉	☉				☉														N	N	A41 SOUTH BOUND C/WAY AT ENTRANCE TO BLOOMS GARDEN CENTRE	14	☉
120		30/10/2004	19:28		☉	☉		☉																S	E	B4030 MIDDLETON STONEY RD J/W A4095 HOWES LANE CHESTERTON	1	☉
121		13/11/2004	16:23	☉			☉	☉																SW	NE	QUEENS AVE OUTSIDE TELEPHONE EXCHANGE BICESTER	17	☉
122		20/11/2004	14:40	☉			☉	☉																SE	NE	B4030 MIDDLETON STONEY RD J/W A4095 HOWES LANE BICESTER	1	☉
123		16/12/2004	17:20		☉		☉	☉																SW	NE	A41 APPROX 800M SW OF J/W A421 NBOUND CHESTERTON	15	☉
124		20/12/2004	16:00	☉			☉	☉																SW	NE	THE CAUSEWAY (EXACT LOCATION UNCERTAIN) BICESTER	34	☉
125		11/01/2005	21:30		☉		☉	☉																SE	N	A41 BICESTER BYPASS APPROX 350M SE OF RBT J/W A41 TO WENDLEBURY BICESTER	39	☉
126		04/02/2005	18:40		☉		☉	☉																E	W	B4030 MIDDLETON STONEY RD APPROX 150M NW OF J/W VILLIERS RD BICESTER	6	☉
127		24/04/2005	16:20	☉			☉	☉																SE	N	B4100 MANORSFIELD ROAD J/W HANOVER GARDENS BICESTER	31	☉

Totals
check

88	39	47	80	106	18	3	13	16	24	41	30	7	1	5	3	40
127		127		127			53									

Severity

- ☉ Slight
- ☐ Severe
- ☐ Fatal

Vulnerable user

- ☐ Pedestrian
- ☐ Cyclist
- ☐ Motorcycle
- ☐ Other



APPENDIX F

Correspondence with Highways Agency

11546

Phillips, Joseph

From: McMahon, Martin [martin.mcmahon@highways.gsi.gov.uk]
Sent: 28 September 2005 17:53
To: Phillips, Joseph
Cc: Hutchings, Richard; Jones, Peter
Subject: RE: Proposed Residential Development at SW Bicester

Dear Joseph

Please find attached a note explaining the assumptions for traffic growth used for the model for the M40 Junction 9 improvement scheme.

As you can see, we have consulted with both Oxfordshire County Council and Cherwell District Council during the construction of the model. Consequently we believe that the development of 1,585 dwellings at south-west Bicester has already been included.

If you require any further information please let me know.

Regards

Martin McMahon

-----Original Message-----

From: Phillips, Joseph [mailto:Joseph.Phillips@WSPGroup.com]
Sent: 20 September 2005 11:14
To: McMahon, Martin
Cc: Hutchings, Richard; Jones, Peter
Subject: Proposed Residential Development at SW Bicester

Dear Mr McMahon,

Thank you for your recent letter, dated 15 September 2005, relating the proposed improvement scheme at M40 Junction 9.

Within your letter, it is stated that by the end of September, you would confirm whether the proposed development of 1,585 dwellings at south west Bicester is included in the predicted traffic growth used within the traffic modelling work undertaken by Mott MacDonald.

In this respect, we would be grateful if you could provide a response on this matter at the earliest opportunity to assist our current project programme.

Thank you again for your assistance and we look forward to hearing from you.

Kind regards,

Joseph Phillips
Principal Engineer
WSP Development Ltd
Mountbatten House
Basing View
Basingstoke

Our ref: HA 9/42/56
Your ref: RGH/jap/11546

11546

Room 3A
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Mr. R Hutchings
WSP Development
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lett. m
PRS
JP
File

Direct Line: 01306 878445

Fax: 01306 878491

15 September 2005

Dear Mr. Hutchings

PROPOSED RESIDENTIAL DEVELOPMENT AT SOUTH WEST BICESTER

I refer to your letter of 22 August concerning the above and the proposed improvement scheme at M40 Junction 9.

As you are aware, Mott MacDonald, our Managing Agent, have designed the scheme for traffic growth within the area and that the traffic model shows that the proposed improvements will provide sufficient capacity at the junction until at least 2020.

I am currently investigating the predicted traffic growth used within the model to confirm whether or not the proposed development of 1,585 dwellings at south west Bicester are included. I expect to be able to confirm this by the end of September.

Yours sincerely



Martin McMahon
Route Manager
Traffic Operations Area 3
Email: martin.mcmahon@highways.gsi.gov.uk

m:\1388WSP

22 August 2005



Mr M McMahon
Highways Agency
Federated House
London Road
Dorking
RH4 1SZ

Dear Mr McMahon

Proposed Residential Development at South West Bicester

We are currently providing transport advice to our client, Countryside Properties, in relation to a proposed residential development of 1,585 dwellings on land to the south west of Bicester, in the vicinity of Whitelands Farm to the west of the A41.

We have already begun pre-application discussions with Oxfordshire County Council (OCC) with regard to the scope of our Transport Assessment report for the development proposals. In addition to the potential traffic impact on the local highway network, we recognise that the impact at M40 Junction 9 will need to be discussed with the Highways Agency.

As a result of our preliminary discussions with OCC, we have already contacted Peter Gilbert at Mott Macdonald, who we understand is responsible for the technical assessments and preparation of the detailed design for M40 Junction 9 improvements. Mr Gilbert confirmed that a package of improvements for M40 Junction 9 has now been agreed and the main on-site works are currently programmed to commence in March / April 2006.

Mott Macdonald have also confirmed that during the preparation of the scheme design, both OCC and Cherwell District Council (CDC) requested that the proposed package of improvements for M40 Junction 9 allow for the predicted housing growth in the area up to 2020. Following their discussions with OCC and CDC, we understand that Mott Macdonald predicted the number of household completions that would occur in Cherwell between 1999 and 2020. We understand that this level of household completions in Cherwell was used to derive the 2020 future year traffic growth forecasts on which the package of improvements for M40 Junction 9 is based.

The proposed residential development to the south west of Bicester is currently predicted to be completed by 2014, within the period up to 2020. Furthermore, the proposed residential development site has been previously identified for residential development in the draft Cherwell District Local Plan 2011.

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WSP Development Ltd
2382309 England

Consequently, we would consider that the proposed development of 1,585 residential dwellings has been included within the overall predicted residential dwelling completions in Cherwell up to 2020.

Based on the above, we would therefore be grateful if you could confirm that the current package of improvements for M40 Junction 9 would satisfactorily accommodate the proposed residential development at south west Bicester.

We understand that funding has already been agreed for the proposed package of improvements, given that construction is due begin toward the end of the current financial year. However, we would be grateful if you could confirm that full funding is already provided.

We look forward to hearing from you shortly. In the meantime, we are willing to discuss this matter further, should this be of assistance, and would be happy to arrange a meeting, if you feel this would be beneficial.

