



transport planning



Bicester Motion

Regularisation of Airfield & Track Activity

Transport Statement

April 2023



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Bicester Motion

Regularisation of Airfield & Track Activity

Transport Statement

OFFICE ADDRESS:
Lombard House,
145 Great Charles Street,
Birmingham,
B3 3LP

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APPENDICES

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APPENDIX A PIA Data

APPENDIX B Traffic Management Plan (SEP)

APPENDIX C Scramble Event Attendee/Ticketing Data

APPENDIX D ATC Data

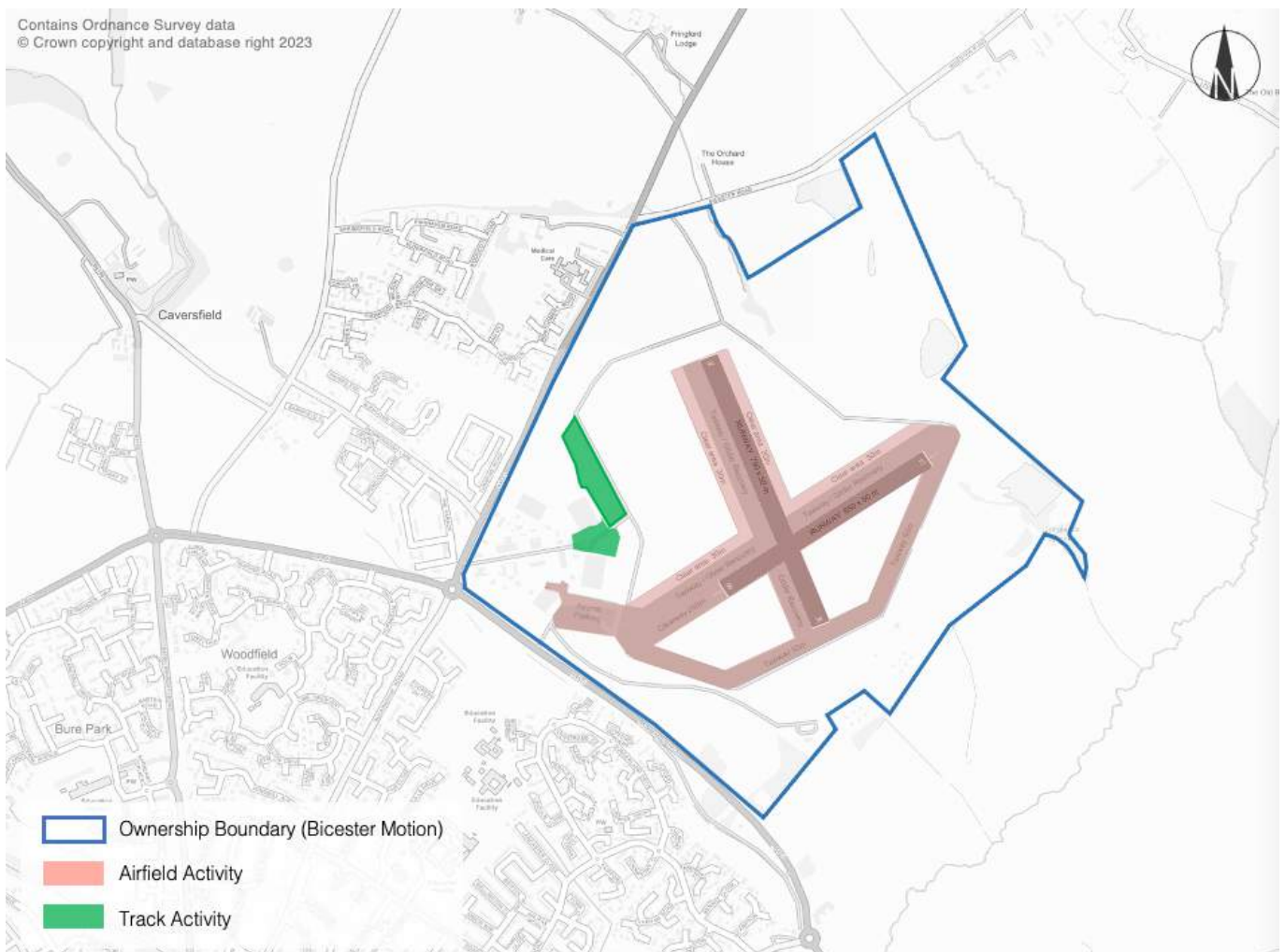
1. Introduction

1.1 Overview

1.1.1 mode transport planning (mode) has been appointed by Bicester Motion to prepare a Transport Statement (TS) to accompany a planning application for the 'Regularisation of Airfield & Track Activities' that currently occur on-site, at the Bicester Heritage and Motion site, and as associated with the airfield and perimeter tracks around the airfield.

1.1.2 The existing operations at the site caters primarily for car / cycle manufacturers and comprise of promotional filming / photo shoots, journalist vehicle testing, internal tenant events, customer experiences (such as young driver training / driver experiences etc.) and larger events such as Scrambles (Inc. Flywheel / Radwood / collecting car events etc.). The events/activities have been taking place at the Bicester Heritage/Motion site over the past 10-years.

Figure 1.1 : Site Location Plan



1.1.3 The Bicester Motion site is located to the north of Bicester, approximately 2km from the Town Centre. The location of the airfield and track area used for activity, in relation to the wider Bicester Motion Masterplan, is illustrated in **Figure 1.1**.

1.1.4 As aforementioned, events / activities have been taking place over the course of the last 10-years, without any significant impacts on the surrounding local highway network / highway safety, which is discussed further within this TS.

1.2 Report Structure

1.2.1 Following this introduction, the TS will be structured as follows:

- **Chapter 2** sets out the relevant national and local transport policy context;
- **Chapter 3** describes the existing situation, including a description of the surrounding transport facilities;
- **Chapter 4** provides an overview of the existing airfield and track activity operation;
- **Chapter 5** considers an estimate of the existing traffic generation using a first principles methodology; and,
- **Chapter 6** summarises and concludes the findings of the report.

2. Policy Review

2.1 Overview

2.1.1 This chapter considers the adopted transport and land use planning policies that relate to the development proposals. This chapter will review the following documents:

- National Planning Policy Framework (2021);
- National Planning Policy Guidance;
- Adopted Cherwell Local Plan (2011-2031);
- Cherwell District Council RAF Bicester Planning Brief (Sep 2009);
- Connecting Oxfordshire: Oxfordshire Local Transport Plan (LTP4) (2015-2031); and,
- Connecting Oxfordshire: Oxfordshire LTP4 (2015-2031): Active & Healthy Travel Strategy.

