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Catalyst Bicester

Transport Assessment

18th July 2019





Catalyst Bicester

Transport Assessment

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Prepared by:

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Prepared for:

Albion Land

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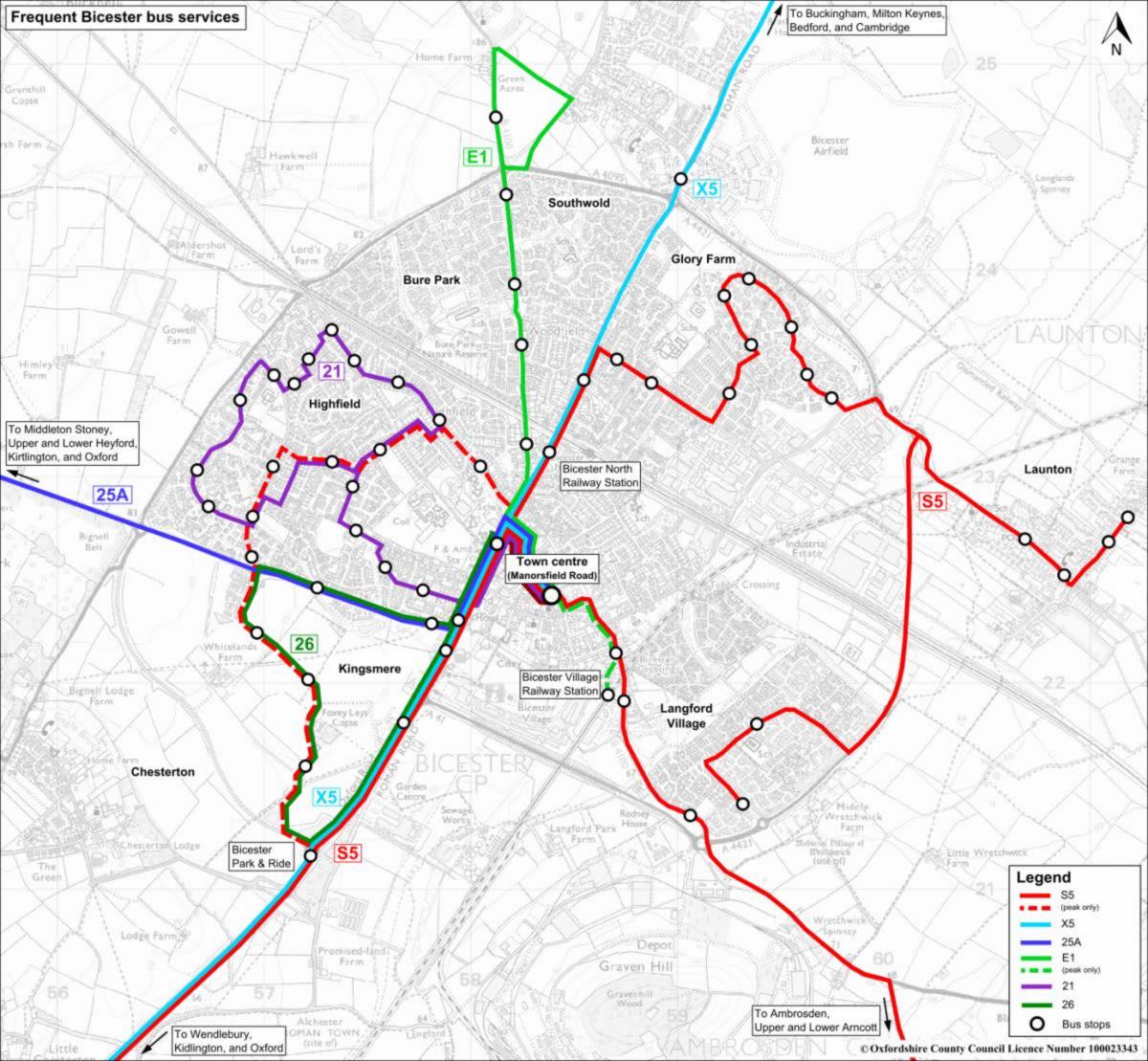
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Catalyst Bicester Transport Assessment



APPENDIX B

Public Transport Information



Catalyst Bicester Transport Assessment



APPENDIX C

Pre-application Advice from OCC

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

Location: Land at Promised Land Farm, Wendlebury Rd, Bicester OX25 2PA. **Proposal:** To discuss the access strategy and transport appraisal of the emerging development proposals for Land at Promised Land Farm, Bicester

Response date: 9th January 2019

Application no: 18/CH0010/Preapp Location: Land at Promised Land Farm, Wendlebury Rd, Bicester OX25 2PA.

Officer's Name: Jacqui Cox

Officer's Title: Infrastructure Locality Lead Cherwell & West

Date: 09 January 2019

Application no: 18/CH0010/Preapp

Location: Land at Promised Land Farm, Wendlebury Rd, Bicester OX25 2PA.

Transport Development Control

As you may be aware, Oxfordshire County Council is a consultee of the local planning authority and provides advice on the likely transport and highways impact of development where necessary.

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless, the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

At this stage in the process, I set out the main issues/information that will need to be considered with the proposal, and these are:

Legal agreement required to secure:

An agreement will be required under Section 106 of the Town and County Planning Act 1990 to:

- Mitigate the developments local highway impact under Section 278 of the Highways Act 1980 to enable completion of off-site highway improvements.
- Provide infrastructure and contributions in line with Bicester Policy 10
- Make payment towards a workplace travel plan monitoring fees of £1240

Informatives:

Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. For guidance and information on road adoptions etc. please email the County's Road Agreements Team at roadagreements@oxfordshire.gov.uk

Detailed Comments:

Comments below are in response to both the transport pre-application enquiry made directly to OCC and the CDC pre-application (Ref: 18/00287/PREAPP).

Policy

In the Cherwell Local Plan under Policy Bicester 10: Bicester Gateway it states:

"Infrastructure Needs...

Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks, including safeguarding land for future highway improvements to peripheral routes on this side of the town."

Under Key site-specific design and place shaping principles it states:

- "Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Bicester Village retail outlet and Bicester town centre.
- Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan. Good accessibility to public transport services should be provided for.
- Provision for safe pedestrian and cyclist access from the A41 including facilitating the provision and upgrading of footpaths and cycleways that link with existing networks to improve connectivity generally, to maximise walking and cycling links between this site and nearby development sites and the town centre.
- Accommodation of bus stops to link the development to the wider town.
- Maximisation of walking and cycling links to the adjoining mixed-use development at South West Bicester as well as the garden centre to the north.
- Contribution to the creation of a footpath network around Bicester.
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities."

In Oxfordshire County Council's Local Transport Plan 4, Policy BIC1 in the Bicester Area Strategy states:

"BIC1 – Improve access and connections between key employment and residential sites and the strategic transport system by:

- Continuing to work with Highways England to improve connectivity to the strategic highway. We will continue to work in partnership on the A34 and A43 strategies, as well as Junctions 9 and 10 of the M40 to relieve congestion
- Delivering effective peripheral routes around the town.

Southern peripheral corridor: provide a South East Perimeter Road to support the significant housing and employment growth in Bicester. In the longer term, link capacity issues along Boundary Way are assessed as being a major transport issue for the town. Land is safeguarded at Graven Hill for the section of road to the south of this site, joining the A41 at the Pioneer Road junction – this prevents development on the land that would be required, but does not remove the need for full assessment, justification and planning processes to be undertaken. This will need extending westwards to join the A41 north of M40 Junction 9. The preferred alignment for this extension has been approved as a connection from the Little Chesterton junction across to Graven Hill. The solution will also include a new link through the South East

Bicester development site from the A41 Pioneer Road junction up to Wretchwick Way, providing connectivity through the site, in particular for buses."

At present the western section of the proposed South East Perimeter Road is not fully funded and so contributions towards this are required for mitigating Bicester Gateway's proposals. Other future developments in the area would also be expected to contribute, as did Phase 1 (16/02586/OUT) of development at Bicester 10. The contribution amount will be determined following guidance in the Cherwell Developer Contributions SPD (February 2018)

In terms of provision for Public Transport, Policy BIC 2 states:

"BIC2 – We will work to reduce the proportion of journeys made by private car through implementing the Sustainable Transport Strategy by: Improving Bicester's bus services along key routes and providing improved public transport infrastructure considering requirements for and integrating strategic development sites.

Bus connectivity improvements may be required at anticipated pinch points within the town as future developments come forward. This will include connections between North West Bicester and the town centre and consider the need for bus lanes along the A41 to connect with the Park and Ride scheme."

Access and connectivity

Vehicular and principal pedestrian/cycle access is proposed to come off Wendlebury Road with a formation of a new 4-arm roundabout. The new roundabout would serve the Wendlebury Road (North and South arms), site access and the Vendee Drive roundabout link will form the east and west arms respectively.

The proposed Master Plan Site Layout illustrated by Drwg no. **18022-SK-002 Rev B**, which is indicative only shows footpaths alongside the development internal roads right up to the site access and frontage of the site along Wendlebury Road. Details of the infrastructure such as crossing points will be required at subsequent applications.

Although provision has been provided for those walking immediately out and into the site, the application needs to provide continuous pedestrian facilities/routes from the existing highway: directly towards the bus stops on the A41, and northwards along Wendlebury Road to its junction with the A41.

Wendlebury Road is a Sustrans cycle route (NCN51) and consideration will need to be given to how the development proposals would tie into the existing cycle and pedestrian infrastructure without compromising safety and operation of the NCN51, taking into account the increased volume of traffic. I suggest that the application considers a cycle infrastructure provision along the site frontage to mitigate for the increased traffic. A cycle and pedestrian link should also be provided directly into the proposed John Lloyd centre from Wendlebury Road, to minimise walking and cycling distance for users and staff, thereby encouraging sustainable travel.

For more information about the layout of developments, please see Oxfordshire County Council's Walking and Cycling Design Standards which can be accessed at: https://www.oxfordshire.gov.uk/cms/content/transport-development-control-tdc

Conveniently located and secure cycle parking, catering for both staff and customers, should be incorporated into the design: These should be in accordance with OCC cycle parking standards for the different class uses as shown below.

Table 2					Cycle P	arking S	tandards -	Minimun	Levels	
	Residential	Food Retail	Non Food Retail	A2 - Banks and Professional	B1 -Offices	B2 - General Industry	B8 Warehousing	D2 Assembly and Leisure	Cinema & Conference	Hotel and Guest Hse
Long stay/ employee/ resident	I bed - 1 space; 2+ beds - 2 Spaces ***	1 stand per 12 staff *	1 stand per 6 staff *	1 stand per 12 staff **	1 stand per 150 sqm	1 stand per 350 sqm	1 stand per 500 sqm	1 stand per 12 staff **	1 stand per 12 staff **	1 stand per 12 staff **
Visitor	1 stand per 2 units where more than 4	1 stand per	1 stand per	1 stand per	1 stand per	1 stand per	1 stand per 1000 sqm	1 stand per 20 sqm	1 stand per 20 sqm	1 stand per 10 beds
	units	200sqm	200sqm	100sqm	500 sqm	500 sqm				
Notes										
a) who	ere number of staff is									
		* 1 staff per ** 1 staff per								
***	rages should be desi	igned to allow s	snace for car	nlus storage o	f cycles in line	with the Dis	trict Council's de	sian auides wh	ere appropriat	<u>م</u>

Traffic Impact

The scale of the proposed development will require a full transport assessment and travel plan to accompany any outline or full application. The traffic impact on the local network should be assessed within a full Transport Assessment, considering travel by all modes. Guidance on what to include in this can be found in Oxfordshire County Council's guide "Transport for new Developments: Transport Assessments and Travel Plans," that can be found in the following link: https://www.oxfordshire.gov.uk/cms/content/travel-plans-statements-and-advice.

A Transport Assessment Scoping Note – Additional Information (TASN-AI) document has been submitted in support of this pre-application. The TASN-AI aims to provide a forecast of the developments traffic on the local highway network where assessment is undertaken to predict trip generation and distribution, including access strategy.

TASN-AI

Paragraph 3.1 of the TASN-AI estimates the development to cover 37,000 sqm of employment floor area. It is reasonable to assume that 25 percent of the floorspace would be office ancillary to the principle use. However, I have failed to understand how this section has derived the 34,500 sqm and 2,500 sqm of B1(c) and B1(a) respectively from the initial 37,000 sqm. Clarification on this is required.

Table 1 is a summary of trip rates obtained after TRICS interrogation and Table 2 is the corresponding vehicular trip generation based on 35,000 sqm floor space. I am nonetheless concerned by the absence of the TRICS output in the appendix where the tables referenced above have been derived.

Cross references to Tables 7 and 8 need to be checked as they have been applied incorrectly in Para 3.7 and 5.1 of the TASN-AI.

Also, the trip generation has not given an estimation of the modal split of trips to the development site. This needs to be done, taken from 2011 Census journey to work data for workers of MSOA (Cherwell 015). It is agreeable to use census data for trip distribution for the site and we would suggest that the same is applied to the David Lloyds development for consistency especially if the argument of linked trips, diverted and pass-by trips is upheld.

Para 5.3 refers to a survey undertaken on similar David Lloyds establishments for which we shall require supporting evidence to be submitted. More clarity is also sought for the basis of assumptions made in Para 5.4.

- I do not think that 10 per cent of people would rather drive from within Bicester 10 allocation to yet again park at David Lloyds rather than leave their vehicles parked at work and walk if it is nearby.
- Also, the assumption that 14% of trips would be diverted from Bicester 4 allocation needs justification – as these would be additional trips onto Vendee Drive roundabout
- Is this 25% of the 54% mentioned in para 5.3? This would need to correlate
 with the distribution in terms of the origin of trips to work at the site. If 25% of
 all trips this is really high, as I expect a large proportion of people would be
 coming from Bicester itself.

Para 8.4 suggests that the proposed roundabout that would form access onto Wendlebury Road has already been capacity tested which has confirmed that traffic can be accommodated at the roundabout. Modelling results are hence required for this roundabout.

Scoping note

The pre-application planning report by Quod describes the development as provision of circa 37,000sqm of employment (Use Classes B1/B2/B8) floorspace, comprising circa 16,000 sqm of Use Class B1 floorspace. This is at odds with the Transport Scoping note, which describes it as 34,500m² B1(c) with ancillary office and 2,500m² B1(a). It must be shown in the Transport Assessment that a robust worst case for traffic generation can be accommodated on the network.

Wendlebury Road is part of the local rural road network and so access along it for traffic generated should be carefully investigated. The model appears to be utilising the A41 junction with Wendlebury Road for access to the site from traffic from the north via the LILO junction, past Bicester Avenue. Wendlebury Road from the A41 does not appear suitable to accommodate likely trips generated by this scale of development due to its width and apparent construction. For this to be acceptable, an upgrade of Wendlebury Road will be required between the A41/Wendlebury junction and the proposed site access. The upgrade shall be required to make it suitable for the increased traffic and also provision for pedestrian and cycle access.

The A41 from which the site is accessed is heavily trafficked. This was recognised by Bicester Village in their application for Phase 4 of their development, where they have proposed major highway improvements at and between the Esso roundabout and Pingle Drive junctions, as well as the provision of a Bicester Park and Ride facility.

Vendee Drive junction with A41 is nearing, if not at capacity, and so will be a key junction to assess and provide appropriate mitigation for. A stage 3 safety audit has recently been carried out for the junction now that the P&R is operational. Indeed, there have been a number of accidents at the A41/Vendee Drive roundabout in the last 5 years, mainly minor and near misses. Northbound vehicles appear to occasionally fail to give way to vehicles on the roundabout circulatory. Bicester Gateway is likely to generate up to 3,500 jobs, putting further pressure on this junction. The proposals for this phase are to deliver up to circa 1,070 jobs, in addition to the employment opportunities generated by the health and fitness centre, and so it is unclear whether there will be any further phases in the future, which will need to be clarified.

At our meeting on 14th December, we sought that the TA should have 2031 as the assessment year, with modelling scenarios to include an interim year as 2026. This would make us understand the situation in 2026 because it could be that some level of mitigation shall be required prior to the 2031 assessment year.

For 2031, OCC has provided traffic flows and turning movements from the recently updated Bicester highway model excluding Bicester 10 phase 2. This scenario does not include the SEPR and Eastern Perimeter dualling. (Previous versions did have 2031 scenario with SEPR/EPR dualling in place but they are not up to date).

It is also thought that using traffic flows and turning movements from a 2031 scenario that <u>does</u> include the SEPR and Eastern perimeter dualling should also be explored. For both of these scenarios, a model run without Bicester 10 phase 2 would need to be run, to produce traffic flows and turning movements for you to add your own traffic onto.

Depending on the site layout and position of buildings, it is likely that some part of the development shall be beyond the recommended walking distance to bus stops from new developments. The development will have to consider provision of a bus stop so that it can be served by a new bus service (preferably as an extension/link with the proposed new bus service to serve Bicester Office Park. This would only be possible if a single bus layby can be created on the southern side of the link road between the Vendee Drive/A41 roundabout and the proposed roundabout from which access shall be taken.

Other comments based on the indicative layout are:

- Vehicle swept path analysis will be required to demonstrate that delivery vehicles can enter and exit each individual unit in forward gear.
- Sufficient car parking will need to be provided to ensure that there is no overspill parking onto the adjacent roads or inappropriate parking into the Park and Ride site.
- The size of the parking spaces should be 2.5m x 5m. There should be 6m between rows of parking. There is no indication of circulation direction for larger units there needs to be sufficient space for vehicles to pass one another.
- The proposals have not made any reference to the provision of cycle parking facilities. This must be included in subsequent applications in recognition of the potential for sustainable travel.