Yours sincerely

Richard Hutchings
Director

cc J Coates, Countryside Properties
J Oldham, Countryside Properties
R Gorman, Terence O'Rourke



APPENDIX G

Parking Standards

APPENDIX B PARKING STANDARDS – Maxima Levels

Accessibility Characteristic	Residential	Food Retail **	Non Food Retail **	B1 and A2	B2 - General Industry	B8 Warehousing	D2 Assembly and Leisure **	Cinema & Conference	Hotel and Guest Hse	Hospital	Higher Education	A3 - Restaurant/ pubs	Stadia
Type 1	1 space per dwelling up to 2 beds; 2+beds on merit	Operational Parking Only							on merits	on merits	operational need	operational need	N/A
Type 2	1 bed - 1 space; 2/3 bed - 2 spaces; 4 bed+ 2+spaces on merit	1 space per 14sq m	1 space per 20sqm	1 space per 30 sqm	1 space per 50 sqm	1 space per 200 sqm	1 space per 22 sqm	1 space per 5 seats	1 space per 1 beds	on merits	1 space per 2 staff 1 space per 15 students	1 space per 15 sqm of public space	on merits (guide 1 per 15 seats) *
Application Threshold GFA	N/A	1000	1000	500	500	1000	1000	1000	30	N/A	2500		1500 seats

* Coach parking treated separately

** A PPG6 sequential test location policy will apply to these land uses

Type 1 – Central Policy Areas –

Banbury – Combined Town Centre Commercial and Shopping Area

Bicester – Town Centre Boundary

Kidlington – Shopping Centre Boundary

Type 2 – Other Areas

(Continues Overleaf)

Parking Standards for Developments Below the Threshold Size

There will be a presumption that the above maximum standards apply to developments below the threshold size but each case will be on merit and the parking provision for each site will be considered in the light of its location and the need to reduce private vehicle mileage in line with PPG13.

Notes

Where developers are proposing levels of parking significantly below the maximum levels they will be required to submit supporting information to show the likely impacts on street parking and the availability of public transport. This could include parking surveys to show the level of existing parking stress and an assessment of any road safety implications. It may also require a contribution to improving public transport.

Operational parking is the level of parking to accommodate those vehicles required for the essential operation of the land use under consideration. The specific operational need of an applicant will not necessarily be the determinant of the parking provision.

Travel plans will be required to show how the use of private vehicle trips will be controlled or reduced. (See Policy TR3)

Cycle Parking will be required in line with the County Councils Cycling Strategy.

Parking provision for the disabled will be required in line with County Council standards and the advice contained in Traffic Advice Leaflet 5/95 – Draft Parking for Disabled People.



APPENDIX H

Stage 1 Road Safety Audits

DEVELOPMENT AT WHITELANDS FARM

SOUTH-WEST BICESTER

ROAD SAFETY AUDIT STAGE 1

TMS 5741



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DEVELOPMENT AT WHITELANDS FARM

SOUTH-WEST BICESTER

ROAD SAFETY AUDIT STAGE 1

1. INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on a series of proposed new access junctions to a development of land at Whitelands Farm, south-west of Bicester, on behalf of WSP Development. The audit was carried out between 21st and 26th April 2006 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:-

Kevin Seymour, BSc, Dip TS, MIHT;
Senior Engineer, TMS Consultancy

Andy Paul, B. Eng (Hons);
Principal Engineer, TMS Consultancy

1.3 The audit comprised an examination of the drawings and other information relating to the scheme supplied by the design office (as listed in **Appendix A**). The audit team visited the site on 21st April 2006. The weather was dry but cloudy. The traffic conditions were light.

1.4 The terms of reference of the audit are as described in HD 19/03. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise accident occurrence.

2. ITEMS RESULTING FROM THIS STAGE 1 AUDIT

2.1 PROBLEM

Location: General

Summary: Pedestrian and cyclist to vehicle conflict at main roads.

The likely pedestrian and cycle desire lines cannot be assessed from the drawings provided. Poor provision for vulnerable users at major road crossings and junctions may lead to increased accident risk to users.

RECOMMENDATION

Where such desire lines cross major roads suitable provision should be made for vulnerable users.

2.2 PROBLEM

Location: Existing roundabout on Oxford Road, near Sports Ground

Summary: Potential pedestrian / vehicle conflicts

The drawings show a new staggered pedestrian crossing point across the northern arm of the existing A41 roundabout adjacent to the Rugby Sports Field. Pedestrians crossing the roundabout exit at this point may be vulnerable to vehicles accelerating away from the roundabout.

RECOMMENDATION

The staggered crossing at this location should be signal-controlled.

2.3 PROBLEM

Location: Proposed north-western access roundabout

Summary: Potential loss of control or side-swipe type collisions

The proposed roundabout layout includes excessive entry path curvature on both Middleton Stoney Road approaches. This could lead to loss of control accidents on the circulatory carriageway, or to side-swipe collisions as vehicles negotiate the roundabout.

RECOMMENDATION

The geometry of the roundabout should be altered to provide entry path curvature of between 70m and 100m on all approaches to the roundabout.

2.4 PROBLEM

Location: Traffic signal junction on the A41

Summary: Potential collisions at junction

Traffic signal controlled junctions on high speed roads have poor accident records.

RECOMMENDATION

A 40mph speed limit should be introduced on the A41, and this should be reinforced by the provision of appropriate vehicle-activated signs informing drivers if they are exceeding the speed limit.

2.5 Other Issues

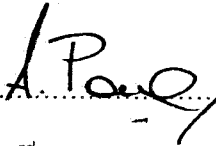
It is unclear from the drawings provided what level of activity will occur on the perimeter road. If limited access is permitted along the road vehicle speeds may be high on this road. It may be appropriate to reduce the design speed of this road in order to encourage lower speeds on the road.

3. AUDIT TEAM STATEMENT

I certify that this audit has generally been carried out in accordance with HD 19/03.

AUDIT TEAM LEADER:

Andy Paul, B.Eng (Hons);
Principal Engineer, TMS Consultancy

Signed..........

Date.....3rd May 2006.....