2.2 National Planning Policy Framework (July 2021)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development. The NPPF was first published in March 2012 and revised in February 2019. This document was again revised in July 2021 and replaces the previous version in February 2019 in order to streamline the national planning policies set out in previous policy guidance and a number of related circulars. These have been combined into a single document to make the planning system more accessible, whilst still protecting the environment and promoting sustainable growth.

2.2.2 The NPPF sets out the government's planning policies for England, and how these are expected to be applied, stating that all developments generating significant amounts of movement should be supported by a Transport Assessment (TA) or Transport Statement (TS), alongside a Travel Plan (TP). Within the NPPF, it is suggested that economic, social and environmental objectives should be at the heart of the planning process.

2.2.3 Under the 'Promoting sustainable transport' chapter of the NPPF, it is stated that transport issues should be considered from the earliest stages of plan-making and development proposals (Para. 104). By doing this the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and to mitigate any problems.

2.2.4 Significant developments should be focused on being sustainable, this can be done through limiting the need to travel and offering a genuine choice of transport modes.

2.2.5 The NPPF states (Para. 106, pg.30) that planning policies should:

- *"Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- *Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- *Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking, Local Cycling and Walking Infrastructure Plans."*

2.2.6 Within the context of assessing sites for that may be allocated for development in plans, or specific applications for development, it should be ensured that (Para. 110, pg.31):

- *"Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.2.7 Within this context, new developments should (Para. 112, pg.32):

- *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.2.8 Paragraph 111 states that:

- *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

2.2.9 Paragraph 113 concludes that all developments expected to generate significant amounts of movement should provide a travel plan, and applications should also be supported by a Transport Statement or Transport Assessment to assess the likely impacts of the proposals.

2.3 National Planning Policy Guidance (NPPG)

2.3.1 The NPPG supports the NPPF and contains further information for planners, developers and the public on measures to support planning applications. The NPPG document on 'Travel Plans, Transport Assessments and Statements' (2014) outlines how Transport Assessments are ways of assessing and mitigating negative transport impacts of development in order to promote sustainable development. It also provides guidance as to what information should be considered within an assessment. As is detailed within the document, a strong assessment can positively contribute to:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and,
- Reducing the need for new development to increase existing road capacity or provide new roads.

2.4 Adopted Cherwell Local Plan, 2011-2031 (2015)

2.4.1 The adopted 'Cherwell Local Plan, 2011 - 2031: Part 1' provides the strategic planning policy framework and sets out site allocations for the District to 2031. The Plan forms part of the Statutory Development Plan and is intended to provide the basis for decisions on land use planning within Cherwell District. The policies of relevance are summarised below:

2.4.2 **Policy PSD 1: Presumption in Favour of Sustainable Development:**

- *"When considering development proposals, the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained in the NPPF. The Council will always work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*
- *Planning applications that accord with the policies in this Local Plan (or other part of the statutory Development Plan) will be approved without delay unless material considerations indicate otherwise.*

- *Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:*
 - *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or,*
 - *Specific policies in the Framework indicate that development should be restricted."*

2.4.3 Policy SLE4: Improved Transport and Connections:

- *"The Council will support the implementation of the proposals of the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.*
- *We will support key transport proposals including:*
 - *Transport Improvements at Banbury, Bicester and at the Former RAF Upper Heyford in accordance with the County Council's Local Transport Plan and Movement Strategies;*
 - *Projects associated with East-West rail including new stations at Bicester Town and Water Eaton;*
 - *Rail freight associated development at Graven Hill, Bicester; and,*
 - *Improvements to M40 junctions.*
- New Development in the District will be required to provide financial and/or in-kind contribution to mitigate the transport impacts of development.
- All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development, and which have severe traffic impact will not be supported."

2.4.4 Policy Bicester 8: Former RAF Bicester:

- *"The Council will encourage conservation-led proposals to secure a long-lasting, economically viable future for the Former RAF Bicester technical site and flying field.*
- *It will support heritage tourism uses, leisure, recreation, employment and community use. The development of hotel and conference facilities will also be supported as part of a wider package of employment uses.*
- *All proposals will be required to accord with the approved Planning Brief for the site and take into account the Bicester Masterplan."*

2.5 Cherwell District Council (CDC) RAF Bicester Planning Brief (Sept 2009)

- The RAF Bicester Planning Brief sets out the planning parameters and guidance for the future redevelopment of the Bicester Airfield site. This document was subject to a public

consultation, amended as appropriate and approved by CDC's Executive. It is generally considered within the determination of planning applications on the airfield site. Whilst the RAF Bicester Planning Brief pre-dates the Local Plan 2031, the advice and guidance within the document is recommended to be referred to in this context. The key guidance in relation to transport, and in particular, this application, includes:

- Para 3.9.1 Access to the flying field - *"The existing (main) access to the flying field from Skimmingdish Lane (A4421) which is currently used by the Gliding Club will meet the required visibility standards of 4.5m x 160m (50mph speed limit),¶ Assuming the number of vehicles using this access remains similar, no alterations may be required. However, a right turn lane will be desirable if the traffic movements increase to over 500 movements per 12-hour period."*
- Para 3.9.2 Vehicular Access to the Technical Site - *"The existing (gated) access serving the technical site is located just off the roundabout of the A4421/A4095 & Skimmingdish and is unsuitable for any significant increase in traffic movements,¶ Access to the north of the site from the Bicester Road (towards Stratton Audley village), will not be supported by the Local Highway Authority because the Bicester Road/A4421 junction has its poor visibility and geometry."* - the proposed accesses on Bicester Road and subsequent mitigation measures at the Bicester Road junction with the A4421 (considered/referenced within **Chapter 6**) provide necessary improvements and required visibility which now ensures the safe and appropriate operation at the priority junction and site accesses.
- Para 3.9.3 Access to the domestic site - *"The majority of the existing accesses serving the site appear acceptable off Skimmingdish Lane but may require visibility improvements. Use of the existing, disused and proposed but not implemented access points from Skimmingdish Lane will be acceptable in highway terms subject to keeping the sight lines clear of vegetation."*
- Para 3.9.4 Pedestrian, cycle and public transport linkages - *"The location of this site is away from the majority of Bicester and is in need of significant improvements in terms pedestrian and cycle links and public transport to reach the closest local infrastructure and services. Another area of concern is the how pedestrians etc will cross the A4095 and the A4421 (to reach Technical site) and the type of measures required i.e., controlled crossing, reduction of speed limit etc. To address these concerns the Highway Authority will be seeking:*
 - *a bus stop on the east side of A4421 Buckingham Road within the existing deceleration lane;*
 - *a pedestrian crossing with a central refuge to enable pedestrians to cross both east west and north south to this point;*
 - *a controlled pedestrian crossing, subject to a safety audit, but the preference would be that signalisation at this roundabout be avoided;*
 - *Links within the site (and improved transport links) should also be taken into consideration as well the existing routes the community of Caversfield currently enjoy.*
 - *Depending on the type of development that comes on in the future a Travel Plan will be appropriate to reduce the reliance on the private car and developer contributions will be sought towards improvements to public transport. It is unlikely the roads within the site would be offered for adoption so a private road agreement will be sought."*

