**From:** Rossington, Craig - Environment & Economy [<mailto:Craig.Rossington@Oxfordshire.gov.uk>]   
**Sent:** 06 July 2015 16:58  
**To:** Carey, Chris  
**Cc:** Simpson, Daniel; Evans, Timothy; Linda Griffiths  
**Subject:** RE: App No.:15/00920/F\_KM4 South West Bicester

Chris

Given your first comment below about the number and make up of vehicles using the entrance I’m now wondering why you haven’t submitted tracking for the 20 trucks you mention.  Depending on the size of the rigid truck, it could find it even harder to make a sensible turn in and out of the access.  Can you comment on that please?  On the basis that you are predicting only one artic a week, might it be possible for you to address the difficult tracking by ensuring that the vehicle only exists with the help of a banksman? Rather than designing a wider access.

Can you comment on when the vehicles will be arriving or leaving the site i.e. during the peak or off peak?

Could you explain briefly why the speed cushions mean you cannot turn left into the access please?

On the signage I was hoping you might be able to suggest something.  I was thinking about back on yellow signs warning other road users of the presence of heavy plant crossing or something similar.  Temporary access etc.

Thanks

Craig

Craig Rossington

Senior Transport Planner

Transport Development Control

Cherwell and West Oxfordshire Locality

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**From:** Carey, Chris [<mailto:Chris.Carey@bovishomes.co.uk>]   
**Sent:** 06 July 2015 16:26  
**To:** Rossington, Craig - Environment & Economy  
**Cc:** Simpson, Daniel; Evans, Timothy; Linda Griffiths ([Linda.Griffiths@Cherwell-DC.gov.uk](mailto:Linda.Griffiths@Cherwell-DC.gov.uk))  
**Subject:** RE: App No.:15/00920/F\_KM4 South West Bicester

Craig

I’ve pasted my response below.

Dear Daniel and Tim

I’ve now had a chance to look at the additional information supplied in the letter and the plans.  Thanks very much for that.  There’s still some detail that I feel that I need to be able to take a view on whether the proposal will provide safe and suitable access.  I really don’t think it’s a case of me thinking we’ll object to this, but we need to have as full a picture as possible in order to come to a reasoned view.

*Number and timing  of vehicle movements*

I note that the access is due to be in place for 2 years, and you’ve set out what kind of vehicles are going to be using it, but you haven’t said how many.  Could you let me know how much use the access will have and at what sort of time of day – that information is important for me to assess it. Number of vehicle movements is anticipated to be as follows.

         20 Trucks per day

         30 personal cars / vans per day

         1 Articulated truck / truss delivery per week.

*Vehicle tracking*

I need vehicle tracking for those two vehicle types leaving the access – of particular interest is how close they get to the existing lamp column and also how far they need to encroach onto the eastbound side of Middleton Stoney Road.

         Please find attached swept path layout as requested, we cannot enter left due to the speed cushions that will be installed and the fact the an increase in radius would be required, however we can egress left.

*Visibility Splays*

Please can the visibility splays for the access be marked on the proposal plan?  Given that the traffic calming scheme is due to be built in the autumn the vis splay for 30/35 mph is the main one that I’m interested in – I’m sure it can be achieved but I need to see it on the plan please.  For completeness it would certainly also be helpful to see the vis splay for the road without the traffic calming i.e. using the speed surveys already collected that you refer to in your letter (assuming those surveys were done after the speed limit was reduced to 30mph).

         The traffic assessment only mentions the speed limit of 30mph, for completeness we have shown the 50mph visibility splay.

Related to this is the information about the bus stop that Linda has asked you to supply.  This will certainly affect the visibility at the access.  We need to see the bus stop on the plan.  The numbers of vehicles using the access is particularly relevant here.

*Access restrictions*

I note the proposal to allow vehicles only to turn right in and left out of the access. Presumably the speed cushions will be constructed to withstand the movement of HGVs in the future.  I wonder therefore whether in terms of limiting the impact on traffic, the restriction on vehicles entering the site should be left in and out only – the right turners in would be likely to delay traffic whilst they wait for a gap in the oncoming traffic.  In which case, can you also show me a track of vehicles turning left in please?

         Swept path analysis attached as discussed, as mentioned previously vehicles cannot enter left due to the speed cushions, so right in, left out is he only available access and egress.

For the vehicles turning left out, I would also expect there to be a routing agreement in place such that the onward journey is not along Howes Lane or through Middleton Stoney village – neither routes are great for large vehicles (due to the tight left turn onto Bucknell Rd and the sensitivity of the village environment respectively).  Along Middleton Stoney Road and then left onto Vendee Drive would be the option.

What signage on site and on highway would you be proposing to install for the life of the access on Middleton Stoney Road?

         Please advise what you would be looking for, we could provide warning signage indicated lorries / construction traffic turning.

Best Regards

**Chris Carey**

*Civil Engineer*

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**From:** Rossington, Craig - Environment & Economy [<mailto:Craig.Rossington@Oxfordshire.gov.uk>]   
**Sent:** 06 July 2015 16:13  
**To:** Carey, Chris  
**Cc:** Simpson, Daniel; Evans, Timothy; Linda Griffiths ([Linda.Griffiths@Cherwell-DC.gov.uk](mailto:Linda.Griffiths@Cherwell-DC.gov.uk))  
**Subject:** RE: App No.:15/00920/F\_KM4 South West Bicester

Chris

Thanks for the tracking diagram.  It would be even more helpful to have a separate drawing for each movement.  But even as it is, it is clear that the access is pretty tricky to navigate for the vehicles drawn.  The left in track clips the inner kerb and the left out occupies all of the opposing carriageway.  This is clearly far from ideal given how busy the road is.  This could well be solved by increasing the radius of the kerbs.  Can you have a look at doing that please?

I still don’t seem to have had any detail of how many of these vehicles will be using the access. Are you going to be able to supply me with that information?

Thanks

Craig

Craig Rossington

Senior Transport Planner

Transport Development Control

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**From:** Carey, Chris [<mailto:Chris.Carey@bovishomes.co.uk>]   
**Sent:** 06 July 2015 13:49  
**To:** Rossington, Craig - Environment & Economy  
**Cc:** Simpson, Daniel; Evans, Timothy  
**Subject:** RE: App No.:15/00920/F\_KM4 South West Bicester

Afternoon Craig

Following my email below, please find attached the swept path analysis as promised.

Best Regards

**Chris Carey**

*Civil Engineer*

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**From:** Chris Carey [<mailto:chrisjcarey@me.com>]   
**Sent:** 03 July 2015 18:41  
**To:** [Craig.Rossington@Oxfordshire.gov.uk](mailto:Craig.Rossington@Oxfordshire.gov.uk)  
**Cc:** Carey, Chris  
**Subject:** Re: App No.:15/00920/F\_KM4 South West Bicester

hello Craig

Apologies for using a personal address, i don’t have good access to work email remotely.

Please find attached updated drawings for the Kingsmere temporary access. I will forward the swept path analysis on my return the office Monday afternoon.

I trust the attached is of use, and my response below satisfies your requirements and look forward to receiving your response. Please could you respond my Bovis email address.

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