AUDIT TEAM MEMBER:

Kevin Seymour, BSc, Dip TS, MIHT;
Senior Engineer, TMS Consultancy

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APPENDIX A

List of Drawings Examined:

- Drawing No. 1546 / GA / 901-A
- Drawing No. 1546 / GA / 902-A
- Drawing No. 1546 / GA / 903-A
- Drawing No. 1546 / GA / 904-A
- Drawing No. 1546 / GA / 905-A
- Drawing No. 1546 / GA / 906-A
- Drawing No. 1546 / GA / 907-A
- Drawing No. 1546 / GA / 908-A
- Drawing No. 1546 / GA / 909-A
- Drawing No. 1546 / GA / 910-A

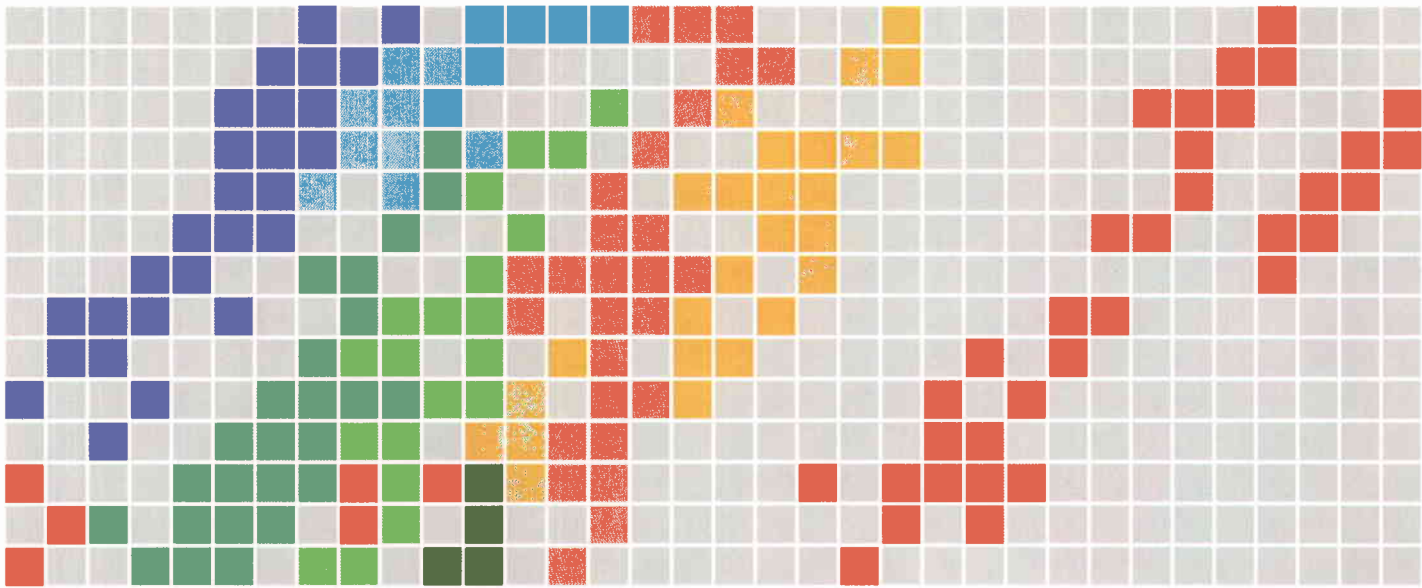
Other Information Provided:

- Injury Accident Information
- Traffic Flow Information



APPENDIX I

Framework Travel Plan



South West Bicester

Framework Travel Plan

Countryside Properties (Bicester) Ltd

October 2006

QM

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	Draft	Final	Final	
Date	08 November 2005	20 March 2006	02 October 2006	
Prepared by	J Phillips	J Phillips	S Rachmann-Davies	
Signature				
Checked by	P Jones	J Phillips	S Rachmann-Davies	
Signature				
Authorised by	R Hutchings	R Hutchings	P R Jones	
Signature				
Project number	11011546	11011546	11011546	
File reference	N:\South West Bicester\TEXT\REPORTS\Framework Travel Plan.doc	N:\South West Bicester\TEXT\REPORTS\Framework Travel Planc.doc	N:\South West Bicester\TEXT\REPORTS\Framework Travel Planc.doc	

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1 Introduction

1.1 BACKGROUND

1.1.1 This Framework Travel Plan has been prepared in support of the Transport Assessment for the proposed development at South West Bicester, Bicester.

1.2 POLICY CONTEXT

1.2.1 It is important to establish the policy context in which this Framework Travel Plan (TP) has been produced as this defines the vision for the area, what is achievable in terms of modal split and identifies travel planning measures that will work within the proposed mixed use development. The Framework TP supports the over arching aims for Bicester as published in the OCC Local Transport Plan and Bicester ITS.

1.2.2 In 2002 the Government published the research document, Making Travel Plans Work¹. This assessed the achievements of work place travel plans from 20 UK organisations and found that on average, an 18% reduction in commuters driving to their places of work was recorded after the implementation of a number of travel plan measures. Work place travel plans also helped to reduce congestion, relieved parking pressure, made sites more accessible and improved employer travel choice thus aiding staff retention.

1.2.3 The Department for Transport's Smarter Choices Report² which was published in 2004 concluded that a reduction of 21% in peak period urban traffic and 14% in non urban traffic could be achieved through the application of a range of measures, including work place travel plans, school travel plans, personalised travel plans, marketing strategies, awareness raising campaigns, tele-working and the dissemination of public transport information. This Framework TP will incorporate as many of these measures as deemed appropriate to promote sustainable transport solutions in order to reduce single car occupancy trip generation as forecast through the Transport Assessment.

1.2.4 This Framework TP has been produced to comply with existing transport policy, and, where appropriate, Department for Transport Good Practice Guidance for Residential Travel Plans.

1.2.5 The Transport Assessment was undertaken following consultation with Oxfordshire County Council and the approach adopted within the assessment is consistent with the guidance within PPG13³.


1.2.6 The Framework TP for the South West Bicester development will ensure that the new community and future generations who will live and work in the area will fulfil the Government's vision: "The way our communities develop economically, socially and environmentally, must respect the needs of future generations as well as succeeding now. This is the key to lasting, rather than temporary, solutions; to creating communities that can stand on their own feet and adapt to the changing demands of modern life. Places where people want to live and will continue to want to live"⁴.

¹ *Making Travel Plans Work: Lessons from UK case studies*, Good Practice Guide and research report, Transport 2000 and Department for Transport July 2002.

² *Smarter Choices – Changing the Way We Travel*, Department for Transport, July 2004

³ *Planning Policy Guidance Note 13: Transport PPG13 :Transport*, Office of the Deputy Prime Minister, Department for Transport, 2001

⁴ *Sustainable communities: building for the future*, Office of the Deputy Prime Minister, 2003



1.2.7 “Accessibility is central to the creation of sustainable communities. The Government’s Sustainable Communities Plan – a major programme for new and regenerated housing across the country – acknowledges this. It emphasises the need for communities to be “well connected”, with facilities to encourage safe walking and cycling, the provision of good public transport and easy access to high quality services. Steps taken now to make new developments more accessible in a sustainable manner will influence the travel patterns of these communities far into the future. They should also help reduce pressure of additional traffic on surrounding roads, while creating more attractive and liveable neighbourhoods.”⁵ This Framework TP has been prepared according to the aspirations of the Government’s Sustainable Communities Plan and to ensure that this development will be attractive to residents, employers and employees now and in the future.