- Para 5.8 Transport Assessment - "Oxfordshire County Council will require a robust Transport Assessment to accompany a Planning application for development, which must consider the following:
 - *Detailed information of the level of traffic generated by the site's existing uses;*
 - *Site history;*
 - *Traffic generation for the proposed development(s);*
 - *Assessment of existing public transport, pedestrian and cycle links;*
 - *Accident records (previous 5 years)*
 - *Provisions of off-site infrastructure and financial contributions towards enhancing local services; and,*
 - *Travel Plan for site."*

2.6 Connecting Oxfordshire: Oxfordshire Local Transport Plan (LTP4), 2015-2031 (2016)

2.6.1 Since the Oxfordshire Local Transport Plan 2011 - 2030 was adopted in 2011, the ways in which transport can be funded in Oxfordshire has changed. To ensure the county's transport systems are fit to support the population and economic growth, OCC has developed a 4th Local Transport Plan: Connecting Oxfordshire (2015-2031). The Plan was updated in 2016 in order to strengthen the emphasis on improving air quality and making better provision for walking and cycling. The following policies are of relevance to the existing site operations and events:

Policy 03:

- *"Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport."*

Policy 04:

- *"Oxfordshire County Council will prioritise the needs of different types of users in developing transport schemes or considering development proposals, taking into account road classification and function/purpose, the characteristics and function of the place and the need to make efficient use of transport network capacity."*

Policy 17:

- *"Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport."*

Policy 34:

- *"Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:*
- *Secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective Travel Plans, financial contributions from developers or direct works carried out by developers;*
- *Identify the requirement for passenger transport services to service the development and negotiate the provision of these passenger transport services with the developer;*
- *Ensure that developers promote and enable cycling and walking for journeys associated with the new development, including through the provision of effective travel plans;*
- *Require that all infrastructure associated with the developments is provided to appropriate design standards and to appropriate timescales;*
- *Set local routing agreements where appropriate to protect environmentally sensitive locations from traffic generated by new developments;*
- *Seek support towards the long-term operation and maintenance of facilities, services and selected highway infrastructure from appropriate developments, normally through the payment of commuted sums;*
- *Secure works to achieve suitable access to and mitigate against the impact of new developments in the immediate area, generally through direct works carried out by the developer."*

2.7 Connecting Oxfordshire: Oxfordshire LTP4, 2015-2031: Active & Healthy Travel Strategy (2016)

- 2.7.1 This updated plan has brought active and healthy travel modes together as an Active & Healthy Travel Strategy. This builds on what was already in the original LTP4. It updates the LTP4 cycling strategy and adds new sections on walking and Door to Door integrated journeys, which covers longer journeys undertaken by cycling or walking in combination with bus or rail.
- 2.7.2 The Active & Healthy Travel Strategy aims to contribute to reducing pressure on the road network, contribute to economic growth and the reduction of emissions, quality of life and health, and link active travel with bus and rail options by enabling sustainable door to door journeys combining cycling or walking with public transport.
- 2.7.3 In terms of new development, the report states that: *"It is essential that new developments are planned with cycling in mind and with facilities to make cycling both convenient and safe. Designing new developments so that cycling is the most convenient transport method for the majority of trips will naturally increase the proportion of journeys made in this way."*

2.8 Summary

- 2.8.1 In summary, the national and local planning policy aforementioned, aims to ensure that sustainable development takes place throughout the county of Oxfordshire and in Cherwell District, with a key theme of pedestrian and cycle movements and public transport accessibility.
- 2.8.2 Development sites should evolve to integrate with existing and proposed transport infrastructure; encouraging the use of sustainable modes of travel to ensure that all occupants and visitors are provided with genuine modal choice.

3. Existing Conditions

3.1 Overview

3.1.1 This chapter describes the existing site and local transport network for all modes of travel / transport in order to assess the current accessibility of the site.

3.2 Site Description

3.2.1 The site is located at Bicester Motion, Bicester, OX26 5HA, situated on the northern edge of Bicester, approximately 2km north of the Town Centre. The existing hardstanding utilised as the track is located immediately east of the Technical Site and is encompassed within the wider Bicester Motion masterplan.

3.2.2 The main vehicular and cycle / pedestrian access to the site is provided via the existing Bicester Heritage gate on the A4421 Buckingham Road, located c.50m to the north of the roundabout with Skimmingdish Lane, Buckingham Road and the A4095.

3.2.3 For larger events, described further within this report, access can also be taken utilising the existing accesses located in the wider Bicester Heritage/Motion site, off Skimmingdish Lane (South Gate) and Buckingham Road North Gate (south of Thompson Drive). Traffic management plans, as agreed with CDC's Safety Advisory Group who consult with OCC and Thames Valley Police, are implemented on the neighbouring roads for the larger events days (traffic management plans are further discussed in **Chapter 4** and **5**).

3.3 Existing Highway Network

3.3.1 To the north of the site, Bicester Road runs for c.1.5km between the priority junction with the A4421 Buckingham Road at its western extent to the priority junction with Church Street and Stoke Lyne Road in the village of Stratton Audley at its eastern extent. Bicester Road is subject to the national speed limit (60mph) and within the proximity of the site access, the road has a c.7.5m carriageway width.