 The layout cannot be confirmed as acceptable until the drainage strategy is established, and therefore the size of any SUDS areas can be confirmed as acceptable. The site must not drain onto highway land.

Drainage

Oxfordshire County Council as the Lead Local Flood Authority (LLFA) would strongly object to the proposals if they were submitted as part of a full or outline application.

The majority of the site is shown to be in flood zone 3 and is also shown to be at risk of surface water flooding. A scheme to provide flood compensation is proposed which will need approval from the Environment Agency.

However the LLFA have significant concerns to the proposals as the compensation is being provided by significantly lowering the existing ground levels which are likely to be below existing groundwater levels.

Sustainable Drainage Systems (SuDS) are a requirement from the National Planning Policy Framework (NPPF) where proposed development is located in an area at risk of flooding; Development must only be considered in areas at risk of flooding if "it gives priority to the use of sustainable drainage systems" (NPPF Paragraph 103)

Therefore we will expect a surface water management strategy to be submitted to support the application which gives priority to an adequate sustainable drainage scheme in line with the CIRIA SuDS Manual C753.

To maximise the benefits of SuDS, C753 expects surface water management to be considered from the beginning of the development planning process and throughout – influencing site layout and design. The proposed drainage solution should not be limited by the proposed site layout and design.

Wherever possible, runoff should be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required. The proposed drainage should mimic the existing drainage regime of the site. Therefore we will expect existing drainage features on the site to be retained and they should be utilised and enhanced wherever possible.

The current proposals show existing ditches and an existing well established pond to be removed. The LLFA cannot support the removal of these features. The ditch that flows west to east through the site from the Wendlebury Road is likely to provide a drainage function for the highway drainage and potentially other offsite land. The existing drainage regime needs to be fully understood.

With the removal of the existing pond and ditches there will be a significant loss of existing biodiversity habitat which cannot be supported.

We will expect source control measures to be incorporated within the development wherever possible. The current proposals are proposing limited source control features and the attenuation is mainly being provided by a deep swale adjacent to the proposed flood plain. The proposed level is significantly below exiting flood levels and therefore will not be acceptable.

As well as addressing the above, the Surface Water Management Strategy will need to be developed in line with the Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire which can be found at the following link;

https://www.oxfordshirefloodtoolkit.com/wp-content/uploads/2018/12/LOCAL-STANDARDS-AND-GUIDANCE-FOR-SURFACE-WATER-DRAINAGE-ON-MAJOR-DEVELOPMENT-IN-OXFORDSHIRE.pdf

However, we cannot support the application until an adequate flood compensation scheme has been provided and approved by the Environment Agency, which demonstrates the development and proposed attenuation will be outside of the proposed flood plain and will not be compromised by the fluvial flood levels.

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 07 January 2019



OXFORDSHIRE COUNTY COUNCIL'S PRE APPLICATION ADVICE ON THE RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application No: 19/00069/PREAPP

Proposal: Follow UP Outline for Employment development (Use Classes B1/B2/B8) and

Leisure Club (use class D2)

Location: Land Adj to promised Land farm Wendlebury rd Chesterton

Response date: 17th April 2019

Purpose of document

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic response (if appropriate) and technical team response(s).

Where possible these comments contain:

- Advice on the feasibility of the location.
- Advice on what to include in a full application.
- Advice on the need for any pre-application surveying to be undertaken.

Disclaimer

Please note this advice represents the opinion of an Officer(s) of the Council only, which is given entirely without prejudice to the formal consideration of any planning application which may be submitted.

Application no: 19/00069/PREAPP

Location: Land Adj to promised Land farm Wendlebury rd Chesterton

Transport Development Control

As you may be aware, Oxfordshire County Council is a consultee of the local planning authority and provides advice on the likely transport and highways impact of development where necessary.

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

At this stage in the process, I set out the main issues/information that will need to be considered with the proposal, and these are:

Legal agreement required to secure:

An agreement will be required under Section 106 of the Town and County Planning Act 1990 to:

- Mitigate the developments local highway impact under Section 278 of the Highways Act 1980 to enable completion of off-site highway improvements.
- Provide infrastructure and contributions in line with Bicester Policy 10
- Make payment towards a workplace travel plan monitoring fees of £1240

An agreement under Section 278 of the Highways Act 1980 would be required to enable the applicant to complete off-site highway works relating to the above mitigation measures.

Should the applicant wish to offer the access road leading from its junction with the A41 Oxford Road into the proposed car park for adoption as public highway, an agreement will be required under Section 38 of the Highways Act 1980 to enable the Local Highway Authority to adopt the access road.

Conditions:

Suitable planning conditions would be attached to subsequent planning applications which relate to the following areas:

- Vehicular and pedestrian access
- Drainage
- Accesses, layout, turning area and vehicular parking
- Turning area for service vehicles
- Cycle parking
- Travel plan

Detailed comments:

Access and connectivity

The site is accessed off Wendlebury Road which in turn is accessed via a left turn only in and out junction from the A41 Oxford Road, a strategic distributor road connecting Bicester with the A34 and M40.

A new 4-arm roundabout was agreed as part of the Bicester Gateway Phase 1 development and will form the main site access for both vehicles and pedestrians. Development of the new roundabout would however be carried out by Phase 2 development. Being mindful that this roundabout shall play an important role in gaining access to Phase 2 (as part of the access arrangement), its detailed layout and design must be agreed to prior to considering the development layout at outline application.

The new roundabout would serve the Wendlebury Road (North and South arms), site access and the Vendee Drive roundabout link will form the east and west arms respectively.

Wendlebury Road is a Sustrans cycle route (NCN51) and consideration will need to be given to how the development proposals would tie into the existing cycle and pedestrian infrastructure without compromising safety and operation of the NCN51, taking into account the increased volume of traffic. Development shall be expected to consider provision of cycle infrastructure along the site frontage to mitigate increased traffic. A cycle and pedestrian link should also be provided directly into the proposed John Lloyd centre from Wendlebury Road, to minimise walking and cycling distance for users and staff, thereby encouraging sustainable travel.

Options 7 and 8 have seen an introduction of another access off Wendlebury Road, to the north of the site to serve only the David Lloyd centre. This access has not made provision for pedestrians and none has been suggested other than expecting pedestrians wishing to visit/work at the facility to walk across the car park. It is suggested that a direct and safe walking facility is created off Wendlebury Road, between the DDA parking spaces and the racquet courts west of the centre.

For more information about the walking and cycling facilities within developments, please see Oxfordshire County Council's Walking and Cycling Design Standards which can be accessed at: https://www.oxfordshire.gov.uk/cms/content/transport-development-control-tdc

In summary, the following are required to provide safe and suitable access to the development:

- Detail of the roundabout including Wendlebury Road realignment bust be agreed to prior to approving site layout.
- Upgrading of Wendlebury Road along the Bicester Avenue Garden centre frontage northwards. The carriageway narrows and there is no footway. The upgrading needs to include the following:
 - Carriageway strengthening and widening which currently is not suitable for the volume of traffic, even without HGV's.
 - Provision of continuous shared pedestrian /cycle infrastructure along Wendlebury Road as mitigation for the increased traffic impact on the national cycle routes.
- Public Transport Agreement to contribute towards provision of a bus service to serve
 the site which shall include provision of a bus stop along the southern side of Vendee
 Drive (between Wendlebury Road and Vendee Drive roundabout)
- Parking restrictions on Wendlebury Road signed S278 agreement prior to commencement, delivery prior to occupation of any part of the development.

A direct pedestrian link between the DL site and Wendlebury Road

Other comments based on the indicative layouts are:

- Vehicle swept path analysis will be required to demonstrate that delivery vehicles can enter and exit each individual unit in forward gear.
- Careful balance in parking provision will have to be shown, between ensuring that the
 development has sufficient car parking so as not to overspill onto adjacent roads and
 provision of the right amount so as discourage car usage. Guidance of our parking
 standards must be utilised for the respective land uses.
- The size of the parking spaces should be 2.5m x 5m. There should be 6m between rows of parking. There is no indication of circulation direction for larger units there needs to be sufficient space for vehicles to pass one another.
- The proposals have not made any reference to the provision of cycle parking facilities.
 This must be included in subsequent applications in recognition of the potential for sustainable travel.

Public Transport

Although the site access does not appear far from the nearest bus stop along the A41, it is thought that the lack of direct walking route would take parts of the site to distances beyond which are recommended. Demand for travel to/from work on-site can be expected to be almost entirely in the morning and peak hours.

It is thus thought that a need to extend a local bus service to/from this site during the major peak times is reasonable to which a contribution towards the service shall be sought. The additional service would directly benefit employees and visitors by providing direct bus services from parts of Bicester closer to the site. Contributions are therefore required to cover the estimated cost of extending a local bus service from at least one residential area (for example from the North West) to/from this site during the main journey to work times.

To make the service sufficiently attractive, a single bus stop is considered necessary to be positioned along the southern side of Vendee Drive (between the proposed new roundabout and Vendee Drive roundabout).

Transport Assessment

The scale of the proposed development will require a full transport assessment and travel plan to accompany any outline or full application. The traffic impact on the local network should be assessed within a full Transport Assessment, considering travel by all modes. Guidance on what to include in this can be found in Oxfordshire County Council's guide "Transport for new Developments: Transport Assessments and Travel Plans," that can be found in the following link: https://www.oxfordshire.gov.uk/cms/content/travel-plans-statements-and-advice.

For robustness, OCC's preference would have been that a single TA for the full site (Bic 10 allocation site including the additional land currently occupied by the poultry farm) is carried out to consider the traffic impacts of the entire site rather than assessing them separately. However, should application for development on the poultry farm site be presented separately and at a later date, then a Full Transport Assessment shall be required to accompany its application and will have to consider the Bic 10 site as committed development.

The proposed mix of B1 uses on site, with or without the class use D2 facility will give rise to a range of traffic generation scenarios based on the preferred option which shall be reviewed at outline/full application.

Should the application consider options that include the D2 facility, then the access to David Lloyds from Wendlebury Road shall require capacity assessment too.

Policy

The development falls within the policy area of Bicester Policy 10 within Cherwell District Council's Local Plan, which states, relative to this site:

"Infrastructure Needs...

Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks, including safeguarding land for future highway improvements to peripheral routes on this side of the town."

Under Key site-specific design and place shaping principles it states:

- "Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Bicester Village retail outlet and Bicester town centre.
- Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan. Good accessibility to public transport services should be provided for.
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- Maximisation of walking and cycling links to the adjoining mixed-use development at South West Bicester as well as the garden centre to the north.
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- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities."

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- Delivering effective peripheral routes around the town.

Southern peripheral corridor: provide a South East Perimeter Road to support the significant housing and employment growth in Bicester. In the longer term, link capacity issues along Boundary Way are assessed as being a major transport issue for the town. Land is safeguarded at Graven Hill for the section of road to the south of this site, joining the A41 at the Pioneer Road junction – this prevents development on the land that would be required, but does not remove the need for full assessment, justification and planning processes to be undertaken. This will need extending westwards to join the A41 north of M40 Junction 9. The preferred alignment for this extension has been approved as a connection from the Little Chesterton junction across to Graven Hill. The solution will also include a new link through the South East Bicester development site from the A41 Pioneer Road junction up to Wretchwick Way, providing connectivity through the site, in particular for buses."

At present the western section of the proposed South East Perimeter Road is not fully funded and so contributions towards this are required for mitigating Bicester Gateway's proposals. Other future developments in the area would also be expected to contribute, as did Phase 1 (16/02586/OUT) of development at Bicester 10. The contribution amount will be determined following guidance in the Cherwell Developer Contributions SPD (February 2018)

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Bus connectivity improvements may be required at anticipated pinch points within the town as future developments come forward. This will include connections between North West Bicester and the town centre and consider the need for bus lanes along the A41 to connect with the Park and Ride scheme."

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 4th April 2019

Application no: 19/00069/PREAPP

Location: Land Adj to promised Land farm Wendlebury rd Chesterton

Archaeology Schedule

Recommendation:

Comments

Comments:

The site is located in an area of considerable archaeological interest immediately north of the scheduled monument of Alcester Roman Town (SM18). The line of the Roman Road heading north out of the Roman Town towards Towcester (Margaery Road 160a, forms the western boundary of the proposed site. An area of Middle Iron Age through to Roman settlement was recorded 80m west of the site during roadworks for the A41 in the 1990s. Further evidence of Iron Age and Roman settlement was recorded immediately west of the proposed development site during an archaeological evaluation ahead of Phase 1 of this project. This area of settlement has been preserved in situ.

An archaeological evaluation was undertaken ahead of the construction of the Chicken Farm which recorded a series of Roman drainage ditches. These deposits were waterlogged and contained well preserved organic remains including rare preserved wooded artefacts. A series of earthworks identified across the site from aerial photographs and Environment Agency Lidar images follow the alignment of these Roman ditches and could therefore be of Roman date.

We previously gave archaeological advice for an earlier pre-application request for this site under the reference number 18/00287/Preapp where we recommended that an archaeological evaluation would be required ahead of the determination of any planning application. This archaeological evaluation has now been undertaken for the site which did record a number of archaeological deposits. This evaluation was however constrained by the ingress of ground water. The results of this evaluation have only just been submitted to us for our comments.

Once agreed the report should be incorporated into a desk based assessment which will need to examine the significance of these archaeological features identified on the site and in context of features recorded within its environs. The desk based assessment will also need to assess the impact of this development on the significance of these assets and on the setting of the scheduled monument.

Both of these reports will need to be submitted along with any planning application for the site in order that the significance of any impact on surviving heritage assets can be assessed as set out in the National Planning Policy Framework (2018).

Officer's Name: Richard Oram

Officer's Title: Planning Archaeologist

Date: 15 April 2019

Application no: 19/00069/PREAPP

Location: Land Adj to promised Land farm Wendlebury rd Chesterton

Minerals & Waste Planning Schedule

Recommendation:

No Objection but the following comments should be taken into account.

Comments:

This site is within 400m of Bicester Sewage Treatment Works (STW). This is a safeguarded waste management site in the adopted Oxfordshire Minerals and Waste Local Plan: Part 1 Core Strategy, 2017 (policy W11 and Appendix 2). This safeguarding should be taken into account in the preparation and determination of any planning application for the proposed development, to ensure that the operation of and any further waste management development at the existing sewage treatment works are not prejudiced by the proposed development. This is also in accordance with the NPPF, paragraph 182 regarding new development that could have a significant adverse effect on an existing business or community facility.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached: None

Officer's Name: Peter Day

Officer's Title: Principal Minerals & Waste Policy Officer

Date: 27 March 2019

Catalyst Bicester Transport Assessment



APPENDIX D

OCC Model Information – Uncertainty Log

		EMPLOYMENT						
					beds)	Cummula	ar (Units, sqm, tive. Red text istead of Sqm	
ID	Development Name	Description	Location	Dev Type	2021	2026	2031	Certainty
Emp101	NW Bicester	17/01090/OUT - Development of B1 B2 and B8 (Use Classes) employment buildings including landscaping; parking and service areas; balancing ponds and swales; and associated utilities and infrastructure. Construction of a new access off Middleton Stoney Road (B4030); 53,000 sq metres of flexible employment provisioncovering an area of 9.45ha. Part superseded by 17/01090/OUT (eastern part).	Bic 1 - OS Parcel 4200 Adjoining And North East Of A4095 And Adjoining And South West Of Howes Lane Bicester	B8/B1/B2	26 500	53,000	53,000	Near Certain
Emp102	Graven Hill	11/01494/OUT - facilities to include A1 A2 A3 A5 and D1 uses totalling up to 1358sqm up to 1000sqm gross A1 uses a pub/restaurant/hotel (class A4/A3/C1) up to 1000sqm. employment floorspace comprising up to B1(a) 2160sqm B1(b) 2400sqm B1(c) and B2 20520sqm and B8 uses up to 66960sqm. Erection of a 70400sqm fulfilment centre on 'C' s.	Bic 2 - Site C Ploughley Roa	A1/A2/A3/A4/A5/D1/C1/B1a/B	20,300		93,238	Near Certain
Emp103	Bicester Business Park	17/02534/OUT (Not determined) - The construction of a business park of up to 60,000 sq.m (GEA) of flexible Class B1(a) office / Class B1(b) research & development floorspace. High Growth scenario could be 103,250 in 2031 in line with the local plan employment trajectory.	Bic 4	B1	30,000	60,000	60,000	More Than Likely
Emp104	Bicester Gateway	16/02586/OUT - 14 972 sq m (Gross External Area) of B1 employment based buildings plus a hotel (up to 149 bedrooms). 63,000 would be a high growth scenario from 2026	Bic 10	B1 and hotel	14,972	14,972	14,972	Near Certain
Emp105	NE Bicester Business Park	15/01012/OUT - OUTLINE - Development of up to 48,308sqm of employment floorspace (Class B1c B2 B8 and ancillary B1a uses.	Bic 11	B1ac/B2/B8	48,308	48,308	48,308	Under Construction
Emp106	Wretchwick Green	16/01268/OUT - up to 18ha of employment land for B1 and/ or B8 uses, a local centre with retail and community use to include A1 and/ or A2 and/ or A3 and/ or A4 and/ or A5 and/ or D1 and/ or D2 and/ or B1 and/ or uses considered as sui generis. This could be viewed as a high growth scenario as is currently being adapted, but it is likely that something will come forward and so Local Plan employment trajectories have been used, less symetry park.	Bic 12	B1(c)/B8	-	38,646	77,292	More Than Likely
Emp107	SE Bicester	16/00861/HYBRID (not determined) -Full planning permission for 18,394 SQM (198,000 SQ FT) of logistics floor space within class B8 with ancillary class B1 (A) offices. Outline planning permission for up to 44,314 SQM (477,000 SQ FT) of logistics floor space within class B8 with ancillary class B1 (A) offices.	Bic 12: Symetry Park	B8 plus ancillary B1a	62,708	62,708	62,708	Near Certain
Emp108	Canalside		Ban 1	Town centre/commercial uses (not including B use classes)	-	-	-	Reasonably Foreseeable
Emp109	Land West of M40	10/01816/HYBRID - 24,005sq meters B2 (Industrial) and/or B8 (warehouse/distribution) uses. Could assume a high growth scenario of 122500 in 2031 in line with Local Plan trajectory. 24k sqm completed prior to June 2016 65k LP allocation	Ban 6	B1/B2/B8		32,736	65,472	Reasonably Foreseeable
Emp110	Land East of M40		Ban 15	B1/B2/B8	22750			Reasonably Foreseeable
Emp111	Former SAPA Site	Completed pre June 2016		B1, B2 and B8	0	0	0	Reasonably Foreseeable
Emp113	Kingsmere	Superceded by Kingsmere retail	Bic 3	B1				Near Certain
Emp114	Bicester Village Phase 4	15/00082/F - 5,181 sqm (GIA) retail floorspace and 118sqm ancillary toilet floorspace	Bicester Village	A1	5181	5181	5181	Near Certain
Emp115	Bicester Gateway (Kingsmere Retail)	16/02505/OUT A1 - 7832sqm, A3 - 443sqm, D2 - 967sqm			9242	9242	9242	Near Certain
Emp116	McDonalds Drive-thru	17/00889/F Two storey drive-thru restaurant (class A3/A5) - 548sqm		A1/A5	548	548	548	Near Certain
Emp117	Heyford Park Consented	2016 = 1,509 2021 onwards = 1,700			191	191	191	Near Certain