1.2.8 It is recognised that residential travel plans are key to ensuring that provision to support sustainable modes of transport are incorporated into every aspect of the design of a new development. Many of the measures that have been found to be most effective in ensuring the success of workplace travel plans are also applicable to residential travel plans. These may include: parking management, marketing and awareness raising campaigns, bicycle and footpath infrastructure, links to and extensions of the existing public transport network, tele-working and car share schemes. “In terms of process, appointing a travel plan co-ordinator, taking a site specific approach and working in partnership with the local authority and public transport operators, are all likely to be important in a residential (or mixed use) setting.”⁶

1.2.9 When implemented at the earliest stages of design, residential travel plans coordinate the aspirations of the local planning authority, the developer and the end user. As a consequence the Framework TP for South West Bicester will form the basis for consensus between stakeholders and all interested parties wishing to promote this development.

1.3 SCOPE OF THIS REPORT

1.3.1 This Framework TP supports the previous transport planning studies that have been undertaken in the preparation of this Transport Assessment. This document identifies the measures to be implemented with the aim of achieving the target mode shares through the introduction of specific travel plans for the main elements of the proposed development in support of the over-arching travel plan strategy. Travel plans will be prepared for the residential, employment and school elements of the proposed development, supported by individual travel plans for the new workplaces, primary schools and vocational college.

⁵ *Sustainable communities: building for the future*, Office of the Deputy Prime Minister, 2003

⁶ *Good Practice Guidance: Residential Travel Plans*, (consultation document) Transport 2000, Department for Transport, June 2005



2 Travel Plan Aims and Objectives

2.1 OVER-ARCHING AIMS AND TRAVEL PLAN OBJECTIVES

2.1.1 The over-arching aims of the this Framework Travel Plan have been prepared in accordance with the aims of the OCC LTP and the draft Good Practice Guidance for Travel Plans. The aims are to:

- promote integration of all modes of transport;
- reduce the impact on the environment of traffic generated by the site including, where possible, mitigate air pollution, noise and vibration thereby helping address the causes and potential impacts of climate change and reduce the visual intrusion of site induced traffic;
- create a public space that promotes safety in terms of mitigating traffic accidents;
- support the Government's mixed community and housing objectives ;
- support social inclusion objectives particularly through improvement to accessibility to and from the site; and
- support the government's criteria to improve, the economy, health and education.

2.1.2 This travel plan will also support integrated policy development between the Local Transport Plan and emerging Local Development Framework (LDF) whilst providing a mechanism through which ongoing appraisals can be undertaken.

2.1.3 The over-arching objectives of the South West Bicester Travel Plan have, once again, been prepared in accordance with the aims of the OCC LTP and the draft Good Practice Guidance for Travel Plans and they support the Government's criteria to improve integration, accessibility, safety, the environment and economy. The objectives are:

- provide a pleasant pedestrian area with safe footways and road crossings paying particular attention to the needs of those who are mobility impaired;
- support integration and safety by encouraging safe cycling through the provision of a comprehensive on-site cycle network connecting to the key employment, shopping and school sites and off-site cycle network;
- reduce traffic speeds (and mitigate potential accidents) and manage demand through traffic management schemes which will in turn provide a safer and more favourable environment for pedestrians and cyclists;
- reduce traffic through the implementation of a robust parking strategy which allocates less parking per dwelling than the Oxfordshire maximum parking standards;
- provide an efficient and attractive public transport service for the proposed development ;
- to enable people to make better informed travel choices; and
- provide a mechanism for the implementation and assessment of travel plan measures through the employment of a travel plan co-ordinator for the proposed development.



2.1.4 The separate travel plans for residents, employment and schools, including individual travel plans for workplaces and schools, will adhere to the aims and objectives of the Framework TP outlined above.

2.1.5 The travel initiatives promoted could also have a wider benefit to the local communities in the vicinity of the proposed South West Bicester development.



3 Development Proposals

3.1 DEVELOPMENT PROPOSALS

3.1.1 The development proposals support the Framework TP strategy. These proposals provide the walk, cycle and public transport infrastructure that will support the travel plan measures for the site.

3.1.2 The proposals for the site are based on providing a high quality residential development in conjunction with the provision of employment land, a hotel, a health village, a local centre, community facilities (including 2 primary schools and a vocational college) and a sports centre. The master plan is included in the Environmental Statement (ES).

3.1.3 On-site parking provision for all components of the development will be provided in accordance with Cherwell District Council's parking standards. Therefore, it is anticipated that the level of parking provision that will accompany the residential development will act to discourage car use and therefore maximise the potential for journeys to be undertaken by more sustainable modes of travel.

3.1.4 The employment area and the local centre will enjoy a high level of public accessibility. It is therefore important to balance the need for parking spaces with the promotion of non-car trips. The application of the appropriate reductions to Cherwell District parking standards will help to achieve the aspiration of reduced car use, although it is important that the attractiveness of commercial opportunities to potential businesses is not inhibited, thereby helping to ensure the local centre flourishes from the outset.

3.1.5 Section 7 of the Transport Assessment report provides further information on the proposed on-site parking strategy.

3.2 PEDESTRIAN AND CYCLE STRATEGY

3.2.1 A pedestrian and cycle strategy has been developed that accords with the objectives of the OCC LTP and Bicester ITS. Section 7 of the Transport Assessment report provides details of the proposed strategy.

3.3 PUBLIC TRANSPORT STRATEGY

3.3.1 In order to deliver a high quality public transport service a public transport strategy has been developed. Detail of the proposed bus strategy is contained in Section 7 of the Transport Assessment report.



4 Site Audits

4.1 EXISTING SITE AUDIT

4.1.1 Site audits of existing conditions have been undertaken to assess the potential for the provision of effective travel planning measures. The main thrust of these measures will concentrate on promoting alternative modes of transport to the car; primarily walk, cycle and bus facilities.

4.1.2 Comprehensive details of the existing conditions and a review of the accessibility of the proposed development site are included within Sections 4 and 6 of the Transport Assessment report.

4.1.3 It is considered that the site is readily accessible on foot and its location reduces car dependency by facilitating safe and convenient pedestrian trips to jobs, education and health facilities, shopping, leisure and local services.

4.1.4 The site will be well served by bus services linking the site with Bicester town centre. More information regarding the bus strategy is detailed in Section 7 of the Transport Assessment report.

4.1.5 It is important to establish a clear distinction between the site infrastructure that will provide the means by which people will walk, cycle, and use public transport and the travel plan measures (the soft factors) that will promote sustainable modes of transport and encourage people to use the infrastructure facilities provided. The site audit provides the foundation on which to build a travel planning strategy that will maximise the benefits of new infrastructure. It is recognised that the provision of infrastructure is not enough in itself to encourage people to walk, cycle or use public transport. Therefore the employment of a Travel Plan Co-ordinator will be of paramount importance to promote the soft factors thus ensuring optimum utilisation of the infrastructure provided for the site.

4.1.6 The provision of on-site infrastructure such as safe walk and cycle routes, bus shelters and bus priority measures will be incorporated into the site master plan.