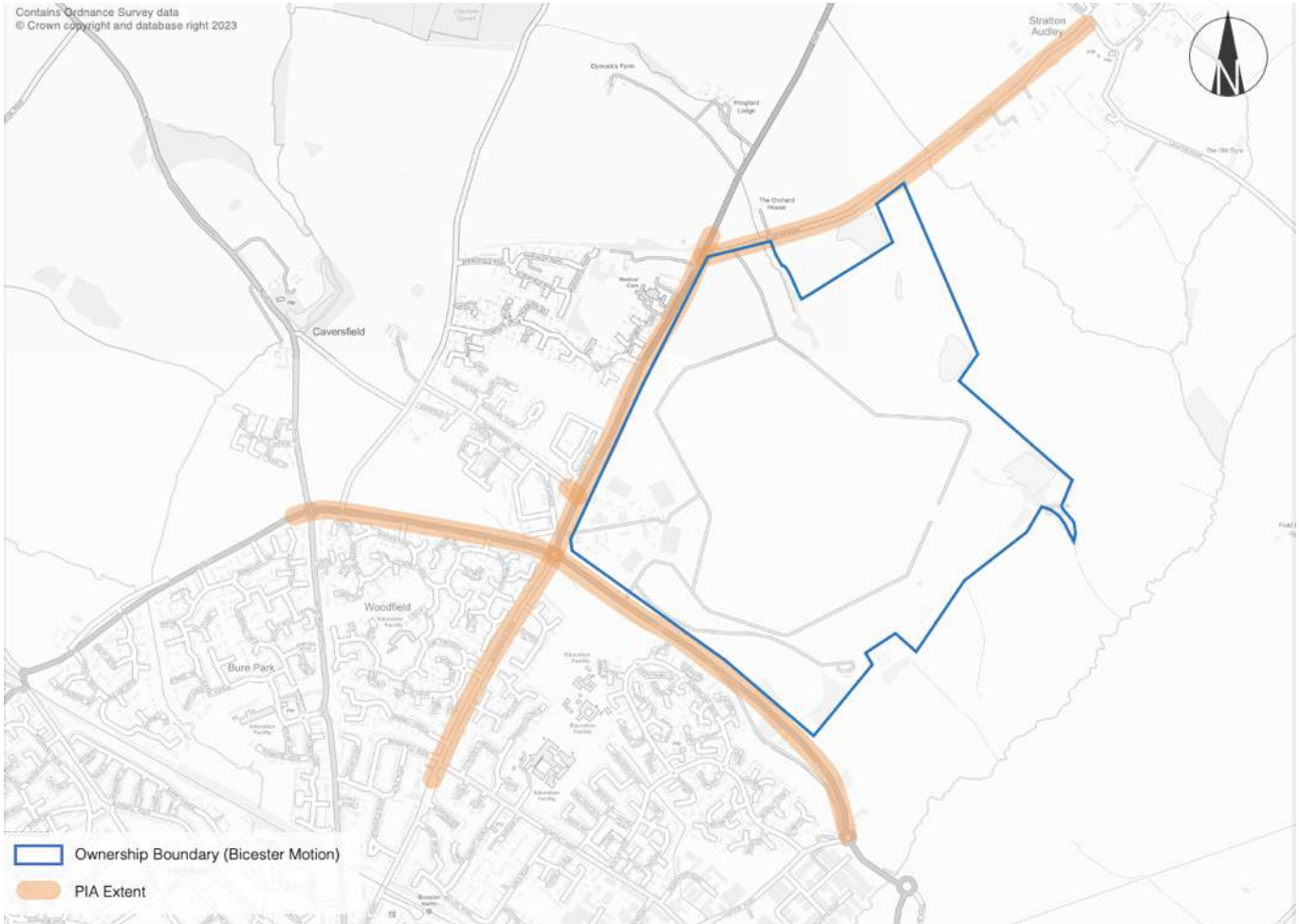
3.3.2 From the southwest and northwest of the site, the A4421 Buckingham Road provides a link from Bicester's local highway network past the wider Bicester Motion site and on towards the villages of Fringford, Finmere and into Buckinghamshire. Buckingham Road carriageway is c.6.0m in width and subject to a 50mph speed limit. Footways of c.1.5m width run continuously along the north-western side of the road to the south of the Cherwood House Care Centre access to the A4421 Buckingham Road / A4095 Southwold Lane / Buckingham Road / A4421 Skimmingdish Lane roundabout.

- 3.3.3 The A4421 Buckingham Road / A4095 Southwold Lane / Buckingham Road / A4421 Skimmingdish Lane roundabout facilitates southwest (Buckingham Road), southeast (Skimmingdish Lane) and west (Southwold Lane) bound vehicle movements from the site to the centre of Bicester and around its northern perimeter roads.
- 3.3.4 From the southwest arm of the roundabout junction, Buckingham Road (towards Bicester Town Centre) is subject to a 40mph speed limit and a 7.5 tonne weight restriction.
- 3.3.5 The A4095 (Southwold Lane) to the west and south provides strategic access to the M40; northbound and southbound access to the M40 is achieved via both the B4100 (J10) and the A41 (J9). The M40 provides routes towards Banbury, Leamington Spa and Birmingham to the north and High Wycombe and greater London to the southeast.
- 3.3.6 The A4421 Skimmingdish Lane (eastbound), via both Blackthorn Road and Charbridge Lane, provides access to the A41; the A41 links with Waddesdon and Aylesbury to the southeast and the M40 and A34 to the southwest.

3.4 Highway Safety (Personal Injury Accident Data)

- 3.4.1 Personal Injury Accident (PIA) data has been obtained from OCC, for the most recent five-year period available, between 26/01/2018 and 26/01/2023, and for the study area comprising of the following main highways links and junctions:
- Bicester Road;
 - A4421 Buckingham Road;
 - A4421 Buckingham Road/A4421 Skimmingdish Lane/A4095 Southwold Lane/Buckingham Road Roundabout;
 - Skimmingdish Lane;
 - A4421 Skimmingdish Lane/Launton Road/A4421 Roundabout;
 - A4095 Southwold Road; and,
 - B4100 Banbury Road/A4095 Southwold Lane/A4095 Lords Lane Roundabout.
- 3.4.2 Finer details of the PIA study area, including plot map and full outputs of the accident data / reports are attached at **Appendix A**, for reference. The study area assessed is illustrated in **Figure 3.1**.

Figure 3.1 : PIA Study Area



3.4.3 To analyse the PIA data, accidents within the study area have been classified in terms of their location (by ‘Junction’ and ‘Link’), severity and impact on sensitive highway users; e.g., pedestrians and cyclists.

3.4.4 An overall accident summary is provided in **Table 3.1**.

Table 3.1 : PIA Summary

Junction (J) / Link (L)	Accident Severity			Sensitive Users	
	Slight	Serious	Fatal	Peds	Cyclist
(L) Bicester Road (between A4421 Buckingham Road and Church Street)	1	0	0	0	0
(L) Buckingham Road (between Fringford Lodge and Bicester Road)	0	1	1	0	0
(J) Bicester Road / A4421 Buckingham Road	1	0	0	0	0
(J) A4421 Buckingham Road j/w Thompson Drive (Priority)	1	0	0	0	1
(J) A4421 Buckingham Road j/w Skimmingdish Lane	3	0	0	0	0

Junction (J) / Link (L)	Accident Severity			Sensitive Users	
	Slight	Serious	Fatal	Peds	Cyclist
(L) A4421 Buckingham Rd (Between A4095 and Skimmingdish Lane)	1	1	0	1	1
(J) A4421 Buckingham Rd/A4421 Skimmingdish Ln/Buckingham Rd/A4095 Southwold Ln R'bout	2	0	0	0	1
(L) Buckingham Rd (Between Coopers Green and Southwold)	0	1	0	0	0
(J) Buckingham Road/Churchill Road Mini-Dumbbell R'bouts	1	0	0	0	0
(J) Vulcan View / A4421 Skimmingdish Ln	1	0	0	0	1
(J) A4421 Skimmingdish Ln/Launton Rd/A4421 Bicester Road R'bout	3	0	0	1	0
(J) A4095 Southwold Lane j/w Spruce Drive	0	1	0	0	0
(J) A4095 Southwold Lane j/w Heather Road	2	0	0	0	2
(J) A4095 Southwold Lane j/w Fringford Road	1	0	0	0	0
(L) A4095 Southwold Lane (Between Heather Road and Fringford Road)	1	0	0	0	0
(J) A4095 Lords Ln/B4100 Banbury Rd/A4095 Southwold Ln R'bout	5	0	0	1	2
Total	23	4	1	3	8

3.4.5 As summarised above, 28 accidents were reported in the overall study area, between 26/01/2018 and 26/01/2023; of which 23 were classified as 'slight' in severity, four were classified as 'serious' in severity and one incident was recorded as resulted in a fatality.