		INFRASTRUCTURE					1
		INTROCTORE					
					•	y Year (Units, s) Cummulative	
ID	Name	Description	Day Type	2021	2020	2021	Containtu
טו	Name	Description Closure time was a total of 16 minutes during the 2016	Dev Type	2021	2026	2031	Certainty
Inf101	London Road level crossing	base surveys. Do Minimum to assume total closure every hour for 31 minutes from 2026.	Infrastructure	No	Voc	Yes	Near Certain
Inf101	NW Bicester Interim Scheme	Need to confirm this with OCC	Infrastructure	No No	Yes N/A	N/A	Hypothetical
Inf103	NW Bicester Infrastructure	See MasterPlan	Infrastructure	Partial	Partial	Yes	More Than Likely
Inf104	SE Bic Wretchwick Green	Associated Infrastructure	Infrastructure	Partial	Partial	Partial	More Than Likely
Inf105	SE Bic Additional Area	Access Arrangements	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf106	Proposed new Garden Town motorway junction	(location to be determined)	Infrastructure	No	No	No	Hypothetical
		Potential bus priority improvements on A41 from Jn 9 to	Infrastructure	No	No	No	Hypothetical
Inf107	A41 infrastructure improvements and bus priority	Boundary Way.					
Inf108	Vendee Drive improvements	To be determined	Infrastructure	No	No	No	Hypothetical
Inf109	Western peripheral corridor:	realigning the A4095 Howes Lane, including a new tunnel under the railway	Infrastructure	Yes	Yes	Yes	Near Certain
Inf110	Western peripheral corridor:	improvements to Lord's Lane / B4100 roundabout	Infrastructure	No	Yes	Yes	More Than Likely
		replace level crossing with road bridge as part of EWR		110	Tes	1.03	
Inf111	Eastern peripheral corridor:	Phase 2 (Charbridge Lane)	Infrastructure	No	Yes	Yes	Near Certain
		,	Infrastructure				Hypothetical
Inf112	Eastern peripheral corridor:	roundabout upgrade the A4421 Skimmingdish Lane to dual facility	-	No	No	No	
Inf113	Eastern peripheral corridor:	plus junction improvements (to A4421/Bicester Rd roundabout)	Infrastructure	No	No	No	Hypothetical
		a link through the SE development site to aid	Infrastructure				More Than Likely
Inf114	Eastern peripheral corridor:	connectivity and provide capacity		No	Yes	Yes	,
Inf115	Pioneer Road roundabout improvements	a constant and the conditions	Infrastructure	No	Yes	Yes	More Than Likely
Inf116 Inf117	Southern peripheral corridor: London Road level crossing solution	a new south east link road - route options	Infrastructure Infrastructure	No No	No No	No No	Hypothetical Hypothetical
Inf118	Oxford Rd/ Pingle Drive - upgraded signalised access	Bicester Village?	Infrastructure	Yes	Yes	Yes	Completed
Inf119	A41/ Neunkirchen Way Roundabout (Rodney House)	breezer vinage.	Infrastructure	Yes	Yes	Yes	Near Certain
	A41 Oxford Rd/ Boundary Way roundabout improvement						
Inf120	scheme	Bicester Village?	Infrastructure	Yes	Yes	Yes	Completed
Inf121	Upper Heyford improvements. Split into more detail below		Infrastructure				
Inf122	Bus Route S5/X5	Inter Urban 8ph (2 pk via Kingsmere) need to change IP	Infrastructure	Yes	Yes	Yes	Near Certain
Inf123	Bus Route 25A (Now renamed 250)	This is as per 2016	Infrastructure	1ph	1ph	1ph	
Inf124	Bus Route E1	NW Bicester NE	Infrastructure	2ph	No	No	More Than Likely
Inf125	Bus Route E2	NW Bicester SE	Infrastructure	2ph	2ph	6ph	More Than Likely
Inf126 Inf127	Bus Route E3 Bus Route 21	NW Bicester NE	Infrastructure Infrastructure	No	4ph Yes	6ph Yes	More Than Likely
Inf128	Bus Route SEB	Highfield 2ph SE Bicester 2ph	Infrastructure	Yes Yes	Yes	Yes	Near Certain More Than Likely
Inf129	Bus Route GH	Graven Hill 2ph	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf130	Bus Route 26	Kingsmere 2ph	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf131	Reading – Bedford with a headway of 60 minutes all day;	East West Rail comprises four new services:	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf132	Reading – Milton Keynes with a headway of 60 minutes all day;	East West Rail comprises four new services:	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf133	Bletchley – Milton Keynes with a headway of 60 minutes all day;	East West Rail comprises four new services:	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf134	Milton Keynes – Marylebone with a headway of 60 minutes all day.	East West Rail comprises four new services:	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf135	Evergreen3 from Chiltern Railway	consists in the creation of a new service between Oxford and London Marylebone, with a headway of 30 minutes all day.	Infrastructure	N/A	N/A	N/A	Completed
Inf136	Kingsmere Retail Mitigation Scheme	16/02505/OUT	Infrastructure	Yes	Yes	Yes	Near Certain
Inf137	Bicester 10 transport mitigation	16/02586/OUT	Infrastructure	Yes	Yes	Yes	Near Certain
Inf138	Bicester 11 Transport Mitigation	15/01012/OUT	Infrastructure	Yes	Yes	Yes	Near Certain
Inf139	Skimmingdish Lane housing site mitigation	14/00697/F	Infrastructure	Yes	Yes	Yes	Near Certain
Inf140 Inf141	Shipton Junction A4095/A4260 Heyford Park 2016 Infrastructure	Quarry site access requirements This is what is on the ground at 2016	Infrastructure	No	No	Yes	Near Certain
	Heyford Park Existing Permission Infrastructure	This is the access roads required to allow connection to the highway network only e.g. access junctions on Camp	Infrastructure Infrastructure				Near Certain
Inf142	Heyford Park Existing Permission Mitigation	Road. Includes S278 mititgation schemes that are not access (i.e. narrowing on Camp Road) and consented scheme at Middleton Stoney and Camp Road/Chilgrove Drive	Infrastructure	Yes	Yes	Yes	Near Certain
Inf143		1		Yes	Yes	Yes	1

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		RESIDENTIAL					_			
						:	100sqı	y Year m, bed nulativ	-	
ID	Development Name	Description	Note	Dev Type	Total Dev Units/ Area	2021	2026	2031		Certainty
Res101	Bicester Community Hospital	Application (12/00809/F) for demolition of existing community hospital and redevelopment of site to provide a new community hospital and 14 residential units was approved on 27 September 2012.	OX26 6DU	C3Dwellings		14	14	14		Near Certain
Res102	Highways Depot	Completed prior to June 2016		C3Dwellings		0	0	0		Completed
Res103	Bicester 13 (Gavray Drive)	A strategic allocation in the adopted Local Plan 2011-2031 for 300 dwellings (Bicester 13). HELAA273. Application (15/00837/OUT) for 180 dwellings was received on 11/5/2015 and is at appeal.	300 dwellings should be applied in a 2031 high growth scenario	C3Dwellings		180	180	180		More Than Likely
Res104	Bicester 2 (Graven Hill)	See 2017 AMR for planning information	2100 in 2031 high growth scenario	C3Dwellings		571	1571	1900		More Than Likely
Res105	Kingsmere	See 2017 AMR for planning information	950 taken from 2016 AMR	C3Dwellings		950	950	950		Near Certain
	Land at Skimmingdish Lane	Application (14/00697/F) for 46 dwellings was approved on 9 December 2015.		C3Dwellings		46	46			Near Certain
	Land south of Church Lane (Old Place Yard and St Edburgs)	Non-Statutory allocation for 15 dwellings. Development principles approved in June 2007. Permission for 11 units (16/00043/F) on either side of the former Bicester Library and is currently under construction. The former Library site is site HELAA080. Total units expected on site is 16.	OX26 6AU. 16 should be applied to 2031 high growth scenario.	C3Dwellings		11	11	11		Near Certain
Res108	Land south of Talisman Road	Outline application 09/01592/OUT for 140 dwellings granted on appeal (APP/C3105/A/11/2147212) on 18 August 2011. Reserved Matters application for 125 dwellings (13/01226/REM) was approved on 13 February 2014.	The site was completed in March 2018	C3Dwellings		125	125	125		Near Certain
Res109	NWB Eco-town Exemplar	See 2017 AMR for planning information		C3Dwellings		213	303	303		Near Certain
Res110	NWB Phase 2	See 2017 AMR for planning information		C3Dwellings		405	1505	2605		More Than Likely
Res111	SE Bicester (12) (Wretchwick Green)	A strategic allocation in the adopted Local Plan 2011-2031 for 1500 dwellings (Bicester 12). HELAA261. Please see 2017 AMR for planning information. A revised outline planning application is expected soon.	Could be seen as a high growth scenario as no houses have permission.	C3Dwellings		175	1175	1500		More Than Likely
Res112	South West Bicester Phase 2 (Bicester 3)	A strategic allocation in the adopted Local Plan 2011-2031 for 726 dwellings (Bicester 3). Resolution (7 August 2014) to approve 709 homes (13/00847/OUT) subject to legal agreement.		C3Dwellings		190	709	709		Near Certain
Res113	St Edburg's School, Cemetery Road	Development principles approved in October 2008. A planning application for residential development was submitted in 2009 (09/00082/OUT) but withdrawn to enable land ownership issues to be resolved. HELAA262.	OX26 6BB	C3Dwellings		10	10	10		More Than Likely
Res114	Winners Bargain Centres, Victoria Road	Application (15/00412/F) for redevelopment to form 42 sheltered apartments for the elderly, communal facilities, access, carparking and landscaping was approved on 15 June 2015.	OX26 6QD. Completed in September 2016	C3Dwellings		42	42	42		More Than Likely
Res115	Windfall allowance	Windfall allowance at Bicester is 10 units for the start of the trajectory and then reduced to 5 towards the end Please note this allowance cannot be included in the model due to lack of location details.		C3Dwellings		134	17 <i>4</i>	199		
	Bessemere Close/Launton Rd	Non-statutory allocation for 70 dwellings. See 2017 AMR for details	1	C3Dwellings		70	70			More Than Likely
	Cattlemarket	Non-statutory allocation for 40 dwellings. HELAA264. See 2017 AMR for details		C3Dwellings		0	40			More Than Likely
	Upper Heyford Consented	574 dwellings by 2016. Additional 665 by 2031 (1239 total) Based on PBA drawings See Figures 1 and 2	Permitted development	C3Dwellings		665		665		Near Certain

		RETAIL							
	This tab is for shopping tri	ps. Jobs are covered under employment				•	by Yea	ar (Units, lative	
ID	Development Name	Description	Location	Dev Type	2021	2026	2031		Certainty
Ret1	Bicester Village Phase 4	15/00082/F - 5,181 sqm (GIA) retail floorspace and 118sqm ancillary toilet floorspace		A1	5181	5181	5181		Near Certain
Ret2	Bicester Gateway (Kingsmere Retail)	16/02505/OUT A1 - 7832sqm, A3 - 443sqm, D2 - 967sqm	Bic 3		9242	9242	9242		Near Certain
Ret3	McDonalds Drive-thru	17/00889/F Two storey drive-thru restaurant (class A3/A5) - 548sqm		A1/A5	548	548	548		Near Certain

		SCHOOLS						
				1	-	/ Year (Ur) Cummul		
ID	Development Name	Notes	Dev Type	2021	2026	2031	Certainty	
	Bicester – SW (Kingsmere)	· ·	600-place				Near Certair	n
ch101			secondary	600	600	600		
Sch102	Bicester – SW (Kingsmere)	Possibly +420 places, most likely after 2021 but by 2026	Primary – prob 2fe	0	420	420	More Than I	Likely
ch103	Bicester – S (Graven Hill)	Possibly +210 places by 2021 and another +420 places by 2026	Primary – 2-3fe	210	_		Near Certain	<u> </u>
Sch104	Bicester – NW (Ecotown)	+210 places in 2017; probably another +210 places by 2021; by 2026 say another +420 places; another +420 places possible by 2031 or might be later.	3-4 primaries	420	840	1260	More Than L	Likely
sch105	Bicester – NW (Ecotown)	Assume +600 by 2026; possibly another +600 by 2031	Secondary – size tbc	0	600		More Than I	Likely
ch106	Bicester – SE	Possibly +420 places, most likely after 2021 but by 2026	Primary – 2fe?	0	420	420	More Than L	Likely
Sch107	Longfield	Longfield increase this year from 1.5fe to 2fe	Primary	58	79	101	Completed	
Sch108	Launton	Launton is looking at going up from 175 to 210 places from 2017, subject to consultation	Primary	35	35	35	Hypothetica	ıl
ch109	St Edburgs	St Edburg's is now 2fe in its new location, with actual pupil numbers still to rise.	Primary	169	348	528	Completed	
ch110	Upper Heyford committed	These are additional places as part of the existing permission	Primary			280	Near Certair	1
sch111	Upper Heyford committed	These are additional places as part of the existing permission	Secondary – size tbc			180	Near Certair	1