5 The Travel Plan Co-ordinator

5.1 EMPLOYMENT OF THE TRAVEL PLAN CO-ORDINATOR

5.1.1 It is widely acknowledged that the employment of a Travel Plan Co-ordinator is fundamental to the success of any travel plan⁷. Government research shows that the most successful travel plans employ a Travel Plan Co-ordinator who is responsible for the implementation of travel plan measures and monitoring the success of the Travel Plan.

5.1.2 The developer should employ a Travel Plan Co-ordinator on commencement of construction for the proposed development. This will ensure that the Travel Plan Co-ordinator can be involved in every aspect of the development that is pertinent to promoting sustainable transport solutions for the site.

5.1.3 The Travel Plan Co-ordinator will be given an office location situated on-site. This could take the form of a travel centre which would serve the dual purpose of providing administrative support for the Travel Plan Co-ordinator and alternative transport information for residents, employees and visitors. The on-site location of the Travel Plan Co-ordinator's office will ensure that the person employed in the role becomes a familiar face around the site, someone who is known to 'champion' the sustainable transport measures of the development.

5.1.4 It is envisaged that the co-ordinator will liaise with the local authority and key stakeholders to ensure 'buy-in' to the travel planning process.


5.1.5 In order to achieve 'buy-in' one of the first tasks of the Travel Plan Co-ordinator will be to establish a Travel Plan Forum to aid the implementation of the Travel Plan and assist in the travel plan management and monitoring process.

5.2 TRAVEL PLAN FORUM

5.2.1 The membership of the Travel Plan Forum will be by invitation. The purpose of establishing the forum will be to ensure that the Travel Plan Co-ordinator is not working in isolation but in partnership with the local authority, primary stakeholders and interested parties. In the first instance invitations to join the Travel Plan Forum will be issued from the developer on behalf of the Travel Plan Co-ordinator and will encompass representatives from organisations such as:

- The local planning authority
- The local highway authority
- The developer
- The residents association (assuming one will be established for the site)
- The chamber of commerce
- Sustrans
- Bus operators

⁷ A Travel Plan Resources Pack for Employers, Transport Energy 2002

- 
-
- The local education authority, and
 - The local health authority.

(This list is indicative, not exhaustive and may be added to as the development matures)

5.2.2 The Travel Plan Forum will meet once a quarter to monitor the development and evaluation of the Travel Plan. The members of the forum will be expected to contribute ideas and 'inspiration' to ensure that the Travel Plan maintains impetus.

5.3 TRAVEL PLAN CO-ORDINATOR'S ROLE AND RESPONSIBILITIES

5.3.1 In order to appreciate the importance of the role of the Travel Plan Co-ordinator an indicative job description has been prepared. However, it should be noted that this is likely to change and evolve as the site moves from the construction stage to occupation, and through occupation to maturity.

5.3.2 In essence the Travel Plan Co-ordinator will be expected to:

- manage and implement the over-arching Travel Plan strategy;
- co-ordinate the various Travel Plans paying particular attention to travel planning measures that are common to each Travel Plan such as national awareness raising events (e.g. car free days and cycle to work weeks);
- design welcome packs to be available on initial occupation of the site;
- implement Travel Plan measures for each Travel Plan;
- liaise with public transport providers to ensure a high quality service is being delivered, and
- review the Travel Plans through various monitoring techniques with assistance from the Travel Plan Forum.

5.3.3 Some of the day to day tasks of the Travel Plan Co-ordinator will include:

- Undertaking site audits and modal split surveys according to the timetable to be determined by the Travel Plan Forum;
- overseeing the development and implementation of the Travel Plans. This will involve putting in place Travel Plan measures such as a car share scheme, car club, awareness raising campaigns etc (see the individual Travel Plan measures in section 7 for further detail);
- obtaining and maintaining commitment and support from residents, the school and commercial interests on the site;
- designing and implementing effective marketing and awareness raising campaigns to promote Travel Plans;
- setting up, co-ordinating and attending the Travel Plan Forum;
- co-ordinating the necessary data collection exercise required to develop the Travel Plan;
- acting as a point of contact for all staff requiring information, through a travel centre or similar central advice unit;
- manage/operate a bus ticket agency for the sale of discounted tickets (to be agreed/sanctioned with public transport operator);



- liaising with different organisations within the development and external organisations e.g. local authorities, public transport operators etc; and
- co-ordinating the monitoring for the Travel Plans across the site, including target setting.

5.3.4 Once again this list is not conclusive but rather, indicative of the daily activities of the Travel Plan Co-ordinator and it may be expanded or retracted as deemed necessary by the Travel Plan Forum.



6 The Framework Travel Plan

6.1 DEVELOPING THE TRAVEL PLANS

6.1.1 This Framework TP will be used as the foundation for the individual Travel Plans for the mixed use development, which would be supported by individual travel plans for the new workplaces and schools. The Travel Plans are 'living documents' and will change as the site progresses from construction through to occupation and maturity.

6.1.2 The Travel Plans are designed to encourage the use of public transport, walking and cycling and to minimise car movements associated with the proposed mixed use development. Furthermore, the Travel Plans will also take note of any specific local issues identified in the site audit. Therefore, the indicative Travel Plans outlined below will be subject to change following consultation with the local authority.

6.1.3 Discussions will be undertaken with Oxfordshire County Council, to determine the most suitable mechanism to 'secure' the Travel Plan and associated measures.

6.1.4 The main focus for the Travel Plans will be on the residential, employment school trip generation associated with the development.

6.1.5 A number of travel plan measures are generic for all three Travel Plans. These include: the implementation of a car share scheme; the introduction of a car club; sustainable transport measures being publicised through the website; the dissemination of existing marketing and promotional literature published by local authorities, Sustrans and similar organisations, and the employment of the Travel Plan Co-ordinator who will oversee all Travel Plans and the generic measures.

6.2 PROGRAMME AND TARGETS

6.2.1 The developer will ensure that a Travel Plan Co-ordinator is appointed to administer the Travel Plans across the whole development, thus ensuring that each Travel Plan is effective in encouraging the use of non-car modes. The Travel Plan Co-ordinator should be appointed during the construction phase of the site.

6.2.2 The programme for the introduction of travel plan measures and achieving the overarching targets will be phased over a period of years from the first occupation.

6.2.3 With the implementation of the sustainable transport measures that will accompany the development, coupled with the additional measures promoted through the Travel Plans, it is considered that a car mode share for journeys associated with the residential, employment and school will reduce. The ultimate mode share targets for these uses are therefore likely to be set at a level below the current Bicester levels.



6.2.4 Whilst the targets should be challenging, it is important they are realistic and achievable in order to maintain the credibility of the Travel Plans. In summary, the targets should be SMART, i.e.

- Specific
- Measurable
- Achievable
- Realistic
- Time-bound

6.2.5 It is essential that the Travel Plan Co-ordinator obtains accurate mode share data so that travel plan targets and associated measures can be adjusted as the site occupation proceeds.