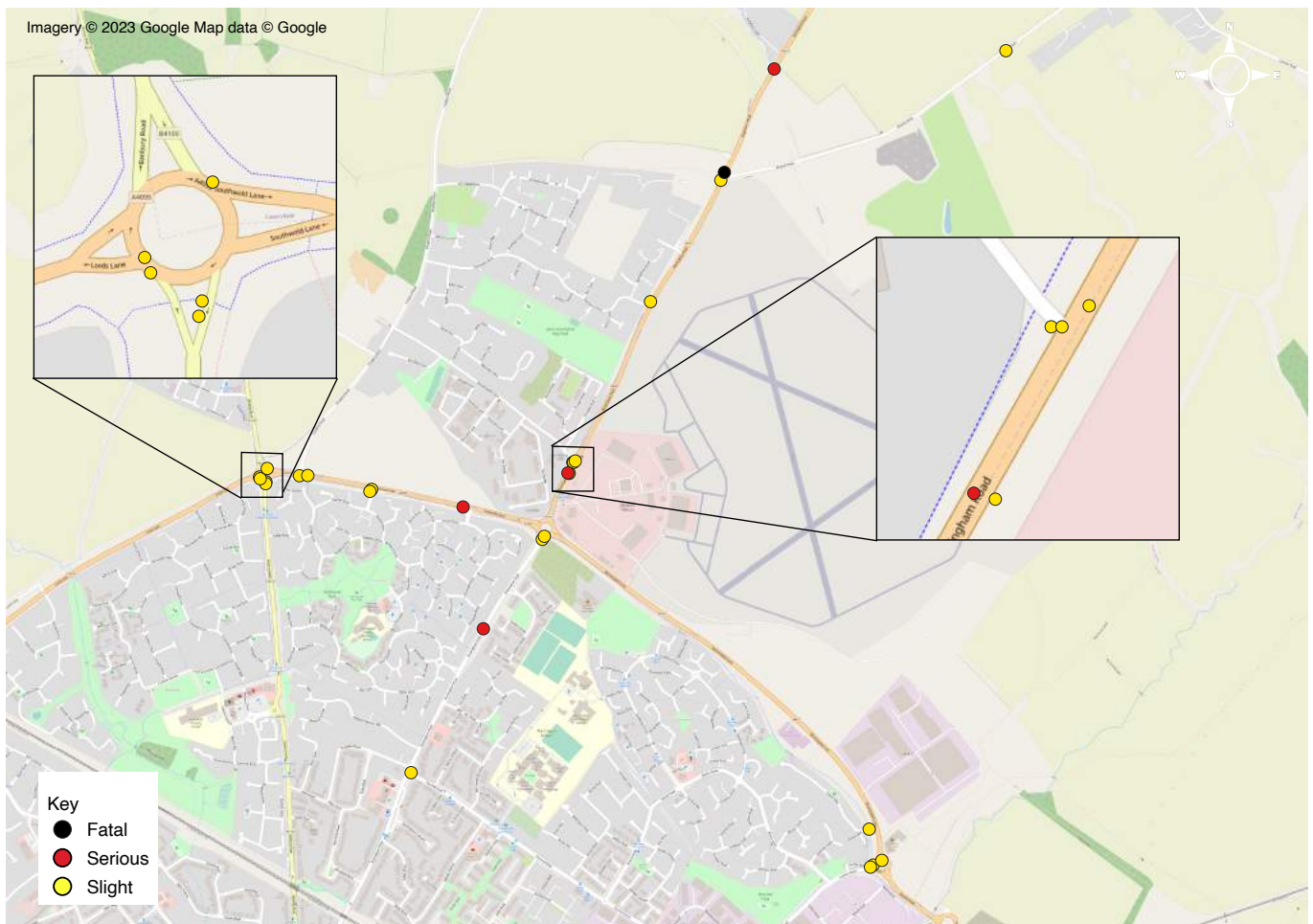
3.4.6 The highest number of PIAs recorded within the study area (individual locations) occurred at the A4095 Lords Lane / B4100 Banbury Road / A4095 Southwold Lane roundabout (5), the A4421 Buckingham Road junction with Skimmingdish Lane (3) and the A4421 Skimmingdish Lane / Launton Road / A4421 Bicester Road Roundabout (3).

3.4.7 The fatal accident was recorded as occurring on Buckingham Road, 10m north of the priority junction with Bicester Road. Three cars were involved in the accident, which occurred on 23/12/2021 and with the causation factors including a 'poor manoeuvre', 'loss of control' and 'distraction in vehicle'.

3.4.8 The contributory factors for the majority of accidents, within the aforementioned 'clusters', were the result of neglectful/erroneous driving; none of the incidents at these locations were directly attributed to the local highway or junction layout.

3.4.9 **Figure 3.2** illustrates the locations and severity of the PIAs within the study area.

Figure 3.2 : Recorded PIAs



3.4.10 As demonstrated above, all PIAs were dispersed throughout the study area. In total, eight cyclists were involved in PIAs over the most recent five-year period and also four incidents impacted on pedestrians.

3.4.11 Two junctions were recorded as having more than one PIA involving a sensitive user (pedestrian/cyclist), which was the A4095 Southwold Lane priority junction with Heather Road and the A4095 Lords Lane/B4100 Banbury Road/A4095 Southwold Lane roundabout. Two incidents at the priority junction involved cyclists and a car and have been attributed to a driver error, with 'loss of control' and 'fatigue' given as reasons for the August 2020 incident and 'junction overshoot' given as the reason for the September 2020 incident. Both of the accidents at the roundabout were also attributable to driver error, 'failing to look properly' and 'careless' driving.

Summary

3.4.12 Overall, the PIA data suggests that there is no strong correlation in how incidents occurred or were distributed throughout the study area, over the most recent five-year period. The majority of accidents recorded were 'slight' in severity (24). There was one fatal accident recorded on the network.

3.4.13 The majority of accidents were the result of driver error/neglectful driving, such as; failing to look properly, poor turning manoeuvres, careless /reckless driving and/or travelling too fast.