Catalyst Bicester Transport Assessment



APPENDIX E

OCC Model Information – Future Year Forecasts

2026 Turning Movements

												AM Peak							PM Peak		
	In Ref	Description			A node	B node	C node	Concatenate	S Car		7 HGV (PCU)	1.79665 HGV (Veh)	8 Bus (Veh)	Total Veh	Total PCUs	5 Car	6 LGV	7 HGV (PCU)	1.77857 HGV (Veh)	8 Bus (Veh)	Total Total PCUs
			ARM A: A4421 (North) ARM A: A4421 (North)	ARM B: Skimmingdish Ln (East) ARM C: Buckingham Rd (South)	96082 96082	30015 30015	96079 30303	96082 30015 96079 96082 30015 30303	446 316	54 40	0 54 24	30 13	0 0 2	372	555 385	248 260	17	0 8 5	0 5 3	0 0 2	1 270 27 318 32
Part			ARM B: Skimmingdish Ln (East) ARM B: Skimmingdish Ln (East)	ARM A: A4421 (North) ARM B: Skimmingdish Ln (East)	96079 96079	30015 30015	96082 96079	96079 30015 96082 96079 30015 96079	195 0		91 16 0		0 0	243 0	399 250 0	514 0	22 38 0	2 14 0	1 8 0	0 0 0	271 27 559 56 0
Part	1	Buckingham Road / A4095	ARM B: Skimmingdish Ln (East) ARM C: Buckingham Rd (South)	ARM D: A4095 (West) ARM A: A4421 (North)	96079 30303	30015 30015	30016	96079 30015 30016 30303 30015 96082	466	67		27	0 0 2	561	15 582 243	793 306	77	0 10 13	0 5 7	0 0 2	76 7 876 88 363 37
			ARM C: Buckingham Rd (South) ARM C: Buckingham Rd (South)	ARM C: Buckingham Rd (South) ARM D: A4095 (West)	30303 30303	30015 30015	30016	30303 30015 30303 30303 30015 30016	99	0	0	0	0 0	79 0 99	79 0 99	0 30	0 0	0 0 3	0 0 2	0 0 0	43 4 0 31 3
			ARM D: A4095 (West) ARM D: A4095 (West)	ARM B: Skimmingdish Ln (East) ARM C: Buckingham Rd (South)	30016 30016	30015 30015	96079 30303	30016 30015 96079 30016 30015 30303	699		10 45 7	5 25 4	0	829	192 849 48	538 69		15 26 0	9 14 0	0	321 32 613 62 69 6
			ARM A: Skimmingdish Ln (North) ARM A: Skimmingdish Ln (North)	ARM A: Skimmingdish Ln (North) ARM B: Care Home Access Road	30058 30058	30055 30055	30058 96083	30058 30055 30058 30058 30055 96083	2	10	0	0	0	0 12	0 12	0	0 0 4	0	0	0	0 0
			ARM A: Skimmingdish Ln (North) ARM B: Care Home Access Road	ARM D: Launton Rd (West) ARM A: Skimmingdish Ln (North)	30058 96083	30055 30055	30315 30058	30058 30055 30315 96083 30055 30058	359		45	25	0		451 6	222	28 2	20 0	8 11 0	0	756 76 261 27 3
	2	A4421 Skimmingdish Lane / Launton Road roundabout	ARM B: Care Home Access Road ARM B: Care Home Access Road	ARM C: A4421 (South) ARM D: Launton Rd (West)	96083 96083	30055 30055	30170 30315	96083 30055 30170 96083 30055 30315	3	6 0	0 0	0 0	0	7 3 693	7 3 704	1 9	9 5	0 0 14	0 0 8	0	10 1 14 1 935 94
			ARM C: A4421 (South) ARM C: A4421 (South)	ARM B: Care Home Access Road ARM C: A4421 (South)	30170 30170	30055 30055	96083 30170	30170 30055 96083 30170 30055 30170	12 0	4 0	0 0 15	0	0	0	16 0 557	0	0	0	0	0 0 8	1 0 481 48
			ARM D: Launton Rd (West)	ARM B: Care Home Access Road	30315	30055	96083	30315 30055 96083	7	11				18	249 18 406	4		10 0 8	5 0 4	0 0 8	542 54 4 519 53
1			ARM D: Launton Rd (West) ARM A: A4421 (North)	ARM D: Launton Rd (West) ARM A: A4421 (North)	30315 30055	30055 30170	30315 30055	30315 30055 30315 30055 30170 30055	0	0 0	0 0 12	0 0 7		0	0 0 303	0	0	0 0 8	0	0 0 1	0 0 386 39
	3	A4421 Charbridge Lane / Bicester Road roundahout	ARM B: Bicester Rd (East)	ARM A: A4421 (North)	30101	30170	30055	30101 30170 30055	262 0	99 64 0	42 16 0	9	7 1 0		1028 344 0		47 53 0	14 0 0	0	7 1 0	899 91 300 30 0
		NOSO FOUNDADOUS	ARM C: Charbridge Ln (South) ARM C: Charbridge Ln (South)	ARM A: A4421 (North) ARM B: Bicester Rd (East)	30281 30281	30170 30170	30055 30101	30281 30170 30055 30281 30170 30101	822 42	72 9	2 25 0	14	7	915	93 933 51	1041 84	5 61 6	0 13 2	7 1	7 0	60 6 1116 112 92 9
Part			ARM A: Charbridge Ln (North) ARM A: Charbridge Ln (North)	ARM B: Wretchwick Avenue ARM C: Wretchwick Way (South)	30282 30282	30065 30065	50002 50018	30282 30065 50002 30282 30065 50018	538 319	21	0 0 15	8	3	351	612 361	421 416	0 27 25	0 0 14	0 0 8	0 4 3	0 452 45 451 46
Part			ARM B: Wretchwick Avenue ARM B: Wretchwick Avenue	ARM A: Charbridge Ln (North) ARM C: Wretchwick Way (South)	50002 50002	30065 30065	30282 50018	50002 30065 30282 50002 30065 50018	323	42	0	0	4	369	54 373 40	559 26	0 38 0	0	0	0 4 0	88 8 600 60 26 2
	4		ARM C: Wretchwick Wv (South) ARM C: Wretchwick Wy (South)	ARM A: Charbridge Ln (North) ARM B: Wretchwick Avenue	50018 50018	30065 30065	30282 50002	50018 30065 30282 50018 30065 50002	7 536 84	0 39 0	0 25 0	0 14 0	0 3 0	7 592 84	7 606 84	442 99	0 30 0	0 15 0	0 8 0	0 3 0	21 2 482 49 99 9
Part			ARM D: Gavray Dr (West) ARM D: Gavray Dr (West)	ARM A: Charbridge Ln (North) ARM B: Wretchwick Avenue	30066 30066	30065 30065	30282 50002	30066 30065 30282 30066 30065 50002	18	0	0	0	0 0	18	7 78 18	62 10		0	0	0 0	27 2 62 6 29 2
Part			Arm A: Wretchwick Way (North) Arm A: Wretchwick Way (North)	Arm B: Wretchwick Way (South) Arm C: Peregrine Way (West)	50018 50018	30270 30270	50067 50066	50018 30270 50067 50018 30270 50066	271 109	21 0	15	8	2	303 110	312 111	333 128	5	0 14 0	0 8 0	2	19 1 347 35 149 15
	5		Arm B: Wretchwick Way (South) Arm C: Peregrine Way (West)	Arm C: Peregrine Way (West) Arm A: Wretchwick Way (North)	50067 50066	30270 30270	50066 50018	50067 30270 50066 50066 30270 50018	18 122		0	0	1	38 123	38 124	110 69	30 8 0	0 0	0	0	540 54 119 11 70 7
1			Arm A: Wretchwick Way (North) Arm A: Wretchwick Way (North)	Arm A: Wretchwick Way (North) Arm B: Neunkirchen Way (South)	50067 50067	30255 30255	50067 22276	50067 30255 50067 50067 30255 22276	0 298	0 10	0 0 15	0	0 2	0	42 0 327	1 311	0 11	0 0 14	0 0 8 0	0 0 2	35 3 1 331 33 49 4
1	6	A4421 Neunkinchen Way / Peregrine Way roundabout	Arm B: Neunkirchen Way (South) Arm B: Neunkirchen Way (South)	Arm A: Wretchwick Way (North) Arm B: Neunkirchen Way (South)	22276 22276	30255 30255	50067 22276	22276 30255 50067 22276 30255 22276	347 0	29 0	0	0	0	0	405 0	538	0	15	8	2	568 57 0
Part			Arm C: Peregrine Way (West) Arm C: Peregrine Way (West)	Arm A: Wretchwick Way (North) Arm B: Neunkirchen Way (South)	96139 96139	30255 30255	50067 22276	96139 30255 50067 96139 30255 22276	175	30	0	0	0	205	205	71	18	0	0	0	316 31 89 8 160 16
Part			ARM A: London Rd (North) ARM A: London Rd (North)	ARM A: London Rd (North) ARM B: A4421 (East)	96139	30255	96139	96139 30255 96139	30	0	0	0	0	30	0	159	2	0 8	0 4	0	0 165 16
Part			ARM A: London Rd (North) ARM A: London Rd (North)	ARM D: Gravenhill Rd (West) ARM E: A41 (North)	÷	÷	÷		33 87	0	0 7	0		33 103	33	125 45 136	19 0 3	1 0 12	1 0 7		145 14 45 4 146 15
Marchand			ARM B: A4421 (East) ARM B: A4421 (East) ARM B: A4421 (East)	ARM A: London Rd (North) ARM B: A4421 (East) ARM C: A41 (South)		÷	÷		36 0 100	0 0 3	0 0 15	0 0 8		36 0 111		17 0 38	0 0	0 0 14	0 0 8		17 1 0 45 5
1		A4421 Seelscheid Way / A41 /	ARM B: A4421 (East) ARM C: A41 (South)	ARM E: A41 (North) ARM A: London Rd (North)	÷	:	÷		326 99	22	2	1	2	355 121	355	285 165		0	0	2	121 12 309 30 186 18
1898	7	London Road / Graven Hill Road north "Rodney House"	ARM C: A41 (South) ARM C: A41 (South)	ARM C: A41 (South) ARM D: Gravenhill Rd (West)	÷	:	÷		0	0 0	0	0		39 0 0	50 0	0 0		0	0		116 11 0 0
1964 1965			ARM D: Gravenhill Rd (West) ARM D: Gravenhill Rd (West)	ARM A: London Rd (North) ARM B: A4421 (East)		÷			33 128	0 0	0	0	2	33 130	767 33 132	29 116	0 4	31 0 0	17 0 0	2	685 69 29 2 122 12
1			ARM D: Gravenhill Rd (West) ARM D: Gravenhill Rd (West)	ARM D: Gravenhill Rd (West) ARM E: A41 (North)	÷	:	-		0 186	0 0	0 35	20		0 206	0 0 222	0 0 120	0	0 0 34	0 0 19		0 0 139 15
1. 1. 1. 1. 1. 1. 1. 1.			ARM E: A41 (North) ARM E: A41 (North)	ARM B: A4421 (East) ARM C: A41 (South)		÷	÷		285 529	30 92	0 71	40		315 661	693	446 681	31 46	6 2 46	3 1 25		130 13 478 47 753 77
1	_		ARM E: A41 (North) ARM E: A41 (North) Arm A: A41 (North)	ARM D: Gravenhill Rd (West) ARM E: A41 (North) Arm A: A41 (North)					0 0	0	0	0	0	0 0	159 0	0 0	0	19 0 0	0 0	0	196 20 0 0
Marchan Marc			Arm A: A41 (North) Arm A: A41 (North) Arm A: A41 (North)	Arm B: Wretchwick Avenue Arm C: A41 (East) Arm D: Pioneer Road (South)	50068 50068	93001 93001 93001	50069 50070 50071	50068 93001 50069 50068 93001 50070 50068 93001 50071	54 585 64	0	0	0	0	756 64	54 794 64	46 749 47	0	0 59 0	0 33 0	0	46 4 846 87 47 4
1		Man / Magazahara	Arm B: Wretchwick Avenue Arm B: Wretchwick Avenue Arm B: Wretchwick Avenue	Arm A: A41 (North) Arm B: Wretchwick Avenue Arm C: A41 (East)	50069 50069	93001 93001 93001	50068 50069 50070	50069 93001 50068 50069 93001 50069 50069 93001 50070	90 0 386		0 0	0 0	0 0	90 0 444	90 0 444	104 0 306	0 0 45	0	0	0 0	104 10 0 351 35
Part	7a		Arm B: Wretchwick Avenue Arm C: A41 (East) Arm C: A41 (East)	Arm A: A41 (North) Arm B: Wretchwick Avenue	50070 50070	93001 93001 93001	50071 50068 50069	50070 93001 50068 50070 93001 50069	86 650 254	9 57 42	0		0	95 770 296		54 661 428		0 37 0	0 20 0	0 0	54 5 789 80 466 46
14 16 16 16 16 16 16 16			Arm C: A41 (East) Arm D: Pioneer Road (South)	Arm D: Pioneer Road (South) Arm A: A41 (North)	50070 50071	93001 93001	50071 50068	50070 93001 50071 50071 93001 50068	166 29	13	0	0	0	179 29	179 29	117 94	0	0	0	0 0	0 117 11 94 9
Part			Arm D: Pioneer Road (South) Arm D: Pioneer Road (South)	Arm C: A41 (East) Arm D: Pioneer Road (South)	50071	93001	50070	50071 93001 50070	100	0	0	0	0	100	37 100 0	143 0	4	0	0	0 0 0	72 7 147 14 0
Part			ARM A: Oxford Rd (North) ARM A: Oxford Rd (North)	ARM B: A41 (East) ARM C: A41 (South)	÷	÷	-		397	47 77	0	0	12	445		538 767		8 8	0 4 5	12	49 4 562 56 855 87
Part			ARM A: Oxford Rd (North) ARM B: A41 (East) ARM B: A41 (East)	ARM D: Unlabelled Rd (West) ARM A: Oxford Rd (North) ARM B: A41 (East)		-	-		27 322 0	11 19 0	0 8 0	0 5 0			38 350 0	62 371 0		0	0		62 6 409 40 0
14 16 16 16 16 16 16 16	8		ARM B: A41 (East)	ARM D: Unlabelled Rd (West)		÷			33	0	0	0	10	33		49	3	80 0 23	0 13	10	840 87 52 5 989 100
1. 1. 1. 1. 1. 1. 1. 1.			ARM C: A41 (South) ARM C: A41 (South) ARM C: A41 (South)	ARM C: A41 (South) ARM D: Unlabelled Rd (West)	- :	-	-		0	90	0	0		788 0	843 0 68	0 56	0	64 0 8	36 0 4		958 98 0 71 7
14 15 15 15 15 15 15 15			ARM D: Unlabelled Rd (West)	ARM B: A41 (East) ARM C: A41 (South)		÷			37		27	0		43		38 44		0 0 7	0 0 4 0		80 8 38 3 59 6
Part			ARM D: Unlabelled Rd (West) ARM A: Oxford Rd (North) ARM A: Oxford Rd (North)	ARM D: Unlabelled Rd (West) ARM A: Oxford Rd (North) ARM B: Pingle Dr (East)	30469	30471	30467	30469 30471 30467	140	21	14	8	0	0 169		120	3	0	0	0	1 0 123 12
Part	9		ARM B: Pingle Dr (East) ARM B: Pingle Dr (East)	ARM A: Oxford Rd (North) ARM B: Pingle Dr (East)	30467	30472 30466	30466	30467 30472 30466 30472 30466 30471	60	2	0	0	0	62	1234 62 0	95	4	12	7	0	99 10 0
March Marc			ARM C: Oxford Rd (South) ARM C: Oxford Rd (South)	ARM A: Oxford Rd (North) ARM B: Pingle Dr (East)	30468 30468	30466 30466	30469 30471	30468 30466 30469 30468 30466 30471	851		40	22	10	974		1196	126	3 17 5	2 10 3	0 10 0	416 41 1342 136 186 18
Part			Kings End	Kings End	30460 30460	30030 30030	30472 30460 30469	30460_30030_30460 30460_30030_30469			0			0	0 0 819	0 641		0	0	0	0 0 717 73
Part	10	Oxford Road/ Kings End/Middleton	Kings End Oxford Road S	Middleton Stoney Road Kings End	30469	30030	30460	30469_30030_30460			27		10		5 768	855		5 17 0	3 10 0	1 10 0	133 13 971 98
14 15 15 15 15 15 15 15		Stoney Road	Oxford Road S Middleton Stoney Road	Middleton Stoney Road Kings End	30469 30165	30030 30030	30165 30460	30469_30030_30165 30165_30030_30460	257 301	25 14	12 15	7 8	0 3	289 326	336	437 181	33 0	0 8	0 0 4	3	471 47 184 18 515 51
1. 1. 1. 1. 1. 1. 1. 1.			Middleton Stoney Road ARM A: A41 (North)	Middleton Stoney Road ARM A: A41 (North)					0 63	0	0	0		63	63	0 64	0	0	0	0	0 64 6 16 1