6.2.6 Therefore, during the occupation stage the Travel Plan Co-ordinator will conduct questionnaire surveys amongst residents, employees and visitors of the proposed development every 12 months. The questionnaires will be developed by the co-ordinator in consultation with the Travel Plan Forum and tailored to suit the specific needs of residents, employers and visitors.

6.2.7 Additional snapshot surveys will be undertaken at the direction of the Travel Plan Forum as site occupation progresses and in support of the annual questionnaire survey. These could include car park counts, cycle park counts, monitoring of the car share scheme usage and ATC data checks.

6.2.8 The co-ordinator will analyse the results of the surveys and, based on the findings, and in conjunction with the Travel Plan Forum, will determine if the targets identified for the Framework TP and individual Travel Plans are appropriate. The results of the surveys will also be used as a basis for future monitoring of the Travel Plan.

6.2.9 The school Travel Plan surveys will be undertaken once the school has opened and every 12 months thereafter using the typical survey techniques and resources available.

6.2.10 The Travel Plans will promote a combination of measures aimed at encouraging residents, staff and visitors to travel by foot, cycle and public transport while also discouraging travel by private car.



7 The Individual Travel Plan Measures

7.1.1 The measures for each Travel Plan, outlined below are indicative of the type of measures that will be promoted from the onset of occupation of the site. These will be added to and/or adjusted as the site occupation progresses and would be supported by individual travel plans for the new workplaces and schools.

7.2 THE RESIDENTIAL TRAVEL PLAN MEASURES

Walking

- Create Home Zones at the centre of residential areas. These ensure low vehicle speeds, in the order of 20mph, and encourage high levels of pedestrian activity.
- Ensure the majority of residential development is within 400m of a bus stop with direct pedestrian links.
- Ensure all pedestrian routes to bus stops are safe, lit and direct.
- Ensure all pedestrian routes are clearly signed with street names and directions and show distance and estimated time to destination.
- Ensure good footpath provision for all main pedestrian desire lines through the development.
- Ensure all residential development is in close proximity to a safe route to school.
- Provide maps showing walk routes and estimated time to walk between residential areas and key locations.

Cycling

- Provide each residential unit with safe, secure cycle storage in the form of a garage or bespoke facility.
- Provide dedicated cycle routes providing direct and safe links between all key elements of the development.
- Ensure all cycle routes are clearly signed and show distance and estimated time to destination.
- The network of pedestrian / cycle routes within the site will link to the existing network which will be improved where necessary along routes to off site key destinations.
- Provide Bicester cycle maps and ensure that they are made available through the website.
- Set up a Bicycle User Group (BUG).
- Provide maps showing cycle routes and estimated time to cycle between residential areas and key locations.



Car Sharing

- A car share database will be set up and maintained for the residential community, made available to employees on site.

Car Club

- Establish a car club on a phased basis with the number of cars available increasing as the membership expands. This would operate on a commercial basis although the Travel Plan Forum could consider the appropriateness of the initial purchase of vehicles to 'pump prime' the scheme.
- Parking provision within the residential areas will be in line with current policy guidance and spaces will be allocated for the car club cars.

Public Transport

- A public transport strategy for the proposed development has been prepared.
- Information packs giving details of public transport routes and timetables will be distributed as part of the welcome packs for each home.
- Personalised travel planning will be made available to assist people in planning their routes.
- The Travel Plan Co-ordinator could supply discounted public transport season tickets on behalf of the bus operators (subject to their co-operation).

Marketing/Awareness Raising

- A site office will be provided as a base for the Travel Plan Co-ordinator and will be the distribution point to market sustainable transport information.
- Each homeowner will receive a travel information pack containing details of walking and cycling routes and public transport services. The pack will identify the full range of initiatives and facilities available to them. The name and contact details of the Travel Plan Co-ordinator and a description of the travel plan concept, the review process and opportunities to become involved will also be included. This will be a community travel plan involving the resident's association at every stage. The site will be marketed as a sustainable development to attract like minded people.



- The Travel Plan Co-ordinator will ensure that national promotions are incorporated into the Travel Plan. These could include car free days and cycle to work week. These promotions will take place with support from Oxfordshire County Council and Cherwell District Council.
- A bi-annual travel plan newsletter will be produced for the development and distributed to each household.
- Competitions and events will be held in conjunction with the distribution of the news letter to maintain the high profile of the Travel Plan.
- Where applicable, the Travel Plan Co-ordinator will ensure that the residential travel plan measures link in with measures for the employment and school Travel Plans.

Monitoring

- Undertake the necessary monitoring to establish the success of the Travel Plan and make amendments where necessary. These surveys could include snapshots surveys of parked cars, of numbers of cyclists using on site bike stands, monitoring of the car share scheme usage and ATC data.

7.3 EMPLOYMENT TRAVEL PLAN MEASURES

Walking

- Ensure all of the employment / retail development is within 400m of a bus stop.
- Ensure all pedestrian routes to bus stops are safe, lit and direct.
- Ensure all pedestrian routes are clearly signed with street names and direction.
- Personal safety training could be made available for staff who wish to walk to work.
- Provide maps showing walk routes and estimated time to walk between residential areas and key locations.

Cycling

- Provide covered, secure cycle parking on site in central areas.
- Provide dedicated cycle routes providing direct and safe links to each employment site and ensure all routes are clearly signed.
- Establish bicycle user groups with ongoing events and initiatives.



Car Sharing

- Provide maps showing cycle routes and estimated time to cycle between residential areas and key employment locations.

Car club

- Maintain a car-share database to enable employers to car share on a regular basis.
- Provide preferential parking spaces for multi-occupancy cars and monitor the use of these spaces possibly using a permit system.
- Parking provision within the employment / retail areas will be in line with current policy guidance. This will be reviewed as other transport modes become more popular.


Public Transport

- Establish a car club with a car, or cars, being based in the main employment area of the development for use by companies, employees and residents.

Marketing/Awareness

- A public transport strategy for the proposed development has been prepared.
- Information packs giving details of public transport routes and timetables will be distributed to each business as they occupy the site and recruit staff.
- Personalised travel planning will be made available to assist people in planning their routes.
- The Travel Plan Co-ordinator will liaise with the public transport operator to negotiate season travel passes for employees within the development and site workers at the construction stage.

- Provide site-specific travel information packs including details of discounts and initiatives.
- Each business will receive a travel information pack containing details of walking and cycling routes and public transport services. The pack will identify the full range of initiatives and facilities available to them. The name and contact details of the Travel Plan Co-ordinator and a description of the travel plan concept, the review process and opportunities to become involved will also be included.

- 
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- The Travel Plan Co-ordinator will ensure that national promotions and awareness raising events are incorporated into the employment element Travel Plan. These could include car free days and cycle to work week. These promotions will take place with support from Oxfordshire County Council and Cherwell District Council.
 - The businesses will be encouraged to join in with national travel planning initiatives.
 - A bi-annual travel plan newsletter will be produced for the development and distributed to each business in conjunction to delivery of the newsletter to each household.
 - Competitions and events will be held in conjunction with the distribution of the news letter to maintain the high profile of the Travel Plan.
 - Where applicable, the Travel Plan Co-ordinator will ensure that the employment travel plan measures link in with measures for the residential and school Travel Plans.