3.4.14 It is considered that given the low level of accidents recorded over the study period and lack of a common design cause for accidents that are clustered or within the vicinity of the site (i.e., no accidents were attributable to the existing layout/design of the junctions and/or highway); there will be no requirement for any specific road safety issues to be addressed or mitigated as a part of on-going site operations and events.

3.5 Walking and Cycling

3.5.1 The nearest pedestrian/cycle access from the site towards the A4421 Buckingham Road is the existing main Bicester Motion / New Technical Site access. The previous Bicester Motion Hotel, New Technical Site and Experience Quarter development applications which all currently have planning permission, propose to provide new sections of footway along the eastern side of Buckingham Road (from the main Bicester Motion access, Hotel and Experience Quarter accesses), along the northern side of Skimmingdish Lane, and incorporate dropped kerb tactile crossings (across the Buckingham Road and Skimmingdish Lane splitter islands), to connect with the provision on the western side of Buckingham Road and southern side of Skimmingdish Lane. The southern sections of footway/cycleway and toucan crossing have already been constructed as part of the New Technical Site off-site works.

3.5.2 The local highway network surrounding the wider Bicester Motion site offers pedestrian connectivity to the neighbouring residential areas (Thompson Drive/Turnpike Road/Skimmingdish Lane/Sunderland Drive) and amenities, including the wider Bicester Motion site, and Bicester Town Centre.

3.5.3 A 2.5m shared use footway/cycleway runs on the western side of Buckingham Road from Cherwood House Care Centre towards the A4421 Buckingham Road/A4095 Southwold Lane/A4421 Skimmingdish Lane/Buckingham Road roundabout and further onto Bicester Town Centre to the south.

3.5.4 At the A4421 Buckingham Road/A4095 Southwold Lane/A4421 Skimmingdish Lane/Buckingham Road roundabout, existing pedestrian crossing points are provided via splitter islands on the southern (Buckingham Road) and western (A4095) arms. At the A4095 arm of the junction, there is a controlled toucan crossing that provides a link to the existing shared footway and cycleway infrastructure that abuts the southern side of the A4095 carriageway, to provide a convenient walking/cycling route westbound in the direction of Southwold.

3.5.5 At the Buckingham Road (southern) arm of the roundabout, the splitter island provides an informal crossing with dropped kerbs and tactile paving to enable pedestrian travel along the A4421 Skimmingdish Lane, the A4095 Southwold Lane and Buckingham Road, towards Bicester Town Centre.

- 3.5.6 From the southwest arm of the roundabout, Buckingham Road benefits from footways on both sides of the carriageway which provide a convenient walking route to the wider local area and towards Bicester Town Centre.
- 3.5.7 In terms of cycle provision, there are street-lit shared cycleway/footways both east and west of the A4421 Buckingham Road/A4095 Southwold Lane/A4421 Skimmingdish Lane/Buckingham Road roundabout along Skimmingdish Lane and the A4095 Southwold Lane, respectively. The cycleway/footway is provided on the southern side of Skimmingdish Lane adjacent to the carriageway for approximately 250 metres to the east of the Skimmingdish Lane/Buckingham Road roundabout, before becoming segregated from the main road along the historic alignment of Skimmingdish Lane. This provides local access to the residential areas of Sunderland Drive and continues towards Launton Road. To the west and south, a shared cycleway/footway runs adjacent to the carriageway on the western side of Buckingham Road and southern side of the A4095 Southwold Lane, providing local access to the residential areas accessible via Thompson Drive Hornbeam Road and Heather Road, and further onto Banbury Road.

3.6 Bus Services

- 3.6.1 The nearest existing bus stops (serving both northbound and southbound directions) are situated c.50m (c.1-min walk) to the north of the main Bicester Motion / New Technical Site access on Buckingham Road.
- 3.6.2 The southbound bus stop is in the form of a lay-by, shelter with a hard-standing waiting area, a flag, pole and timetable display cabinet. A c.2.5m wide footway is provided for c.70m to the north of the bus stop, which provides a connection to a toucan crossing which provides access to the footways on the western side of Buckingham Road and the northbound bus stop, which benefits from a lay-by, flag, pole and timetabling information. The hotel application proposes to extend and provide a new footway/cycleway on the eastern side of Buckingham Road which will connect to the wider masterplan’s internal footway/cycleways.
- 3.6.3 **Table 3.2** provides a summary of the typical daytime frequencies of bus services aforementioned that route alongside the wider Bicester Heritage masterplan and serve the local area and bus stops along Buckingham Road.

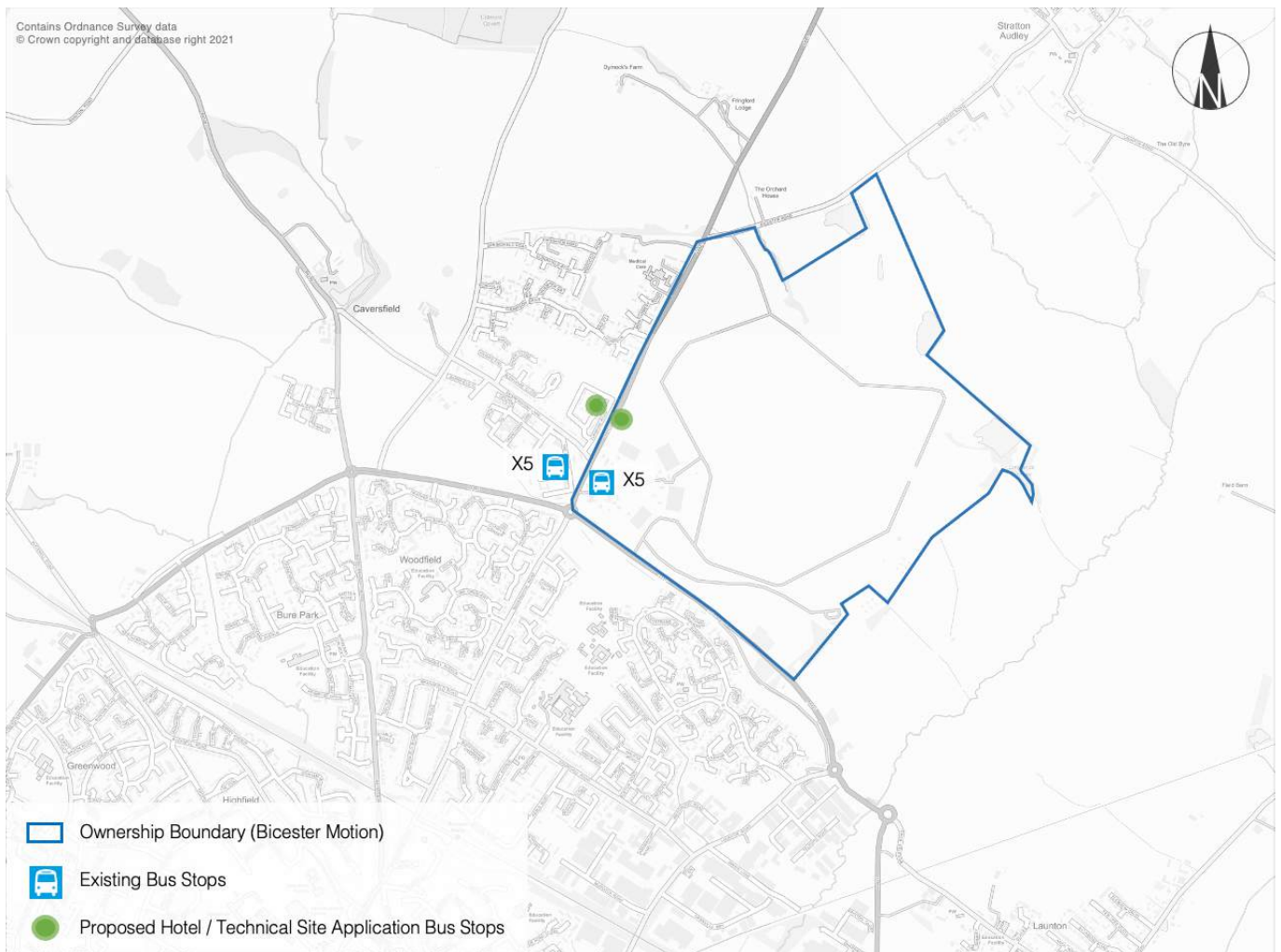
Table 3.2 : Local Bus Service and Frequency