Part			ARM A: A41 (North) ARM A: A41 (North)	ARM C: A41 (South) ARM D: P&R (West)					781 2	150	214	119	10	1060	2	956 0	0	95 0 4	53 0 2	10	1151 120 0 234 23
14 16 16 16 16 16 16 16			ARM B: Unlabelled Rd (East) ARM B: Unlabelled Rd (East)	ARM A: A41 (North) ARM B: Unlabelled Rd (East)					97 0	29 0	0	0		126	126 0	128	0 0	0 0	0 0 1		128 12 0 13 1
Marie Mari			ARM B: Unlabelled Rd (East) ARM B: Unlabelled Rd (East)	ARM D: P&R (West) ARM E: Vendee Dr (North)					4 13	0 0	0	0	10	13	4 13	40	0	0 0 97	0 0 54	10	4 40 4 1216 126
Part	11		ARM C: A41 (South) ARM C: A41 (South)	ARM B: Unlabelled Rd (East) ARM C: A41 (South)					11 0	0	0	0		11 0	11 0 62	19	0	0	0 0		19 1 2 40 4
Methods			ARM C: A41 (South) ARM D: P&R (West)	ARM E: Vendee Dr (North) ARM A: A41 (North)					218 0	8	0	6	2	234	241 0	408	0	13 0 0	7 0	2	458 46 1
Part			ARM D: P&R (West) ARM D: P&R (West)	ARM C: A41 (South) ARM D: P&R (West)					7	0 0	0	0		7 0 1	7 0	3	0	0	0		3 0 3
Mark			ARM E: Vendee Dr (North) ARM E: Vendee Dr (North)	ARM A: A41 (North) ARM B: Unlabelled Rd (East)					27	0	13	7	2	34	40	29	0	0 11	0	2	196 19 29 2 303 31
Part			ARM E: Vendee Dr (North) Arm A: M1 North	ARM E: Vendee Dr (North)					0	0	0	0		0	12 1 0	1	0	0 0 0	0		22 2 1 0
March Marc			Arm A: M1 North Arm A: M1 North	Arm C: M1 South Arm D: A34 West					915	0	0 657	0 366		0 1448	0	0 1575		29 0 516	16 0 287		112 12 0 2225 245
## ART ON SAMPHING COLUMN MICHAEL CO			Arm B: A41 East	Arm B: A41 East					0	0 28	0	0 27		0	71 0 254	0 307	0	49 0 6	28 0 3		98 12 0 327 33
March Marc	12	M40 Junction 9	Arm C: M1 South Arm C: M1 South	Arm A: M1 North Arm B: A41 East					0 223	39	0 15	8	12	0 270	0	273	0 21	51 0 28	28 0 16	12	892 92 0 310 32
March Ast Votes American Section American Sec			Arm C: M1 South Arm C: M1 South Arm D: A34 West	Arm C: M1 South Arm D: A34 West Arm A: M1 North					0 198 1242	0 33 217	0 48 409	27 227		0 257 1686	1867	0 554 1668	109 319	0 25 569	0 14 317		0 677 68 2303 255
## AMA - AMO REPORT (Fig.) ##			Arm D: A34 West Arm D: A34 West	Arm C: M1 South Arm D: A34 West				2222 2777	478 0	88 0	55 0	31 0		597 0		61 0	55 0	54 41 0	30 23 0	12	1314 135 138 15 0
### AMA MASS Section of the 17 AMA MASS SECTION 1973 ### AMA MASS Section of the 17 AMA MASS SECTION 1973 ### AMA MASS SECTION			ARM A: B4100 (North) ARM A: B4100 (North)	ARM B: A4095 (East) ARM C: B4100 (South)	22234 22234	30020 30020	30130 30367	22234 30020 30130 22234 30020 30367	471 336	109 52	41 0	23 0	0	603 390		427 198	56	0 26 0	0 14 0	0 0 2 4	0 498 50 244 24 172 17
## AMA CARRIS CARRIED AND AMA CARRIS CARRIED AND AMA CARRIED A			ARM B: A4095 (East) ARM B: A4095 (East)	ARM A: B4100 (North) ARM B: A4095 (East)	30130 30130	30020 30020	22234 30130	30130 30020 22234 30130 30020 30130	469 0	74	49	27 0	0	570 0		607	0	0 8 0	0 5 0	4 0 0	172 17 684 68 2 77 7
## AMAC FEMIOR (Combination AMAC MARIO Compination AMAC PARTICIPATION	15	A4095 Southwold Lane / B4100 Banbury Road roundabout	ARM B: A4095 (East) ARM C: B4100 (South)	ARM D: A4095 (West) ARM A: B4100 (North)	30130 30367	30020 30020	30370 22234	30130 30020 30370 30367 30020 22234	377 214	76 47	91	50 0	0 2	504 263	544 265	478 246	40	0 10 0	0 5 0	0 0 2 0	77 7 524 52 269 27 156 15
MAND D. ADMOS (News) MAND A. MANO, Parker MANO,			ARM C: B4100 (South) ARM C: B4100 (South)	ARM C: B4100 (South) ARM D: A4095 (West)	30367 30367	30020 30020	30367 30370	30367 30020 30367 30367 30020 30370	0 53	0	0	0	0	0 53	53	0 50		0	0 0	0 0	156 15 0 50 5 72 7
And Deliver Road Prevention Part Sup to Weedshory Med (400) 2007. 40096 (400) 2007.			ARM D: A4095 (West) ARM D: A4095 (West)	ARM B: A4095 (East) ARM C: B4100 (South) ARM D: A4095 (West)	30370 30370	30020 30020	30130 30367	30370 30020 30130 30370 30020 30367	334 19	18 0	16 0	9	0	361 19 0	368 19	527 44 0	61 0	15 0	9	0 0	597 60 44 4 0
## And Left (Senth) Ann A Ast (North)		A41 Oxford Road / Wendlebury	Arm A: A41 (North) Arm A: A41 (North)	Arm B: Slip to Wendlebury Rd Arm C: A41 (South)	40302 40302	40295 40295	40296 40297	40302_40295_40296 40302_40295_40297	84 1102	0	0 301	0	0 12	84	84 1632	138 1126	37	1 104 0	0 1 58 0	0 0 12 0	0 176 17 1298 135 21 2
Prought Prou	16		Arm C: A41 (South) Arm C: A41 (South)	Arm A: A41 (North) Arm D: Slip to Little Chesterton	10011 10011	40298 40298	40299 40300	10011 40298 40299 10011 40298 40300	1308 5	0	210 0	0	12 0	1598 5	1703	1457 6 0	0	103 0	58 0 0	12 0 0	1733 179 7 0
### A1 19	17	Adv Internal	Ploughey Rd Ploughey Rd	Left Turn Out Right Turn Out	42185 42185	40435 40435	50070 50000	42185 40435 50070 42185 40435 50000	274 15	50	0	0	2	15	328 15	334 9	39 0	0 0 59	0 0 33	2 0 0	374 37 9 947 97
		MAL / Ploughley Road	A41 SB A41 NB A41 NB	Right Turn In Left Turn In Northbound	50070 50000 50000	40435 40435 40435	42185 42185 50070	50070 40435 42185 50000 40435 42185 50000 40435 50070	314 18 796	50 0 62	0 0 113	0 0 63	0 0	365 18	367 18	343 36 873	54 0 106	0 0 37	0 0 20	0 0	399 40 36 3 1000 101
Hence Lane			Howes Lane Howes Lane	Howes Lane Middleton Stoney Rd East	30701 30701	30025 30025	30701 22190	30701_30025_30701 30701_30025_22190	79 430	0	0	0	0	79 577	79	73	0	0 0 5	0 0 3	0 0	73 7 284 28
Medicate Notice of East Vender Devel Medicate Shown of East Vender Devel			Howes Lane Middleton Stonev Rd East	Middleton Stoney Rd West Howes Lane	30701 22190	30025 30025	30180 30701	30701_30025_30180 22190_30025_30701 22190_30025_22190	130	3	0	0	0	132	133	115 68	10 0	4 0 0	2 0 0	0	284 28 127 12 68 6 3
Very	18		Middleton Stoney Rd East Middleton Stoney Rd East	Vendee Drive Middleton Stoney Rd West	22190 22190	30025 30025	22087 30180	22190 30025 22087 22190 30025 30180	312	45 34 10	0 34	0 19	0	365	381	98 290	10 15	2 3 15	1 2 9	0 1 0	109 11 308 31 453 46
Medicate Receive Mirest Medicate Receive		,	Vendee Drive Vendee Drive	Middleton Stoney Rd East Vendee Drive	22087 22087	30025 30025	22190 22087	22087 30025 22190	125 0	34	1	1	0	159 0	160 0	309	35	0 0 4	0 0 2	0 0	344 34 0 192 19
Ministrict Name and West			Middleton Stoney Rd West Middleton Stoney Rd West	Howes Lane Middleton Stoney Rd East	30180 30180	30025 30025	30701 22190	30180_30025_22190	59 359	1 37	14		1	63 405	65 412	164 390	7	3 6 1	2 3 0	0 1 0	192 19 177 17 402 40 220 22
Notes Line/ Suchard Road Buddent Based Seath Buddent Based			Middleton Stoney Rd West Bucknell Road North	Middleton Stoney Rd West Bucknell Road South	30180 30090	30025 30095	30180 30145	30180_30025_30180 30090_30095_30145	0 92	0	0	0	0 6	0 98	0 104	0 110	7	0	0	0 4 0	0 121 12 174 17
Note Process Law Record Read South 1,000 1	19	Howes Lane/Bucknell Road	Bucknell Road South Bucknell Road South	Bucknell Road North Howes Lane	30145 30145	30095 30095	30090 30093	30145 30095 30090 30145 30095 30093	58 10		2		6	65 11	71 12	67 45	3	0	0	0 4 0	1/4 17 74 7 45 4 200 20
Description			Howes Lane Bucknell Road North	Bucknell Road South Bucknell Road South	30093 95050	30095 30090	30145 30095	30093 30095 30145 95050 30090 30095 95050 30090 30097	23	0	0	0	0	23 6	23	52 0	0	0 3 0	0 2 0	0 0 4 0	200 20 53 5 4 0
Best	20	Lords Lane/ Bucknell Road	Lords Lane Lords Lane	Bucknell Road North Bucknell Road South	30097 30097	30090 30090	95050 30095	30097_30090_95050 30097_30090_30095	0 244	0 15	0	0	0	0	0 0 259	0 271	0 20	0	0	0	0 291 29
A41 Oxford Road / Testors A41 Oxford Road / Testors A42 Oxford Road / Testors A42 Oxford Road / Testors A43 Oxford Road / Testors A44 Oxford Road / Tes			Bucknell Road South Oxford Road N	Lords Lane Oxford Road S	30095 30008	30090 22095	30097 22113	30095_30090_30097 30008_22095_22113	172 825	10 155	0 211	0 118	0 12	1110	182 1216	257 920	13 149	0 0 93	0 0 52	4 0 12	4 270 27 1132 118
Outroi Road 5	22	A41 Oxford Road/Tescos	Tesco	Oxford Road N Oxford Road S	22094 22094	22095 22095	30009 22113	22094 22095 30009 22094 22095 22113	383 254	0	0	0	0	802 383 254	383	807 646	0	0 0	0	0 0	622 62 807 80 646 64 1210 126
Ad Outlook Road II Premier be	-		Oxford Road S Oxford Road N	Oxford Road N Tesco Oxford Road S	22113 22095	22095 22113	22094 90015	22113 22095 22094 22095 22113 90015	654 947	0 155	0 211	0 118	0 12	654 1232	654 1338	464 1405	0 149	92 0 93	51 0 52	10 0 12	464 46 1617 167
Outrest Road 5 Outrest Road 6 Outrest Road 5 Outrest Road 5 Outrest Road 5 Outrest Road 6 Outrest Road 5 Outrest Road 6 Outrest Road 5 Outrest Road 6 Outr	23	A41 Oxford Road/ Premier Inn	Oxford Road N Premier Inn Premier Inn	Premier Inn Oxford Road N Oxford Road S	22095 22112 22112	22113 22113 22113	22112 22095 90015	22095 22113 22112 22112_22113_22095 22112_22113_90015	132 129 29	0	0	0	0 0	132 129 29	132 129 29	161 105 21	0	0	0	0 0	161 16 105 10 21 2
24 Sept. Market		A41 Oxford Road/Wendlehur	Oxford Road S Oxford Road N	Premier Inn Oxford Road S	22150 90015	22113 90020	22112 22084	22150_22113_22112 90015_90020_22084	10 852	0	0 211	0 118	0 12	10 1130	10 1236	31 1157	0 130	92 0 93	51 0 52	10 0 12	1570 162 31 3 1351 140
B4100 Queens Avenue 30221 30220 30222 30221 30220 30222 552 48 14 8 0 607 613 569 88	∠4	Road	Oxford Road N Wendlebury Road	Wendlebury Road Oxford Road S	22113 90010 30221	90015 90020 30220	22084 30210	22113_90015_90010 90010_90020_22084 30221_30220_30210	101 234	38	0 0 11	0	0 0 14	132 101 292	132 101	269 113 180	0 13	0 4 5	2	0 0 12	287 28 115 11 208 22
B400/St John's Street Queens St John's Street B4100 50210 50220 50221 50221 50210 50220 50221 1651 9 5 3 14 188 204 318 19 5 5 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	25		B4100 St John's Street St John's Street	Queens Avenue	30221 30210 30210	30220 30220 30220	30222 30221 30222	30221 30220 30222 30210 30220 30221 30210 30220 30222	552 161 301	48 9 81	14 5 42	8 3 24	0 14 15	607 188 421	204 455	569 318 352	88 19 8	0 13 6	7 4	0 12 15	658 65 356 37 379 39
Operati Avenue 541,000 30222 30221 30222 20220 302221 510 69 54 8 0 607 613 706 86 Queens Avenue 51, John's Street 30222 30220 30221 30220 202100 144 10 14 8 15 177 199 163 6 5H1DN 54005 3004 30040 30021 30045 30021 755 86 24 14 6 80 857 708 101	_		Queens Avenue Queens Avenue B4100 N	St John's Street B4100 S	30222 30222 30045	30220 30220 30040	30221 30210 30221	30222 30220 30221 30222 30220 30210 30045_30040_30221	530 144 735	69 10 86	14 14 24	8 8 14	0 15 6	177 840	613 199	706 163 708	6 101	0 17 6	0 10 3	0 15 6	792 79 194 21 818 82
84100 N Budnell Road 2005 30040 30041 3005 30040 30041 10 17 1 1 0 28 23 28 89 0 84100 N 84100	26	B4100/Bucknell Road	B4100 N B4100 S	Bucknell Road R4100 N	30045 30221 30221	30040 30040 30040	30041 30045 30041	30045_30040_30041 30221_30040_30045 30221_30040_30041	10 582 109	17 78 1	1 20	1 11 0	0 6	28 677 118	28 692	89 880 139	0 87	0 13 0	0 7 0	0 6 6	89 8 980 99 163 16
Buchmil Road 8400 N 30041 30040 30045 30041 1,0000,3005 82 20 0 0 0 82 82 104 0 Buchmil Road 84000 S 30041 30040 30041,2004,30221 43 0 0 0 8 51 95 33 0 Starborn Road Buchmil Road 69510 30045 96501 96910 30095 96910 1 0 0 0 0 1 1 2 0			Bucknell Road Bucknell Road	B4100 N B4100 S	30041 30041 96191	30040 30040 30045	30045 30221 96190	30041_30040_30045 30041_30040_30221 96191_30045_96190	82 43 1	0	0	0	0 8 0	82 51 1		104 33 2	0 0	3 0	0	0 6 0	106 10 39 4 2
Sandoury Road Baldoos Septim South South South South Septim South	27		Banburv Road Buckingham Road Buckingham Road	B4100 S Banbury Road B4100 S	96191 96190 96190	30045 30045 30045	30040 96191 30040	96191 30045 30040 96190 30045 96191 96190 30045 30040	339 1 406	45 0 57	0 0 25	0 0 14	2	1 482	388 1 497	244 4 553	42 0 59	0 0	0	2 0 4	288 29 4 619 62
B41005 Banbury Road 30040 30045 96191 30040 30045 96191 243 27 0 0 2 273 275 394 18			B4100 S	Banbury Road	30040	30045	96191	30040 30045 96191	243	27		0		273		394		0 16	0 9	2 4	414 41 673 68