Monitoring

- Undertake the necessary monitoring to establish the success of the Travel Plan and make amendments where necessary. These surveys could include snapshots surveys parked cars, of number of cyclists using on site bike stands, monitoring of the car share scheme usage and ATC data.

7.4 THE SCHOOL TRAVEL PLAN MEASURES

7.4.1 In preparing the Travel Plan for the primary and secondary schools, specific reference will be made to the guidance in Safer Routes to School – School Travel Plans.

7.4.2 The measures outlined below are indicative of the type of measures that the Travel Plan Co-ordinator will seek to implement as part of the school Travel Plan:

- Establish a school travel plan group to gain ownership of the school Travel Plan by governors, staff, parents and pupils. All travel plan measures will then have to be endorsed by the travel plan group prior to implementation.
- Promote walking, cycling and public transport as the main modes of travel to the school.
- Ensure that staff, pupils and parents are aware of the alternatives to car use for travel to the school through 'planning for real' exercises and school assemblies.



- The Travel Plan Co-ordinator will ensure that national promotions and awareness raising events are incorporated into the Travel Plan. These could include car free days, cycle to work week and green transport week. These promotions will take place with support from Oxfordshire County Council travel plan officer.
- A bi-annual travel plan newsletter will be produced for the development and distributed to the school as well as to each household and business.
- Competitions and events will be held in conjunction with the distribution of the news letter to maintain the high profile of the Travel Plan.
- Consider setting up specific initiatives such as walking buses, road safety training, provide access to the travel plan website, provide appropriate directions by non-car modes for visitors (walk and cycle maps and journey planners), links to the car share scheme and car club. These measures will have to be endorsed by the travel plan group prior to implementation.
- Encourage participation in the implementation of the Travel Plan at all levels of the school, including staff, pupils and parents through the travel plan group.
- Where applicable, the Travel Plan Co-ordinator will ensure that the employment travel plan measures link in with measures for the residential and employment Travel Plans.

Monitoring

- Undertake the necessary monitoring to establish the success of the Travel Plan and make amendments where necessary. Link into current local authority techniques and resources.



8 Travel Plan Management and Timetable

8.1 MANAGEMENT, MONITORING AND ADJUSTMENT

8.1.1 Following the implementation of the Travel Plan the co-ordinator will undertake surveys on an annual basis to monitor the travel patterns of the residents, employees, staff and pupils in order to continually appraise the effectiveness of each Travel Plan as it develops.

8.1.2 All users would be made aware of the progress of the Travel Plan and informed when any new measures are promoted. This continual process will enable the co-ordinator to measure progress against the site modal split targets, thus helping to identify priority initiatives for the future. The results will be discussed with the Travel Plan Forum before any new measures are implemented thereby ensuring 'by-in' and commitment from all interested parties.

8.1.3 The review process will involve assistance from local planning authority and highway authority. All data will be made available to both authorities. Any changes to the Travel Plan will be made with the agreement of the local highway authority.

8.1.4 It is envisaged that the majority of the mode shift away from car use attributable to the Travel Plan would be achieved during the years immediately following its implementation. Accordingly, the co-ordinator should be employed to deliver the Travel Plan during construction with a residential representative taking control for the initial years of occupation as the development expands.

8.1.5 Based on the views and behaviour of new residents, the Travel Plan Forum will debate and review the implementation of specific measures. This Forum will therefore, guide the Development of the Plan and the work of the co-ordinator. This will influence spending priorities, within the boundaries of the available funds identified as part of the wider section 106 agreement. As part of their role within the Travel Plan Forum, the local planning and highways authorities will need to endorse expenditure.



9 Summary

9.1 THE FRAMEWORK TRAVEL PLAN AIMS AND OBJECTIVES

9.1.1 The framework Travel Plan has been prepared deliver the following aims and objectives – to:

- promote **integration** of all modes of transport;
- reduce the impact on the **environment** of traffic generated by the site including, where possible, mitigate air pollution, noise and vibration thereby helping address the causes and potential impacts of climate change and reduce the visual intrusion of site induced traffic;
- create a public space that promotes **safety** in terms of mitigating traffic accidents;
- support the Government's mixed community and housing objectives ;
- support social inclusion objectives particularly through improvement to **accessibility** to and from the site; and
- support adherence to the government's criteria to improve, the **economy**, health and education.

9.2 TRAVEL PLAN TARGETS

9.2.1 The programme for the introduction of travel plan measures and achieving the overarching targets will be phased over a period of years from the first occupation.

9.2.2 The traffic figures used in the Transport Assessment and Environmental Statement to assess the impact of the proposed development are based on current mode shares being achieved across the whole of the Bicester area.

9.2.3 With the implementation of the sustainable transport measures that will accompany the development, coupled with the additional measures promoted through the Travel Plans, it is considered that a car mode share for journeys associated with the residential, employment and school will reduce. The ultimate mode share targets for these uses are therefore likely to be set at a level below the current Bicester levels.

9.2.4 Whilst the targets should be challenging, it is important they are realistic and achievable in order to maintain the credibility of the Travel Plans. In summary, the targets should be SMART, i.e.

- Specific
- Measurable
- Achievable
- Realistic
- Time-bound



9.3 TRAVEL PLAN IMPLEMENTATION

9.3.1 A Travel Plan Co-ordinator should be appointed during construction and for the initial years as the development expands.

9.3.2 The Travel Plan Co-ordinator will be supplied with an on-site office which could also serve as a travel centre.

9.3.3 The Travel Plan Co-ordinator will set up a Travel Plan Forum for the development with representatives from the developer, local authority, public transport providers, residents association, employers and all interested parties.

9.3.4 The Travel Plan Forum will endorse all travel plan measures, targets and monitoring techniques.

9.3.5 The Travel Plan Co-ordinator will set up distinct Travel Plans for the site – a residents Travel Plan, employers Travel Plan and school Travel Plan.