Bus No.	Bus Route	Peak Hour Frequency*		
		Weekday	Saturday	Sunday
X5	Cambridge – Bedford – Central Milton Keynes – Buckingham – Bicester – Oxford City Centre	2 / Hour	2 / Hour	1 / Hour

*Bus service frequency correct as of 16/03/23

- 3.6.4 The X5 service detailed in **Table 3.2** provides a regular public transport connection between the wider Bicester Motion Masterplan site, Bicester Village and Bicester Town Centre, and also links the development to key towns and cities such as Oxford, Cambridge, Milton Keynes and Buckingham. The service typically operates half hourly from the Buckingham Road bus stops 07:25-22:55 Monday to Saturday and hourly from 08:30-20:30 on Sundays.
- 3.6.5 The previous Bicester Motion Hotel, Technical Site and EQ development applications which currently have planning permission, will also provide further public transport infrastructure contributions/improvements; including new bus stop provision on Buckingham Road in the vicinity of the new hotel access; and improvements to the existing bus stops on Buckingham Road in the vicinity of (opposite and north of) the existing Bicester Motion access, to include a shelter (at the northbound stop) and two Real-Time Information displays at both stops. Furthermore, the developments will also provide new footway/cycleway connections providing convenient and safe access to these facilities (from the hotel access, southbound along the eastern side of Buckingham Road).
- 3.6.6 The location of the existing and proposed (indicative) bus stops are illustrated on **Figure 3.3**, for reference.

Figure 3.3 : Local Bus Stops



3.7 Rail Services

- 3.7.1 Bicester North Railway Station is situated c.3km to the south of the site and is within a range of sustainable travel modes; such as walking, cycling and via bus services into Bicester Town Centre.
- 3.7.2 The station can be reached by bus (via the X5 route, including a walk at either end of the journey) within approximately 23-25-minutes from the Buckingham Road bus stops (excluding potential waiting times). The station can also be reached within an approximate 8-minute cycle or 25-minute walk through the site and along Buckingham Road.
- 3.7.3 Platforms 1 and 2 at the station are accessible for mobility impaired users via a lift which operates Monday to Friday from 06:00 to 23:00 (assistance can also be requested outside these hours).
- 3.7.4 There are 65 secure and sheltered bicycle storage spaces near the station, by the Bicester North Railway Station bus stop and also on the opposite side of the station approach.

- 3.7.5 Car parking provision at the station has capacity for c.530 cars (with 6 accessible spaces) and operates 24-hours a day. The weekday daily rate of parking is c.£8.50 and the off-peak rate is c.£5.50. Monthly and annual tickets can be purchased at reduced rates.
- 3.7.6 Bicester Village Railway Station is also accessible via an approximate 25-minute journey on the X5 bus (via the X5 route, including a walk at either end of the journey), or a 13-minute cycle or 40-minute walk from the site. Further alternative services can be accessed from Bicester Village Railway Station.
- 3.7.7 The typical frequency of train services that serve both the Bicester North and Bicester Village Railway Stations is summarised in **Table 3.3**.

Table 3.3 : Bicester North / Bicester Village Railway Station Services and Frequency

Destination	Approximate Journey Time	Typical Peak Hour Frequency*
Bicester North Station		
Birmingham Snow Hill	1 hour 5 minutes	1 an hour
Banbury	12 minutes	2 an hour
London Marylebone	51 minutes	5 an hour
Bicester Village Station		
Oxford	17 minutes	3 an hour
London Marylebone	1 hour 4 minutes	3 an hour

*Rail service frequency correct as of 16/03/23

3.8 Summary

- 3.8.1 A review of the existing transport infrastructure within the vicinity of the site has demonstrated that the site is accessible by car and via the local highway network, with good links to the strategic road network.
- 3.8.2 The site is also accessible by sustainable modes of travel; with existing bus routes along Buckingham Road offering frequent services, within a short walk of the site. Pedestrian and cycle links surround the site and provide good connections with neighbouring residential areas and links to Bicester Town Centre.
- 3.8.3 In addition, analysis of the local highway network in the vicinity of the site has demonstrated that there are no existing safety concerns, and therefore, no highway safety risks that are likely to be exacerbated as the application regularises ongoing activities, already operating onsite at these scales.

4. Airfield and Track Activity

4.1 Introduction

4.1.1 This chapter provides an overview of the existing operation of the airfield and supporting track and events taking place at the Bicester Motion Airfield site, at present (and over the past 10-years).

4.2 Existing Site Operation

Airfield / Aviation Uses:

4.2.1 Two unlicensed grass runways are available on the aerodrome, which has its primary use for aviation/gliding activity; however, it also has supporting uses, including remote control (RC) aviation, and also being used as part of the wider events and vehicle demonstrations, as detailed within the further site uses sections, below.

Typical Track Uses:

4.2.2 Throughout the year, the existing track typically has a number of different use purposes, with a number of existing tenants (i.e., based at the Bicester Heritage technical site) or external users. An existing hardstanding area to the north of the technical site is utilised for track use, as well as an off-road trail at the southeast of the Bicester Heritage site.

4.2.3 Both the track and off-road trail are utilised for a range of different site uses, which have been summarised below.