2031 Turning Movements

March Marc				To Arm	Car			(Veh)											Total PCUs
Marie		ARM A	k: A4421 (North)	ARM A: A4421 (North) ARM B: Skimminedish Ln (East)	0 492	0	0	0	0 0 2	386	PCUs 0 608 399		0 19 48	(PCU) 0 8 6	(Vel	h) Bi	0 0 2	1 336 337	340
1. 1. 1. 1. 1. 1. 1. 1.		ARM A ARM B	k: A4421 (North) k: Skimmingdish Ln (East) k: Skimmingdish Ln (East)	ARM D: A4095 (West) ARM A: A4421 (North) ARM B: Skimmingdish Ln (East)	237 239 0	0	0	53 9 0	0 0	293 0	389 300 0	623 0	32 42 0	2 14 0	1 8 0		0 0	315 672 0	343 316 679
1960 1960		ARM B	l: Skimmingdish Ln (East) :: Buckingham Rd (South)	ARM D: A4095 (West) ARM A: A4421 (North)	536	70	51 6		0 2	635	20 657 266	814 306	53 50	10 13	6 7		0 0 2	873 365 40	877 373
1960		ARM C	:: Buckingham Rd (South) :: Buckingham Rd (South) :: A4095 (West)	ARM C: Buckingham Rd (South) ARM D: A4095 (West) ARM A: A4421 (North)	98	0	0		0 0	98 215	98 220	0 27 234	0 0 39	0 3 16	2		0	0 28 282	30
1968		ARM D	0: A4095 (West) 0: A4095 (West)	ARM C: Buckingham Rd (South) ARM D: A4095 (West)	0	77 4 0		4 0	0	49 0	832 53 0	69 0	0	27 0 0	0 0		0 0	703 69 0 26	715 66 0
1898		ARM A ARM A	k: Skimmingdish Ln (North) k: Skimmingdish Ln (North) k: Skimmingdish Ln (North)	ARM B: Care Home Access Road ARM C: A4421 (South) ARM D: Launton Rd (West)	835	97	56	31	0	964	989 401 6	766	55 31 2	15 21 0	11 0		0 0	830 332 4	836 341 4
Part	,	ARM B	l: Care Home Access Road l: Care Home Access Road	ARM B: Care Home Access Road ARM C: A4421 (South)	0	7	0	0	0	7	7 3 782	1 8	10 6	0 0 0	0		0 0	0 11 14 1016	11 14 1022
March Marc		ARM C	:: A4421 (South) :: A4421 (South) :: A4421 (South)	ARM A: Skimmingdish Ln (North) ARM B: Care Home Access Road ARM C: A4421 (South)	0	4 0	0 0 16	0 0 9	0 0 8	16 0 570	16 0 585	0 0 419	0 0 49	0	0		0 0 8	0 476	484
1898		ARM D	0: Launton Rd (West) 0: Launton Rd (West)	ARM A: Skimmingdish Ln (North) ARM B: Care Home Access Road		70	0	0	0 0 8 0	19 436	294 19 444 0	4 464	17 0 45 0	10 0 8 0	0 5		0 0 8 0	557 4 522 0	561 4 533
1888		ARM A	0: Launton Rd (West) k: A4421 (North) k: A4421 (North)	ARM D: Launton Rd (West) ARM A: A4421 (North) ARM B: Bicester Rd (East)	0 0 221	0 0 107	0 0 13	0 0 7	0 0 1	0 0 336	0 0 343	0 0 334	0 0 59	0	0		0 0 1	0 0 399	0 404 975
1968		ster ARM B	k: Bicester Rd (East) k: Bicester Rd (East)	ARM A: A4421 (North) ARM B: Bicester Rd (East)	279 0	68	17	9	1 0 0	357 0	1098 366 0 104	244 0	58 0 6	14 1 0	0		7 1 0	962 304 0 65	305 0 65
## 1965 -		ARM C ARM C	: Charbridge Ln (South) :: Charbridge Ln (South) :: Charbridge Ln (South)	ARM B: Bicester Rd (East) ARM C: Charbridge Ln (South)	42 0	10	0	0	7 0 0	52 0	1018 52 0	89 0		14 2 0	1 0		7 0 0	97 0 515	1202 98 0
Marchan Marc		ARM A ARM B	k: Charbridge Ln (North) k: Charbridge Ln (North) k: Wretchwick Avenue	ARM C: Wretchwick Way (South) ARM D: Gavray Dr (West) ARM A: Charbridge Ln (North)	323 40	26 0	15 0 0	9	3 0 4	361 40 462	40	428 83 663	27 0 41	14 0 0	8		3 0 4	466 83 709	519 475 83 713
1898		ARM E	: Wretchwick Avenue :: Wretchwick Wy (South)	ARM D: Gavray Dr (West) ARM A: Charbridge Ln (North)	526	42	0 26	15	0 0 3	8 586	42 8 600	28 401	0 0 32	0 0 15	0 8		0 0 3 0	30 28 445 100	30 28 455 100
1898		ARM C ARM C	:: Wretchwick Wy (South) D: Gavrav Dr (West) D: Gavrav Dr (West)	ARM D: Gavray Dr (West) ARM A: Charbridee Ln (North) ARM B: Wretchwick Avenue	7 79 21	0	0	0 0	0 0	7 79 21	7 79 21	27 78 17	0 0 20	0	0		0 0	27 78 37	27 78 37
1966 1967 1968 1969		Arm A: Arm A:	: Wretchwick Way (North) : Wretchwick Way (North)	Arm B: Wretchwick Way (South) Arm C: Peregrine Way (West)	281 105	26	15	9	0 2 1	318	21 327 107 565	354 122	0 6 22 32	0 14 0 15	0 8 0		0 2 1	370 145 504	19 378 146 513
# 14 19 19 19 19 19 19 19 19 19 19 19 19 19		Arm C: Arm C:	: Wretchwick Way (South) : Peregrine Way (West) : Peregrine Way (West)	Arm C: Peregrine Way (West) Arm A: Wretchwick Way (North) Arm B: Wretchwick Way (South)	19 123	22 0 1	0	0	0 1 0	124	41 125 42	67 31	9 0	0	0		0 1 0	124 68 37	513 124 69 37
1. 1. 1. 1. 1. 1. 1. 1.		Arm A	: Wretchwick Way (North) : Wretchwick Way (North)	Arm B: Neunkirchen Way (South) Arm C: Peregrine Way (West)	13	13	15 0	0 9 0	0 2 0 2	26	26	47	0 12 0 22	0 14 0 15	0 8		0 2 0 2	359 47 542	367 47 551
1. 1. 1. 1. 1. 1. 1. 1.		Arm B: Arm C:	Neunkirchen Way (South) Neunkirchen Way (South) Peregrine Way (West)	Arm B: Neunkirchen Way (South) Arm C: Peregrine Way (West) Arm A: Wretchwick Way (North)	0 125 171	0 0 33	0	0	0 0	0 125 204	0	0 297 65	0 20 20	0	0		0 0	0 317 84	317 84 164
1. 1. 1. 1. 1. 1. 1. 1.		Arm C: ARM A	: Peregrine Way (West) k: London Rd (North)	Arm C: Peregrine Way (West) ARM A: London Rd (North)	0	0	0	0	0	0	303 0 0 29	0	0 0 2	0 0	0		0	0 0 140	164 0 0 143
1.		ARM A	k: London Rd (North) k: London Rd (North) k: London Rd (North)	ARM C: A41 (South) ARM D: Gravenhill Rd (West) ARM E: A41 (North)	94 33 86	0		0 0 5		33 104	33	198 47 136	21 0 3	1 0 12	1 0 7			219 47 147	220 47 152
Marie		ARM B ARM B	l: A4421 (East) l: A4421 (East) l: A4421 (East)	ARM B: A4421 (East) ARM C: A41 (South) ARM D: Gravenhill Rd (West)	0 104 113	3	16 6	0 0 9	_ 2	0 116 119	123	0 39 121	0 0 0	0 0 14 0	0 8 0	j	2	18 0 47 123	18 0 54 125
14 15 15 15 15 15 15 15		ARM B	:: A4421 (East) :: A41 (South) :: A41 (South)	ARM E: A41 (North) ARM A: London Rd (North) ARM B: A4421 (East)	336 115	35 24 0	2			371 140	371	309 220 113	26 24 12	0	0	Ī		335 244 128	335 244 130
Mathematical		ARM C ARM C ARM C	:: A41 (South) :: A41 (South)): Gravenhill Rd (West)	ARM D: Gravenhill Rd (West) ARM E: A41 (North) ARM A: London Rd (North)	725 38	0 59 0	90	0 50 0		833 38	0 0 874 38	708 38	0 0 75 0	0 0 33 0	0 0 18	3		0 0 801 38	816 38
## 14 Per 19		ARM D ARM D	D: Gravenhill Rd (West) D: Gravenhill Rd (West) D: Gravenhill Rd (West)	ARM B: A4421 (East) ARM C: A41 (South) ARM D: Gravenhill Rd (West)	129 0 0	0 0	0	0	2	131 0 0	0	109 0 0	4 0 0	0	0		2	115 0 0	117 0
Mathematical		ARM E ARM E	D: Gravenhill Rd (West) :: A41 (North) :: A41 (North)	ARM E: A41 (North) ARM A: London Rd (North) ARM B: A4421 (East)	92 276	25 33	55 0	31 0		147 309		123 446	0 13 25 30	36 6 2 48	3 1 27	\blacksquare		153 139 472 736	169 141 473 757
14 Property in		ARM E ARM E	: A41 (North) : A41 (North) : A41 (North)	ARM D: Gravenhill Rd (West) ARM E: A41 (North) Arm A: A41 (North)	162 0	0	0	0 0	0	162 0 0	0	206 0	0 0	20 0 0	0 0		0	217 0 0	226
## 141 Part File plant (1967) **** All Parts File plant (1967) *** All Parts File plant (1967		Arm A Arm B	: A41 (North) : A41 (North) : Wretchwick Avenue	Arm C: A41 (East) Arm D: Pioneer Road (South) Arm A: A41 (North)	626 127 136	136 0	88 0 0	49 0 0	0 0 0	812 127	850	707 107 178	0 48 0 0	0 61 0	0 34 0		0 0 0	98 790 107 178	98 817 107 178
Professor Prof		Arm B Arm B nd T- Arm B	Wretchwick Avenue Wretchwick Avenue Wretchwick Avenue	Arm B: Wretchwick Avenue Arm C: A41 (East) Arm D: Pioneer Road (South)	0 403 162	0 36 10	0	0 0	0	0 439 172	172	0 319 108	0 50 0	0	0		0 0	0 369 108	369 108
March Marc		Arm C: Arm C: Arm C:	A41 (East) A41 (East) A41 (East) A41 (East) A41 (East)	Arm A: A41 (North) Arm B: Wretchwick Avenue Arm C: A41 (East)	661 302 0	82 46 0	118 0 0	66 0 0	0	809 348 0	861 348 0	684 440 0	110 41 0 0	38 0 0	0 0		0 0 0	816 481 0 156	833 481 0 156
## ALT Chefind Floring Professor (1997) ## ALT Chefind Floring Professor (199		Arm D Arm D	: Pioneer Road (South) : Pioneer Road (South) : Pioneer Road (South)	Arm A: A41 (North) Arm B: Wretchwick Avenue Arm C: A41 (East)	71 79	0	0	0 0	0	71 79	71 79	179 148 204	0 0 4	0	0		0 0	179 148 208	179 148 208
## All Charles From From From From From From From From		ARM A	A: Oxford Rd (North) A: Oxford Rd (North)	ARM A: Oxford Rd (North) ARM B: A41 (East)	456	53	0	0		508	0 508 912	95 558	0 0 22 70	0 0 8 9	5		12	95 584 931	95 587 946
MATO A Control Part Province (March State Part Part Part Part Part Part Part Part		ARM B ARM B	k: Oxford Rd (North) k: A41 (East) k: A41 (East)	ARM D: Unlabelled Rd (West) ARM A: Oxford Rd (North) ARM B: A41 (East)	23 356 0	12 17 0	0 10 0	0 5 0		35 378 0	35 382 0	53 470 0	0 42 0	0	0			53 512 0	53 512
MAY CARE COMPANY AND ADMINISTRATION OF THE PROPERTY OF THE PRO		ARM B	: A41 (East) : A41 (South)	ARM D: Unlabelled Rd (West) ARM A: Oxford Rd (North)	30 637	93	60	0 34	10	30 773	30 810	45 886	61 3 102 46	83 0 24 68	0 13 38		10	900 48 1012 945	937 48 1032 975
### AND Continues of frontion of the continues of frontion of the continues of frontion of the continues of		ARM C ARM C	:: A41 (South) :: A41 (South)): Unlabelled Rd (West)	ARM C: A41 (South) ARM D: Unlabelled Rd (West) ARM A: Oxford Rd (North)	0 30 50	0 18	0 19 0	0 11 0		0 59 51	0	0 49 61	0 12 10	0 8 0	4			0 65 71	69 71
## And A Charles May Profit to February **Control Result Profit To Charles** **All And A Transpire States** **All And A Transpire States*		ARM D	0: Unlabelled Rd (West) 0: Unlabelled Rd (West)	ARM C: A41 (South) ARM D: Unlabelled Rd (West)	50	7 26 0	28	16		92 0	104 0	43	0 12 0	8 0	4			35 59 1 0	63 63
MAIL Regards for Install MAIL Regards for I		ARM A	A: Oxford Rd (North) A: Oxford Rd (North) B: Pingle Dr (East)	ARM B: Pingle Dr (East) ARM C: Oxford Rd (South) ARM A: Oxford Rd (North)	1099		43	24		207 1261 106	1292	1015	75 4	0 13 1	7		0 12 0	198 1110 105	198 1127 105
## AMC COMMENT ROOMS AMC COMMENT ROOMS AMC COMMENT ROOMS TO TO TO TO TO TO TO T		ARM B	l: Pingle Dr (East) :: Oxford Rd (South)	ARM C: Oxford Rd (South) ARM A: Oxford Rd (North)	894	100	43	24	10	148 1028	1057	1285	12 137 12	3 18	10)	0 10 0	0 545 1442 247	547 1460 249
Description of Lond Found and Control an		Kings E Kings E	Ind Ind	Kings End Oxford Road S		75	57	32			0 0 819	703	0 55	0	0		0	0 0 772	0 787
Moderate Stoory based		eton Oxford	I Road S I Road S	Kings End Oxford Road S	0	74 0	29	16 0	0	0	0	876 0	0 100 0 41	18 0	3 10 0)	1 10 0	996 0 551	103 1014 0 551
MAY A 15 (Morth Say 1 - 19 - 19 - 2 - 2 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3		Middle	eton Stoney Road eton Stoney Road	Kings End Oxford Road S	211 614	0 75	15	9	3	222 689	232	172 509	0 20 0	0 8 0	4	Ξ	3 0 0	175 533 0	178 537 0
MAN A AM SENDY MAN A VENDER D'REPORT 114 0 0 0 0 7 116 118 129 10 120		ARM A	k: A41 (North) k: A41 (North)	ARM B: Unlabelled Rd (East) ARM C: A41 (South)	0	0	0 224	0 125	10	0	63 0 1273	0 1140	0 0 120	0 99	50		10	0 1326	1380