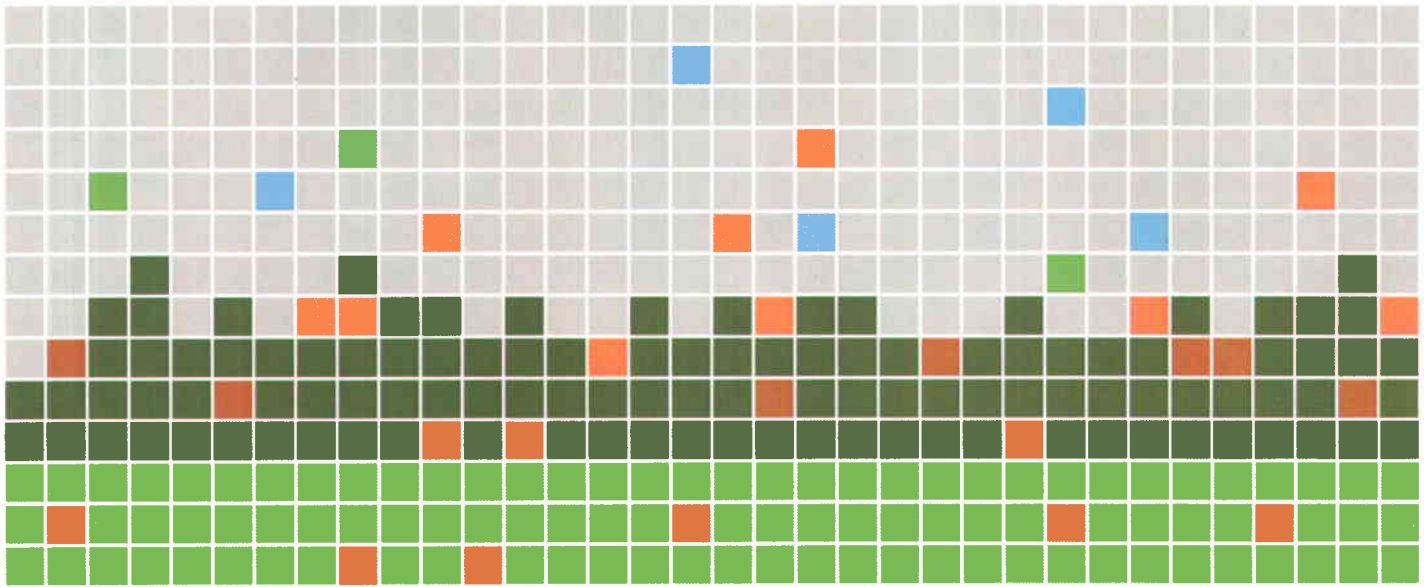
9.3.6 All travel plan measures will be implemented, co-ordinated and administered by the Travel Plan Co-ordinator with the endorsement of the Travel Plan Forum and assistance from the local authorities.

9.3.7 The Travel Plans will be monitored on an annual basis and where necessary targets and measures will be adjusted to maximise modal shift from the car to sustainable modes.



APPENDIX J

South West Bicester Trip Generation



South West Bicester

Technical Report 1 (Rev D)

Trip Generation, Distribution & Analysis

Countryside Properties (Bicester) Ltd

October 2006

QM

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
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8	Sports Centre Generation	20
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Figure 1 Zonal Distribution

Annex A	Residential Trip Rates
Annex B	Extracts from NTS – Residential Mode Share
Annex C	Affordable Housing Trip Patterns
Annex D	Extracts from NTS – Daily Profile by Trip Journey Purpose
Annex E	Cambridge New Settlement Survey Data
Annex F	Mode Share of Education Trips
Annex G	Hotel Trip Rates
Annex H	Employment Trip Rates
Annex I	Health Village Trip Rates
Annex J	Sports Centre Trip Rates

1 Introduction

1.1 CONTEXT

1.1.1 WSP Development Ltd has been appointed by Countryside Properties (Bicester) Ltd to provide transport advice in relation to the proposed residential development at South West Bicester, Bicester.

1.1.2 The proposals for South West Bicester are based on providing a high quality development which would include the provision of 1,585 residential units, approximately 20,000sqm of B1 / B2 employment land, a hotel, a health village, a local centre (including 1,000sqm GFA of employment) and associated amenities, a sports centre, open space and community facilities including two primary schools and secondary school provision.

Table 1.1: South West Bicester Land Uses

Land Use	Quantum
Non Educational Uses	
Residential Units	1,585 units
Employment Use (Local Centre)	1,000 sqm GFA
B1 / B2 Employment Use	20,000 sqm GFA
Hotel	100 Bedrooms
Health Village	3.5 Hectares
Sports Centre	2,323 sqm GFA
Educational Uses	
Primary Schools	630 Pupils
Secondary school provision	650 Pupils

It is considered that the local centre and associated amenities will cater predominantly for residents of the new development. Therefore, for the purposes of this trip generation assessment, their effect has not been evaluated as it is not considered that they would generate significant external vehicular trips.

1.1.3 This Technical Report presents an assessment of the generation of person trips associated with the proposed South West Bicester development.

1.1.4 Section 2 of this Technical Report details the trip generation by the residential element of the proposals while Section 3 outlines the external trips that would be generated by the hotel use.

1.1.5 The trip generation associated with the 1,000 sqm GFA of local employment use is assessed in Section 4 while in Section 5 the externally generated trips generated by the 20,000 sqm GFA of B1 / B2 employment is assessed.

1.1.6 In Section 6 the trips associated with the on-site education provision are identified, while in Section 7 external trips generated by the health village are outlined.

1.1.7 The trip generation associated with the proposed sports centre is detailed in Section 8.

Finally, Section 9 of this technical report presents a summary of the total external trip generation and also identified the zonal distribution of the vehicular trips.

2 Residential Generation

2.1 RESIDENTIAL PERSON TRIP GENERATION

2.1.1 The TRICS database has been interrogated in order to determine the quantum of peak hour vehicle trips that would be generated by the proposed residential development. A range of 'mixed private housing' sites have been selected within England from the TRICS database and have been assessed to derive the peak hour vehicular trip rates shown in Table 2.1 below. Extracts from the TRICS database are attached as Annex A.

Table 2.1: Residential Vehicular Trip Rates and Trips – Gross Generation

	AM Peak Hour			PM Peak Hour		
	0800-0900			1700-1800		
	In	Out	Total	In	Out	Total
Trip Rate – Vehs / Unit	0.10	0.42	0.52	0.39	0.17	0.56
Total Trips (Vehs)	159	666	824	618	269	888

Source: TRICS database

2.1.2 Based on the above, the 1,585 dwelling residential development is predicted to generate 824 and 888 vehicle trips during the morning and evening peak hours respectively.

2.1.3 The TRICS database is considered to be suitable for forecasting the quantum of vehicular trips generated by the proposed development. However, use has been made of National Travel Survey (NTS) data in order to establish the typical mode share of residential journeys, to determine the quantum of non-car and car passenger trips.

2.1.4 Using the NTS data (extracts attached as Annex B), it can be established that car driver trips presently comprise 39% of all morning peak hour trips. The corresponding figure during the evening peak hour is 49%. The existing mode share obtained from NTS data is summarised in Table 2.2 below.

Table 2.2: Mode Share of Residential Trips

Mode of Travel	AM Peak Hour	PM Peak Hour
Non-Car	43%	30%
Car Driver	39%	49%
Car Passenger	18%	21%
Total	100%	100%

Source: NTS Data

2.1.5 The mode share percentages shown in Table 2.2 have been applied to the vehicular trip generation in order to factor-up the vehicle trips to represent the total person trip generation of the residential development (see Table 2.3). It is important to note that the number of car drivers does not reduce as a result of this adjustment.