AMA D. Visible for Ref. 1987 AMA C. NEL Scarch I. Security Company of the Compan		ARM B ARM B	k: A41 (North) I: Unlabelled Rd (East) I: Unlabelled Rd (East)	ARM E: Vendee Dr (North) ARM A: A41 (North) ARM B: Unlabelled Rd (East)	154	32	0 0	0 0	2	186	118 186 0	250 156 0	0 20 0	4 0 0	0		2	254 175 0	258 175 0
AND CASE CASES COUNTY TO ADMINISTRATION OF THE CASE OF		ARM B	l: Unlabelled Rd (East) l: Unlabelled Rd (East)	ARM D: P&R (West) ARM E: Vendee Dr (North)	14	0	0	0	10		7 14 1397	41	0 0 0 149	0 0 105	0 0		10	14 4 41 1204	14 4 41 1260
AMD P84 (Vestel) AMA ALL Received AMA ALL Received AMA Control of AMA Control of AMA Control of AMA ALL Received AMA Control of AMA Control		ARM C ARM C	: A41 (South) :: A41 (South) :: A41 (South)	ARM B: Unlabelled Rd (East) ARM C: A41 (South) ARM D: P&R (West)	0 88	0	0 0	0		11 0 88	11 0 88	20 2 108	0 0	0	0			20 2 108	20 2 108
AMM. Dried tofeworth AMM. And Lincolnity Control of the Control of		ARM D	D: P&R (West) D: P&R (West)	ARM A: A41 (North) ARM B: Unlabelled Rd (East)	0	0	0	0	2	0	263 0 2 7	1	0 0 0	0 0 0	0 0		2	468 1 1 3	476 2 3
AMA Vende to Postrol) AMA CART (Epoth) 378 65 69 33 2 497 142 279 141		ARM E	D: P&R (West) : Vendee Dr (North)	ARM E: Vendee Dr (North) ARM A: A41 (North)	2 335	0	0	0		2 335	0 2 335	3 257	0 0	0 0 1	0			0 3 257 34	257 34
Amplitude		ARM E ARM E	: Vendee Dr (North) : Vendee Dr (North) : Vendee Dr (North)	ARM C: A41 (South) ARM D: P&R (West) ARM E: Vendee Dr (North)	376 0	65 0	96 0 0	53 0 0	2	497 0	542 0	279 24 1	18 0 0	0 0	0		2	305 24 1	312 24
Amm And Light		Arm A	: M1 North : M1 North	Arm B: A41 East Arm C: M1 South	66 0	1 0	60	33		101	0	115 0	0 4 0 364	0 30 0 549	0 13 0 30	r		0 136 0 2320	150 0 2563
Am. C.M. South Am. A.M. Morth O. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Arm B: Arm B:	A41 East A41 East A41 East	Arm A: M1 North Arm B: A41 East Arm C: M1 South	39 0 213	0 0 31	45 0 51	25 0 28		64 0 272	84 0 295	105 0 363	0 0 19	52 0 6	0			134 0 386	157 0 388
Amm A.H. World Amm M. Horon 1300 1422 485 241 1798 1979 1772 1879		Arm C:	: M1 South : M1 South	Arm A: M1 North Arm B: A41 East	0 272	0 48	0 16	9	12	0 329	336 0	0 314 0	0 21 0	53 0 29 0	30 0 16	5	12	916 0 351 0	952 C 364
Amb AM Well Amb AM Well Amb AM AND Electroman Amb AM AND Electroma		Arm D Arm D	: M1 South : A34 West : A34 West	Arm D: A34 West Arm A: M1 North Arm B: A41 East	206 1301 961	36 242 136	50 436 147	28 243 82	12	269 1786 1191	1979 1268	573 1757 1093	120 366 171 63	26 625 59 45	15 34 33 25	8 1	12	708 2471 1308 149	720 2748 1347 168
AMA_RESORDED AMA_CBS00(tool)		Arm D ARM A ARM A	: A34 West k: B4100 (North) k: B4100 (North)	Arm D: A34 West ARM A: B4100 (North) ARM B: A4095 (East)	0 0 409	0 0 82	0 0 43	0 0 24	0	0 0 514	0 0 533	0 0 494	0 0 62	0 0 27	0		0	0 0 571	0 583
AMM_AMDS_(Each) AMM_AM		ARM A ARM B	N: B4100 (North) N: B4100 (North) N: A4095 (East)	ARM C: 84100 (South) ARM D: A4095 (West) ARM A: 84100 (North)	150	94 18	0 51	0	6	514 174	180	162	44 7 48 0	0 0 9	0 5		2 6 0	293 175 681 2	295 181 685 2
MANC, 64500 (both)		ARM B	k: A4095 (East) k: A4095 (East) c: B4100 (South)	ARM C: B4100 (South) ARM D: A4095 (West) ARM A: B4100 (North)	371 283	69	94 0	53 0	0	493 337	535	505 314	0 51 62	0 10 0	6		0 0 2	77 562 378	77 567 380
AMM_AMDS_INVERS AMM_AMDS_INSTITUS 386 30 16 2 0 186 30 30 30 30 30 30 30 30 30 30 30 30 30		ARM C	:: B4100 (South) :: B4100 (South) 0: A4095 (West)	ARM D: A4095 (West) ARM A: B4100 (North)	0 54 45	0	0 0	0	0	0 54 46	97 0 54 46	0 49 24	0 0 7	0	0		0 0 0	178 0 49 31	178 0 49 31
Am A.4.1 (North) Am C.4.1 (Such) 1126 225 134 175 12 1338 189 1246 Am A.4.1 (North) Am C.4.1 (Such) 125 17 17 18 189 1246 Am C.4.1 (Such) 125 17 18 189 1246 Am C.4.1 (Such) 125 17 18 18 18 18 18 18 18 18 18 18 18 18 18		ARM D ARM D	0: A4095 (West) 0: A4095 (West) 0: A4095 (West)	ARM B: A4095 (East) ARM C: B4100 (South) ARM D: A4095 (West)	356 20 0	20 0 0	16 0 0	9 0 0	0 0	385 20 0	20	526 55 0	71 0 0 41	16 0 0	9 0 0		0 0 0	607 55 0 238	614 55 0 238
## Ann C.A.I. Sourh) Ann D. Sia to Little Chesterion 5 0 0 0 0 0 6 6 6 4 4 0 0 0 0 0 0 0 0 0 0	,	Arm A Arm B Arm C	: A41 (North) : Slip from Wendlebury Rd : A41 (South)	Arm C: A41 (South) Arm C: A41 (South) Arm A: A41 (North)	1126 9 1406	225 1 182	314 0 218	175 0 122	12 0 12	1538 10 1721	1689 10	1248 23 1542	94 0 177	1 109 0 108	60 0)	12 0 12	1414 23 1791	238 1474 23 1851
A4 1 Ploughly Road A4 1 8		Arm D Ploug	: Slip to Little Chesterton hey Rd	Arm A: A41 (North) Left Turn Out	0 304 19	0 55 0	0	0	0	0 361 19	6 0 363	0 367 10	0 0 51 0	0 0	0		0 0 2 0	4 0 421 10	423 10
Add 188		A41 SI A41 SI	B B	Southbound Right Turn In Left Turn In	825 341 18	118 54 0	88 0 0	49 0 0	0 2 0	991 398 18	400 18	853 378 36	42 60 0	61 0 0	34 0		0 2 0	10 929 439 36	957 441
Houses Lates		Howes Howes	B S Lane S Lane	Northbound Howes Lane Middleton Stoney Rd East	870 0 63	88 0 0	118 0 0	66 0	0 0	1024 0 63 573	63	914 0 66	101 0 0 32	38 0 0	0 0	L	0 0 0	1035 0 66 327	36 1052 0 66 330
Housestand Vendeo Drive Medidition Store of Late Vendeo Drive 188 49 0 0 0 237 237 238 231 231 232 233 23		Middle Middle	s Lane eton Stonev Rd East eton Stonev Rd East	Middleton Stoney Rd West Howes Lane Middleton Stoney Rd East	129 72 4	0 0	0 0	0 0	0 0	131 72 4		88 55 3	0 0	5 0	3 0		0 0	101 55 3	103 55
Vanish Drive Vendes Drive 0 13 13 12 0 </td <td></td> <td>/ Middle Vende</td> <td>eton Stoney Rd East eton Stoney Rd East se Drive</td> <td>Middleton Stoney Rd West Howes Lane</td> <td>326 201</td> <td>40 10</td> <td>35 11</td> <td>20</td> <td>1 0</td> <td>387 218</td> <td>223</td> <td>362 414</td> <td>11 16 61 38</td> <td>2 3 16 0</td> <td>1 2 9</td> <td></td> <td>0 1 0</td> <td>120 380 483 309</td> <td>121 383 490 309</td>		/ Middle Vende	eton Stoney Rd East eton Stoney Rd East se Drive	Middleton Stoney Rd West Howes Lane	326 201	40 10	35 11	20	1 0	387 218	223	362 414	11 16 61 38	2 3 16 0	1 2 9		0 1 0	120 380 483 309	121 383 490 309
Middleton Stoney Rd West Vendee Drive 243 1 13 7 0 251 257 237 4		Vende Vende Middle	e Drive e Drive eton Stoney Rd West	Vendee Drive Middleton Stoney Rd West Howes Lane	0 128 56	0 6 2	0 0 5	3	0	0 133 60	0 133 62	220 156	0 0 13	0 4 3	2		0 0	0 223 170	224 172
Middleton Stoney Rd West Middleton Stoney Rd West 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Middle Middle Buckne	eton Stoney Rd West eton Stoney Rd West ell Road North	Vendee Drive Middleton Stoney Rd West Bucknell Road South	243 0 90	0 0	13 0 0	7 0	12	251 0 102	257 0 114	237 0 106	7 4 0 3	6 1 0	0 0		0 0 12	450 241 0 121	453 241 0 133
		Buckni Buckni Buckni	ell Road North ell Road South ell Road South	Howes Lane Bucknell Road North Howes Lane	178 60 11	17 1 0	0 0 2	0 0 1	0 12 0	194 73 13	194 85 14	165 68 50	21 3 0	0	0		0 12 0	186 82 50	186 94 50
Howestane		Buckni Buckni	Lane ell Road North ell Road North	Bucknell Road South Bucknell Road South Lords Lane	15 0 0	0	0	0	0 12 0	15 12 0		50 1 0	0 0 0	0 3 0	0 0		0 0 12 0	198 52 13 0	198 53 25
20 Lords Lane/ Bucknell Road Lords Lane Bucknell Road North 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Lords I Lords I Buckne	Lane Lane ell Road South	Bucknell Road North Bucknell Road South Bucknell Road North	0 268 0	0 17 0	0	0	0 0 12	0 284 12	24	0 271 0	0 24 0	0	0		0 0 12	0 294 12 268	294 24 268
Opford Road N Opford Road S 905 196 220 123 12 1285 1345 959 13		Oxford	I Road N I Road N	Oxford Road S Tesco	905 843 428	196 0 0	220 0 0	123 0 0	12 0 0	1235 843 428	1345 843 428	959 727 828	137 0 0	97 0	0 54 0		0 12 0 0	1162 727 828	268 1217 727 828 738
Teco Obdord Road \$ 311 0 0 0 0 0 311 311 728 70 0 0 0 0 311 311 728 70 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Oxford Oxford	I Road S I Road S	Oxford Road S Oxford Road N Tesco	311 947 720	0 205 0	208	0 116 0	0 10	311 1278 720	311 1380 720	738 974 565 1527	0 154 0 137	0 96 0 97	0 53 0		0 10 0 12	738 1191 565 1730	738 1244 565 1785
Oxford Road N Premier Inn 153 0 0 0 0 1 153 153 170 0		Oxford Premie Premie	i Road N er inn er inn	Premier Inn Oxford Road N Oxford Road S	153 131 60	0	0	0	0	153 131 60	153 131 60	170 103 26	0	0	0		0 0	170 103 26	170 103 26
Deford Road 5		Oxford Oxford	I Road S I Road N	Oxford Road N Premier Inn Oxford Road S	11 951	0 161	220	123	12	11 1247	11 1356	35 1344	154 0 117 20	96 0 97 0	53 0 54		10 0 12 0	1653 35 1527 229	1705 35 1583 225
Road Wendlebury Road Onford Road S 100 0 0 0 100 100 116 0 BH100 35 Iohn's Street 244 42 11 6 20 312 337 191 11 6 120 312 337 191 11 6 20 312 337 191 11 6 20 312 337 191 11 6 20 312 337 191 10 10 10 10 10 10 10 10 11 6 20 312 337 191 11 6 20 312 337 191 11 6 20 312 337 191 11 6 20 312 337 191 11 6 20 312 337 191 11 6 20 312 337 337 191 11 4 8 0 583 596 556		Wendl 84100 84100	lebury Road	Oxford Road S St John's Street Queens Avenue	100 244 534	0 42 41	0 11	0	0 20 0	100 312 583	100 337 589	116 191 556	0 14 80	4 6 0	2 3 0		0 20 0	118 229 636	225 115 251 637
25 84/20(3) 24 July 25 Street (Justice Street) 27 July 25 Street (St. 200 Street) 27 July 25 J		ns St John St John Queen	n's Street n's Street is Avenue	B4100 Queens Avenue B4100	174 323 584	10 90 76	6 43 15	3 24 8	20 15 0	207 451 669	230 485 675	344 389 684	21 12 93 7	13 7 0 18	8 4 0		20 15 0 15	393 420 777 233	419 437 777 256
84100 N 84100 S 776 83 25 14 6 829 846 696 99 56 84100 Rundell Road 4 6 1 1 0 11 12 90 0 56 84100 Rundell Road 5 47 86 20 11 6 750 766 878 99		B4100 B4100 B4100	N N S	B4100 S Bucknell Road B4100 N	726 4 647	83 6 86	25 1 20	14 1 11	6 0 6	829 11 750	846 12 765	686 90 878	95 0 99	6 0 13	0 8		6 0 6	790 90 990	799 90 1002
84100 5 Buchnell Road 112 1 0 0 14 126 140 138 151 Buchnell Road 84100 N 45 0 0 0 0 45 45 112 0 Buchnell Road 84100 S 33 0 0 0 144 47 65 32 0		B4100 Buckne Buckne	S ell Road ell Road	Bucknell Road B4100 N B4100 S	112 45 33	0 0	0 0	0 0	14 0 14	126 45 47	140 45 61	138 112 32	15 0 0	0 3 0	0 0		14 0 14 0	167 114 46 4	181 115 60
Banbury Road Banb		Banbu ham Buckin Buckin	rv Road seham Road seham Road	B4100 S Banbury Road B4100 S	325 3 406	49 0 40	0 0 27	0 0 15	0	376 3 465	378 3 480	270 25 506	43 0 52	0	0		0 4	314 25 565	316 25 572
						30 56			4	316 480	318 493	403 588	19 80	0 16	9	f	4	424 681	426 692

2031 SEPR Turning Movements

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in Ref.	Description	From Arm ARM A: A4421 (North) ARM A: A4421 (North)	To Arm ARM A: AA421 (North) ARM S: Skimmingdish (n (Sast)	0 506	LGV 60	19(U) 0 0 0	(tripl)	Over	Veh 0 597	PCUs 0 622	Car 1 209	16V 0 19	19CUII 0	Nebl 0 5	Oveb	700 1 222	PCUs
		ARM A: A4421 (North) ARM A: A4421 (North) ARM R: Skimmingdish In (East)	ARM C: Buckinsham Rd (South) ARM D: A4095 (West) ARM A: A4421 (North)	218 216 236	42 64 43	25 94 17	14 53 9	0 0	295 234 287	408 376 295	279 294 590	48 25 42	2 14	1 8	0 0	323 220	27
1	A4421 Skimmingdish Lane / Buckingham Road / A4095 roundabout	ARM & SkimmingSish (n (East) ARM & SkimmingSish (n (East) ARM & SkimmingSish (n (East)	ARM S: Skimminedish (n (Sast) ARM C: Sudkingham Rd (South) ARM D: A4095 (West)	0 13 503	0 0 20	0 0 51	0 0 29	0	13	13 625	0 60 789	48	0 0 10	0		60 843	á
	roundabout	ARM C. Buckingham Rd (South) ARM C. Buckingham Rd (South) ARM C. Buckingham Rd (South)	ARM A: A6621 (North) ARM B: Skimmingdish Ln (East) ARM C: Buckingham Rd (South)	225 80 0	0	400	0	0	263 80 0	90 90	321 37 0	47 0 0	0 0	0 0	0	277 27 0	- 26
		ARM C: Buckingham Rd (South) ARM D: A4095 (West) ARM D: A4095 (West)	ARM D: A4095 (West) ARM A: A4421 (North) ARM B: Skimmingdish Ln (Cast)	100 191 680	0 15 28	0 10 46	0 6 26	0	212 284	900 216 805	28 219 601	0 41 66	16 27	9	0	29 269 682	27 60
		ARM D: A4095 (West) ARM D: A4095 (West) ARM A: Skimminedish Ln (North)	ARM C: Buckingham Rd (South) ARM D: A4095 (West) ARM A: Skimminadish Ln (North)	40 0	0 0	0 0	0 0	0	47 0 0	51 0	71 0 0	0	0	0	0	71 0	
		ARM A: Skimminedish Ln (North) ARM A: Skimminedish Ln (North) ARM A: Skimminedish Ln (North)	ARM S: Care Home Access Road ARM C: A4421 (South) ARM D: Laurton Rd (West)	2 919 222	93 93 25	0 02 46	21 26	0	943 943	13 969 414	767 291	4 50 31	0 15 21	0 8 11		905 323	2
		ARM 9: Care Home Access Road ARM 9: Care Home Access Road ARM 9: Care Home Access Road	ARM A: Skimminadish Le (North) ARM S: Care Home Access Road ARM C: A4421 (South)	0	0 7	0 0 0	0	0	0 7	6 0 7	0 1	0 10	0	0	0	0 11	
2	A4421 Skimmingdish Lane / Launton Road roundabout	ARM S: Care Home Access Road ARM C: AM21 (South) ARM C: AM21 (South)	ARM D: Laureon Rd (West) ARM A: Skimminadish Le (North) ARM B: Care Home Access Road	650 12	60	0 27 0	0 15 0	0	726 16	728 16	9 984 0	71 0	0 16 0	0 8 0	0	16 963 1	
		ARM C: A6621 (South) ARM C: A6621 (South) ARM D: Launton Rd (West)	ARM C: A4621 (South) ARM D: Launton Rd (West) ARM A: Skimmingdish Ln (North)	0 666 208	0 92 47	0 16 41	9 22	8	0 565 228	0 580 296	0 664 531	49 17	0 0 10	0	*	0 521 554	9
		ARM Dr. Launton Rd (Wast) ARM Dr. Launton Rd (Wast) ARM Dr. Launton Rd (Wast)	ARM B: Care Home Access Road ARM C: A4421 (South) ARM D: Launton Rd (West)	7 262 0	13 20 0		0	8 0	19 440 0	19 448 0	485 0	9	9 0	0 5 0		551 0	0
		ARM A: A4421 (North) ARM A: A4421 (North) ARM A: A4421 (North)	ARM A: A4421 (North) ARM B: Bicester Rd (Sett) ARM C: Charbridge Ln (South)	220 961	0 103 67	0 13 66	0 7 24	0 1 7	230 1059	227 1085	0 260 872	0 55 59	0 2 16	0 S	1 7	0 421 945	4 9
à	A4421 Charbridge Lane / Bicester Road roundsbout	ARM R: Biosuter Rd (East) ARM R: Biosuter Rd (East) ARM R: Biosuter Rd (East)	ARM A: A6621 (North) ARM B: Bioscier Rd (Cect) ARM C: (Courbidge In (Courb)	272 0	0	17 0	9	0 0	250 0	259 0	250 0	53 0	0	0	0	334 0 73	3
		ARM C. Charbridge Ln (South) ARM C. Charbridge Ln (South)	ARM A: A6621 (North) ARM 8: Bicester Rd (East)	957 45	28 54	26	15	7 0	957 59	975 59	101	67 10	14	1	0	1180 112	117
		ARM A: Charbridge Ln (North) ARM A: Charbridge Ln (North) ARM A: Charbridge Ln (North)	ARM E: Wretchwick Avenue ARM C: Wretchwick Way (South) ARM D: Gautay Dr (West)	690 293 62	36 36	15	9	4 2	729 331 42	723 341	533 353 85	29 41	16	9	4	566 405	- 5
4	AAR21 Washhairk Way / Garrey	ARM S: Whitchwick Avenue ARM S: Whitchwick Avenue ARM S: Whitchwick Avenue	ARM A: Charbridge Ln North) ARM C: Wretchwick Way (South)	402 27	46	0	0	0	452 37	456 37	647 26	41	0	0	4	693 26	6
٠	A4421 Wretchwick Way / Gauray Drive roundsbout	ARM C Wysthwick Wy South) ARM C Wysthwick Wy South)	ARM A: Charbridge Ln (North) ARM E: Wretchwick Avenue	64	47	N 0	15 0	0	561 64	575 64	420 80	25 0	0	0	0	467 80	-1
		ARM D: Gayray Dr (West) ARM D: Gayray Dr (West)	ARM A: Charbridge Ln North) ARM S: Wretchwick Avenue	79 21	0	0	0	0	79 21	79 21	29 21	20	0	0		79 41	
	A4421 Wretchwick Way / Perserine Way about kland T-	Ann A. Wrechwick Way (North) Ann A. Wrechwick Way (North) Ann S. Wretchwick Way (South)	Arm 9: Wretchwick Way South) Arm C: Pemerine Way (West)	236 105 445	36	15	9 0 15	2	282 106 508	291 207	275 121	19 22 25	16 0 15	8	1	304 244	2 1:
s	A4421 Whetchwick Way / Peregrine Way ghost island T- junction	Ann E: Wretchwick Way (South) Ann C: Pengsine Way (West)	Arm C: Perugrine Way (West) Arm A: Wretchwick Way (North)	19 122	22	0 0 0	0	0	41 124	41 125	460 114 67	9	0	0	0	124 68	-
		Arm A: Wintchwick Way (North) Arm A: Wintchwick Way (North) Arm A: Wintchwick Way (North)	Arm it: Writchwick Way (South) Arm it: Writchwick Way (South) Arm it: Neunkirchen Way (South)	0 264	0 22	0 15	9	0	0 298	0 207	1 258	0 25	0	0	0	1 293	2
6	A4621 Neunkinchen Way / Peregrine Way roundsbout	Arm R: Neurkinchen Way (South) Arm R: Neurkinchen Way (South) Arm R: Neurkinchen Way (South)	Arm C: Pengrise Way (Welt) Arm A: Wretchwick Way (North) Arm B: Neunkirchen Way (South)	296 0	36 0	26 0	15	2	349	363	507 0	25 0	15	8	2	542 0	9
		Ann S: Neunkinchen Was (Sputh) Ann C: Perserine Was (West) Ann C: Perserine Was (West)	Arm C: Pemerine Way (West) Arm A: Wretchwick Way (North) Arm 9: Neunkirchen Way (South)	125 168 284	22 24		0	0	200 200 207	200 200 307	296 66 148	20 20 14	0	0		96 96 962	31 16
		Ann C: Penepine Way (West) ARM A: London Rd (North) ARM A: London Rd (North)	Arm C: Pengrine Way (West) ARM A: London Rd (North) ARM S: A4421 (Sast)	0 29	0	0 0 0	0	0	0 29	0 29	0 0 131	0 0 2	0 8	0 0	۰	0 127	
		ARM A: London Rd (North) ARM A: London Rd (North) ARM A: London Rd (North)	ARM C: A41 (South) ARM D: Gravechill Rd (West) ARM E: A41 (North)	96 58	0 13		0 5		130 58 81	190 59 85	180 85 109	21 0 3	0 15	0 8		202 85 121	- 2
		ARM 9: A6621 (East) ARM 9: A6621 (East) ARM 9: A6621 (East)	ARM A: London Rd (North) ARM B: A4421 (Sast) ARM C: A41 (South)	0 104	0	0 0 16	0 9		27 0 116	27 0 122	18 0 27	0	0 0 14	0 0 8	Ē	18 0 45	
	AADI Gunnara	ARM S: AM21 (EM1) ARM S: AM21 (EM1) ARM C: AM1 (South)	ARM D: Gravenhill Rd (West) ARM E: Add (North) ARM A: London Rd (North)	165 261 109	30 35 34	0 0	0	2	177 236 134	179 276	156 195 223	27 24	0	0	,	261 222 347	2
7	A4421 Seelscheid Way / A41 / London Road / Graven Hill Road north "Rodney House" Roundsbout	ARM C AKI (South) ARM C AKI (South) ARM C AKI (South)	ARM B: A4421 (Gott) ARM C: A41 (Gott) ARM D: Gravethill Rd (West)	28 0 0	0	% 0 0	15 0 0		42 0 0	54	113 0 42	12 0	0 0	0 0		129 0 42	Î
	Houndabout	ARM C: ARI (South) ARM D: Gravenhill Rd (West) ARM D: Gravenhill Rd (West)	ARM E: ARI (North) ARM A: London Rd (North) ARM B: A4421 (East)	\$12 22 98	56 0	1 0	0 0	2	\$29 27 100	529 27	28 28	25 0	0	0	,	28	9
		ARM D: Gravenhii Rd (West) ARM D: Gravenhii Rd (West) ARM D: Gravenhii Rd (West)	ARM C: A41 (South) ARM D: Gravenhill Rd (West)	0	0	0 0	0	É	0	0	0	0 0	0	0	É	0	ľ
		ARM D: Gravenhii Rd (West) ARM E: Ads (North) ARM E: Ads (North)	ARM 6: A41 (North) ARM A: London Rd (North) ARM 8: A4421 (East)	95 264	25 28		21 0		151 302	175 302	123 450	13 28	6 2	2		129 489	1:
		ARM C A41 (North) ARM C A41 (North) ARM C A41 (North)	ARM C: A41 (South) ARM D: Gravenhill Rd (West) ARM E: A41 (North)	114 0	42 0 0	0	0		509 114 0	508 114 0	124 0	0	0	0		124 0	1
		Arm A: A41 (North) Arm A: A41 (North) Arm A: A41 (North)	Arm A: A41 (North) Arm 9: Wortchwick Avenue Arm C: A41 (Satt)	0 77 521	0 0 77	0 15	0	0	27 607	77 614	92 633	0 29	0 0 16	0		92 670	6
		Ann A: A41 (North) Ann B: Wretchwick Avenue Ann B: Wretchwick Avenue	Arm S: Pioneer Road (South) Arm A: A41 (North) Arm R: Wintcheid Avenue	56 118 0	0	0	0	0	66 118 0	66 119 A	162 0	0	0	0	0	58 542 0	14
7a	A45 / Pioneer Road ghost island T junction	Arm S: Wretchwick Avenue Arm S: Wretchwick Avenue Arm C: A41 (Sast)	Arm C: A41 (Sart) Arm D: Pioneer Road (South) Arm A: A41 (North)	271 260 480	36 0 29	0 29	0 0 16	0	467 260 535	407 260 548	292 243 690	49 0 71	0	0 2	0	260 261	2 2
		Arm C: A41 (Sat) Arm C: A41 (Sat)	Arm S: Wretchwick Avenue Arm C: A41 (Sat) Arm C: Simour Stad (South)	291 0	46 0	0	0	0	227 0 004	237 0	615 0	41 0	0	0	0	456 0	45
		Ann D: Pioneer Road (South) Ann D: Pioneer Road (South) Ann D: Pioneer Road (South)	Arm A: A41 (North) Arm B: A41 (North) Arm C: A41 (North	52 120	0	0 0	0	0	52 130 422	52 130 466	92 179 452	0 0	0	0 0	0	92 179 553	17
		Arm D: Pioneer Road (South) ARM A: Oxford Rd (North)	Arm D: Pioneer Road (South) ARM A: Oxford Rd (North)	3	0	0	0	ō	7 0	10	100	0	19	11	ò	15	10
		ARM A: Oxford Rd (North) ARM A: Oxford Rd (North) ARM R: A41 (Sad)	ARM C: A41 (South) ARM D: Unlabelled Rd (West)	706 23	93 12	8	29	12	840 25 404	983	925 52 431	61	6	0	12	902 52	
	A41 / Oxford Road /Services	ARM & ALL (Sact) ARM & ALL (Sact)	ARM & CASE South ARM C ASE South	0 570	42	9 0	0		0 612	612	0	0 21	0	0 8		0 509	-
8	roundabout	ARM C Ast (South) ARM C Ast (South)	ARM A: Oxford Rd (North) ARM B: A41 (Satt)	691 478	88 45	61 55	24	20	263 553	799 578	871 707	96 28	24 0	13	10	990 734	10 7
		ARM C: A41 South) ARM C: A41 South) ARM D: Unlabelled Rd (West)	ARM C: A41 (South) ARM D: Unlabelled Rd (West) ARM A: Oxford Rd (North)	21 50	28 1	19	0 11 0		59 51	69 51	49 61	12 10	8	4 0		65 71	-
		ARM Cr. Unishelled Rd (West) ARM Cr. Unishelled Rd (West) ARM Cr. Unishelled Rd (West)	ARM S: A41 (Sout) ARM C: A41 (South) ARM D: Unlabelled Rd (West)	50 0	26 0	28	0 16 0		92 0	42 204 0	25 42 1	12 0	9 0	4 0		25 59 1	ď
		ARM A: Oxford Rd (North) ARM A: Oxford Rd (North) ARM A: Oxford Rd (North)	ARM A: Oxford Rd (North) ARM S: Pingle Dr (East) ARM C: Oxford Rd (South)	197	23 126	15 43	8 24	0 12	218 1203	225 1234	201 969	67	0	0	0 12	204 1052	207
9	Oxford Road / Pingle Drive roundabout	ARM It: Pingle Dr (East) ARM It: Pingle Dr (East) ARM It: Pingle Dr (East)	ARM A: Oxford Rd (North) ARM B: Pingle Dr (East) ARM C: Oxford Rd (South)	104	17	24	12	0	0 148	906 0 158	100 532	12	2	2	0	0 S4S	10 St
		ARM C: Oxford Rd (South) ARM C: Oxford Rd (South) ARM C: Oxford Rd (South)	ARM A: Oxford Rd (North) ARM B: Pingle Dr (East) ARM C: Oxford Rd (South)	922 142	8	25	24 14	0	1056 164 0	1085 175 0	1236 231	134	18 5	2	0	242 0	24
		Kines End Kines End Kines End	Kines End Claford Road S Middleton Stoney Road	674 2	0 75 0	97	22	12	792 4	920 5	0 698 123	46	2 5	1 2	12	757 126	77
10	Oxford Road/ Kings End/Middleton Stoney Road	Oxford Road S Oxford Road S Oxford Road S	Kines End Claford Road S Middleton Stoney Road	75.8 0 26.9	74 0 27	29 0 14	16 0 8	0	0 928	881 0 310	0 468	98 0 41	18 0 1	0	0 0	986 0 510	100
		Middleton Stoney Road Middleton Stoney Road Middleton Stoney Broad	Kines End Oxford Road S Middleron Onney Bred	226 556 0	0 25 0	15	0	0	228 631 0	249 632	196 471 0	0 23 0	8	4 0	0	299 498 0	8
		ASM A: A41 (North) ASM A: A41 (North)	ARM A: Add (North) ARM S: Unlabeled Rd (Sart) ARM C: Add (South)	0	0	0 0 3	0	10	63	63 0	62 0 744	0	0 0 19	0	10	0	- 6
		ARM A: A41 (North) ARM A: A41 (North) ARM A: A41 (North)	ARM Cr. PER (West) ARM S: Vendee Dr (Worth) ARM 4: ARM (North)	2 118 127	0		0	2	120	122 122	1 202	0 0	4	2	2	306 153	31
		ARM 9: Uniabelled Rd (East) ARM 9: Uniabelled Rd (East) ARM 9: Uniabelled Rd (East)	ARM S: Unlabelled Rd (Sart) ARM C: A41 (South) BBM F: 950 (Wort)	2 0	0	0 0 0	0		2	2	0 15	0	1 0	1 0		16	
		ARM It: Unlabelled Rd (East) ARM C A41 (South)	ARM E. Vendee Dr (North) ARM A: Add (North)	9 921	155	143	0 78	10	1074	1146	29 880	139	24	19	10	29 1048	10
11	A41 Oxford Road / Vendee Drive roundsbout	ARM C Att (South) ARM C Att (South)	ARM C: A41 (South) ARM D: PER (West)	0 75	0	0 0	0		0 75	0 75	105	0	0	0		905	10
		ARM C AS INSURII ARM C PER INVEST ARM C PER INVEST	ARM A: A45 (North) ARM B: Unlabelled Rd (East)	0 2	0	0	0	É	2 2	0 2	1	0	0	0	É	1	-
		ARM C: PER (West) ARM C: PER (West) ARM C: PER (West) ARM E: Vendee Dr (North)	ARM C: Add reports ARM C: PER (West) ARM E: Vendee Dr (Worth) ARM A: Add (North)	0 2	0		0		0	0	0 2 221		0	0		9	
		ARM E: Vendee Dr (North) ARM E: Vendee Dr (North) ARM E: Vendee Dr (North)	ARM A: A41 (North) ARM B: Unlabelled Rd (Sart) ARM C: A41 (South)	25 402	61	14 %	8 S3	2	42 522	48 566	221 23 205 24	0 10	0 12	0 0 7	2	221 22 223	27
		ARM C Vendee Or (North) ARM C Vendee Or (North) Arm A: M1 North	ARM D: PER (West) ARM E: Vendee Dr (North) Arm A: M1 North	0	0		0		0 0	0 0	24 1 0		0	0		24 1 0	
		Arm A. M1 North Arm A. M1 North Arm A. M1 North	Arm S: A41 Set Arm C: M1 South Arm D: A34 West	0 900	0 192	0 799	0 445		284 0 1437	214 0 1791	197 0 1630	0 220	0 560	0 212		177 0 2352	360
		Ann St A41 Sect Ann St A41 Sect Ann St A41 Sect	Arm A: M1 North Arm R: A41 East Arm C: M1 South	75 0 208	0 21	65 0 51	25 0 28		0 0 267	120 0 290	99 0 289	0 19	6 6	29 0 2		127 0 412	41
12	M40 Junction 9	Ann C M1 South Ann C M1 South	Arm C: A34 West Arm A: M1 North Arm E: A41 East	954 0 206	214 0 43	224 0 16	124 0 9	12	1205 0 257	1316 0 364	929 0 242	95 0 23	53 0 29	30 0 16	12	975 0 282	201
		Ann C: M1 South Ann C: M1 South Ann D: A34 West	Arm C: M1 South Arm D: A34 West Arm A: M1 North	202 1226	0 36 244	9 32 492	28 245		266 1815	288 2011	0 566 1830	120 272	0 26 628	0 15 256	É	201 2558	71
	<u> </u>	Ann D: A34 West Ann D: A34 West Ann D: A34 West	Arm R: A41 Sast Arm C: M1 South Arm C: A44 West	1018 512 0	150 99 0	149 59 0	93 22 0	12	1262 645 0	1360 672 0	1219 61 0	232 28 0	61 45 0	24 25 0	12	1496 113 0	15
Ī		ARM A: 84100 (North) ARM A: 84100 (North) ARM A: 84100 (North)	ARM A: B4300 (North) ARM B: A4095 (Cart) ARM C: B4100 (South)	0 297 415	0 99 99	43	0 24 0	0 0 2	499 505	0 517 507	0 492 252	61 45	0 27 0	0 15 0	0	0 559 299	50
		ARM A: 84100 (North) ARM 8: A4065 (East) ARM 9: A4065 (East)	ARM C: A4095 (West) ARM A: B4100 (North) ARM B: A4095 (Suc)	149 517 0	15 80 0	0 SI 0	0 29 0	0	120 626 0	176 649 A	161 623 2	7 48 0	9	0 S 0	0 0	173 675 2	1 6
15	A4095 Southwold Lane / 94100 Banbury Road roundabout	ARM 9: A4095 (East) ARM 9: A4095 (East) ARM C: 94000 (South)	ARM C: 94100 (South) ARM D: A4095 (West) ARM A: 94200 (North)	76 266 204	28 52	030	9 9	0 0 2	426 352	76 519 364	26 500 209	29 62	0 10 0	6 0	0 0	76 564 373	5
		ARM C 96500 North ARM C 96500 North ARM C 96500 North ARM C 96500 North	ARM C 94100 (South) ARM D AA095 (West)	92 0 54	0		0	0	92 0 54	92 0 54	171 0 49	4	0	0	0	176 0 49	Î
		ARM C: 84500 Houth) ARM D: A4095 (West) ARM D: A4095 (West) ARM D: A4095 (West)	ARM St Address Wester ARM A: B4100 (North) ARM B: A4095 (Exit) ARM C: B4100 (South)	45 250 20	0 15 0	0 16	9	0	45 275 20	45 282 20	49 26 503 55	69	0 16 0	9	0	26 581 55	55
		ARM D: A4095 (West) ARM D: A4095 (West) Ann A: A41 (North) Ann A: A41 (North)	ARM C: 84100 (South) ARM D: A409S (West) Arm R: Slip to Wendlebury Rd Arm C: A41 (South)	0 124 744	0 0	0 0	0	0 0	0 124 1067	20 0 124 1163	0 100 969	0 2 2	0	0 1 27	0 0	0 902 1060	
16	A61 Oxford Road / Wendlebury Road	Arm R: Stip from Wendlebury Rd Arm C: A41 (South) Arm C: A41 (South)	Arm C: A61 (South) Arm C: A61 (South) Arm A: A61 (North) Arm A: Sile to Little Chesterton	266 1630	43 199 0	126 126 218	70 122 0	0 12 0	1067 458 1953	\$14 2062	455 1744	26 222	108	28	12	519 2048	210 210
		Ann C: A41 (South) Ann D: Slig to Little Chesterton Ploustey Rd	Arm 0: Slip to Little Chesterton Arm A: A41 (North) Left Turn Out	0 279	0 55	0	0	0	235	338	0 258	0 51	0	0	0	0 412	41
17	At1 / Ploughley Road	Pipushey Rd A41 SB A41 SB	Hum Turn Out Southbound Right Turn In	902 207	125	88	69	0	15 10% 363	1115 365	1018 249	92	61	24	0	1166	117
		A41 NB A41 NB Hower Lane	Left Turn in Northbound Hower Lane	9 953 0	110 0	0 118 0	66	0	9 1129	1181 0	11 1062 0	0 126 0	0 28 0	0 21 0	0	11 1210 0	122
		Howes Lane	Middleton Stoney Rd Sast Vendee Drive Middleton Stoney Rd West	61 420 129	0 98 1	94 2	0 53 1	0	61 571 132	612 123	64 299 87	20 11	6	2 2	0	64 322 301	22 25
		Howes Lane Howes Lane		71	0	0	0	0	71 4 227	71 4 237	2 108	0 11	0 0 2	0 0	0	25 2 120	3
		Howes Lane Howes Lane Middleton Stoney Rd East Middleton Stoney Rd East Middleton Stoney Rd East	Houses Lane Middleton Stoney Rd East Vender Orise	19.7	49	0	9	0							- 1	120	
18	Hower Lane/ Vendee Drive/ Middleton Stoney Road	Howers Lane Middleton Stoney Rd Sast Vendeo Drive Vendeo Drive	Middleton Stoney Rd West Hower Lane Middleton Stoney Bd Curr	187 222 199 106	0 49 41 6 27	0 25 11 1	0 20 6	0 1 0 0	285 211 164	921 216 345	332 392 254	51 28	16	9	0	251 452 292	12 26 46 27
18	Hower Lane/ Vender Orive/ Middleton Stoney Road	House Lane Middleton Stoney Rd East Middleton Stoney Rd East	Mount Lane Middleton Stoney Rd East Vander Schie Aliddleton Stoney Rd East Middleton Stoney Rd East Middleton Stoney Rd East Middleton Stoney Rd East Vander Chie Middleton Stoney Rd West	187 222 199 106 0 136 54	0 49 41 6 27 0 6	0 25 11 1 0 0	0 20 6 1 0	0 0 0 0 0	285 211 144 0 142 52			51 28 0 0	16 0 0 4	9 0 0 2	0 0		
18	Howes Lane/ Vendee Drive/ Middleton Stoney Road	Libbert State Mistificaco Choney Md Gast Vendes Disve Vendes Disve Vendes Disve Vendes Disve Mistificaco Choney Md West	Middleton Stoney MI West Nower Line Middleton Stoney MI East Vendee Drive Middleton Stoney MI West Nower Line Middleton Stoney MI West Nower Line Vendee Drive Vendee Drive Vendee Drive	6 187 222 199 106 0 136 54 428 247	0 49 41 6 27 0 6 2 42 42 1	0 25 11 1 0 0 15 15 19	0 20 6 1 0 0 3 8 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	142 59 489 255		292 292 254 0	51 28 0 0 13 10 4	4 16 0 0 4 2 6	9 0 0 2 2 4 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	251 452 292 0 288 171 425 229	
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18	Nowes Lane/ Vender Orien/ Middleton Sconey Road Howes Lane/ Sucknell Road	Libbert State Mistificaco Choney Md Gast Vendes Disve Vendes Disve Vendes Disve Vendes Disve Mistificaco Choney Md West	Middleton Stoney MI West Nower Line Middleton Stoney MI East Vendee Drive Middleton Stoney MI West Nower Line Middleton Stoney MI West Nower Line Vendee Drive Vendee Drive Vendee Drive	4 197 199 106 0 116 117 0 117	0 49 41 6 27 0 6 2 42 1 0 0 0 2 7 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 26 11 10 0 0 0 15 15 0 0 0 0 0 0	0 20 6 1 0 0 2 2 2 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	142 59 489 255	901 216 545 0 542 61 497	292 292 254 0	10 51 28 0 0 10 10 4 0 2 21 21 21 2	3 16 0 4 3 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 9 0 0 0 2 2 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 12 0 0 12 0 0	251 452 292 0 288 171 425 229	
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Catalyst Bicester Transport Assessment



APPENDIX F

Personal Injury Collision Data