Community Uses – External Users:

4.2.4 The track is used for non-vehicle / motorised use related activities, such as bike club / triathlon training for the local community (example users include the Bicester triathlon club, Viscous Cycling Racing Team (VCRT) and British Cycling programmes), whilst the off-road trail is also utilised by the cycle club for off-road events. It is assumed that a high proportion of these trips for these journey purposes can be made using non-vehicle / active travel modes.

Promotional (including film and photo shoots) – Internal / External Users:

4.2.5 Typically, private events, these promotional shoots enable clients who are looking to gain imagery of vehicles via static photography or slow tracking shots for media outlets (e.g., Car Magazine, Haymarket Automotive).

Bicester Heritage Tenant Users – Internal Users:

4.2.6 Specialists based at the Bicester Heritage utilise the track to familiarise their customers with their car brand and to teach them how to use their vehicles. Example users include Morgan, Sports Purpose, Little Car Co. and Electro-genics. Users typically utilise hour slots, rather than full days and is utilised by both road legal and classic vehicles.

External Experiences – External Users:

4.2.7 External clients hire the track and lay out 'experiences / training days' as retail experiences. The track provides users with a safe environment to drive the cars, with clients including Young Driver Training and Car Chase Heroes/driver experiences.

Vehicle Exercising – Internal / External Users:

4.2.8 Clients typically utilise the facilities to run out the vehicles to ensure that they are fit for purpose and gain readings for any further improvements. Users typically utilise hour slots, rather than full days and the track is utilised by both road legal and some race vehicles (silencers required). Clients include Oxbotica and BTC.

Events – Internal / External Users:

4.2.9 Events at the site include internal Bicester Heritage events and external hire events, who may use the track as part of a wider event content.

4.2.10 Internal events organised by Bicester Heritage are organised, ticketed events to allow the public to access the venue to view car displays and explore Bicester Heritage, with example events including Scrambles and Flywheel.

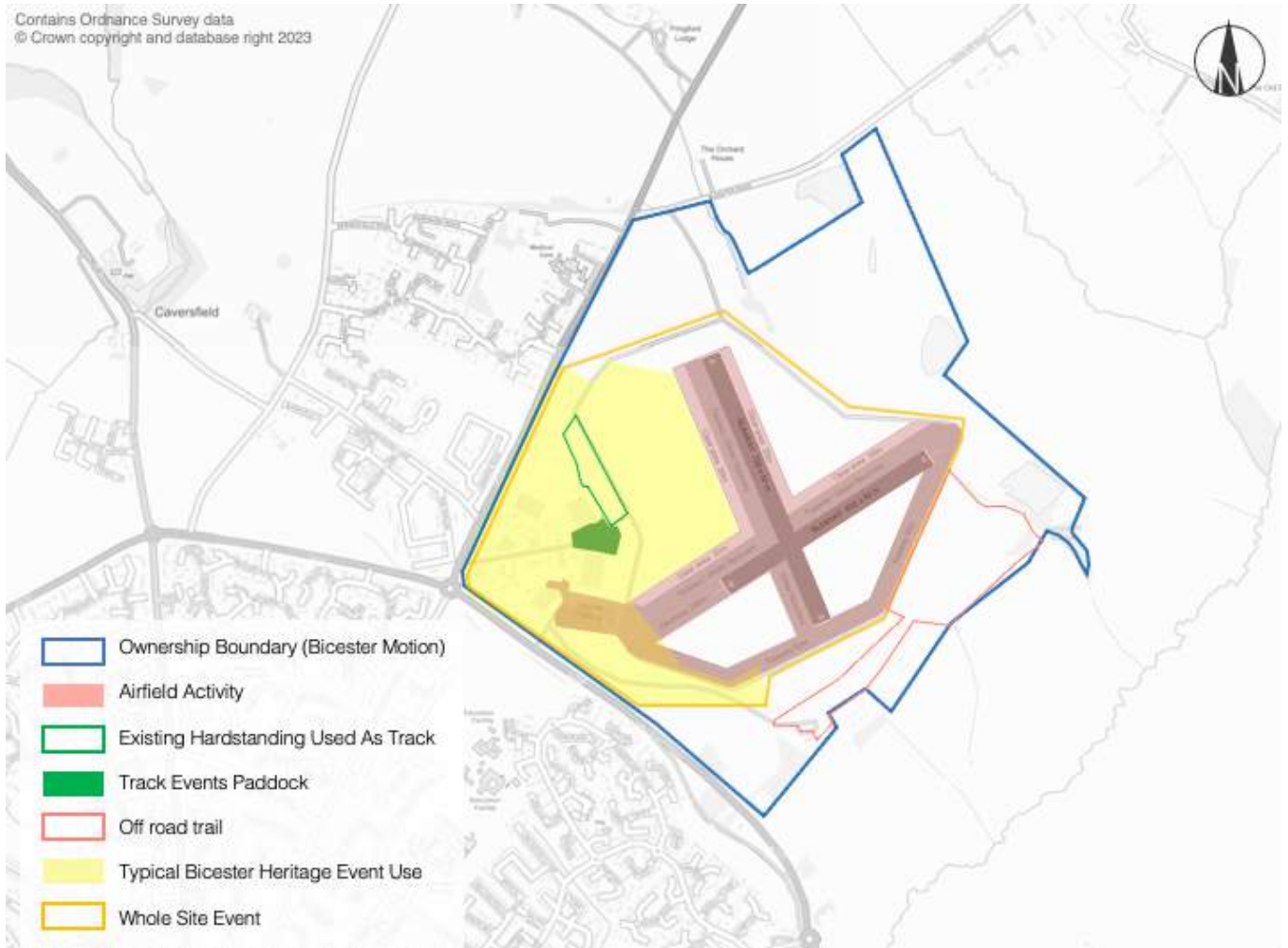
4.2.11 External events may utilise the Track and Airfield as part of a wider event content and displays. The track provides users / participants with a safe environment to drive the cars, tutorials / demonstrations are put on for certain cars, or alternatively the track is utilised as a display, parking or catering area – example events include Radwood, collecting cars, Historic Auctions, Build it Live.

4.2.12 Other events may also include:

- Car Club meets (e.g., Jaguar Enthusiast club) - typically private events, where external clients have hired part of the site or are looking to gain imagery of the vehicles via static photography or slow tracking shots for media outlets; and,
- Film / Photography Venue / Films Airfield / Hangar 113 – clients may utilise BH as a film or photography background, for films, fashion shoots or car filming.

4.2.13 **Figure 4.1** demonstrates the operational areas of the site associated with the above detailed site usages. This plan also shows the area typically used for a Bicester Heritage / Internal event – it should be noted that for a larger-scale Scramble/Flywheel event, the whole area encompassing the airfield can at times be utilised.

Figure 4.1 : Bicester Heritage Airfield & Track Site Usage Plan



4.3 Existing Access Arrangements

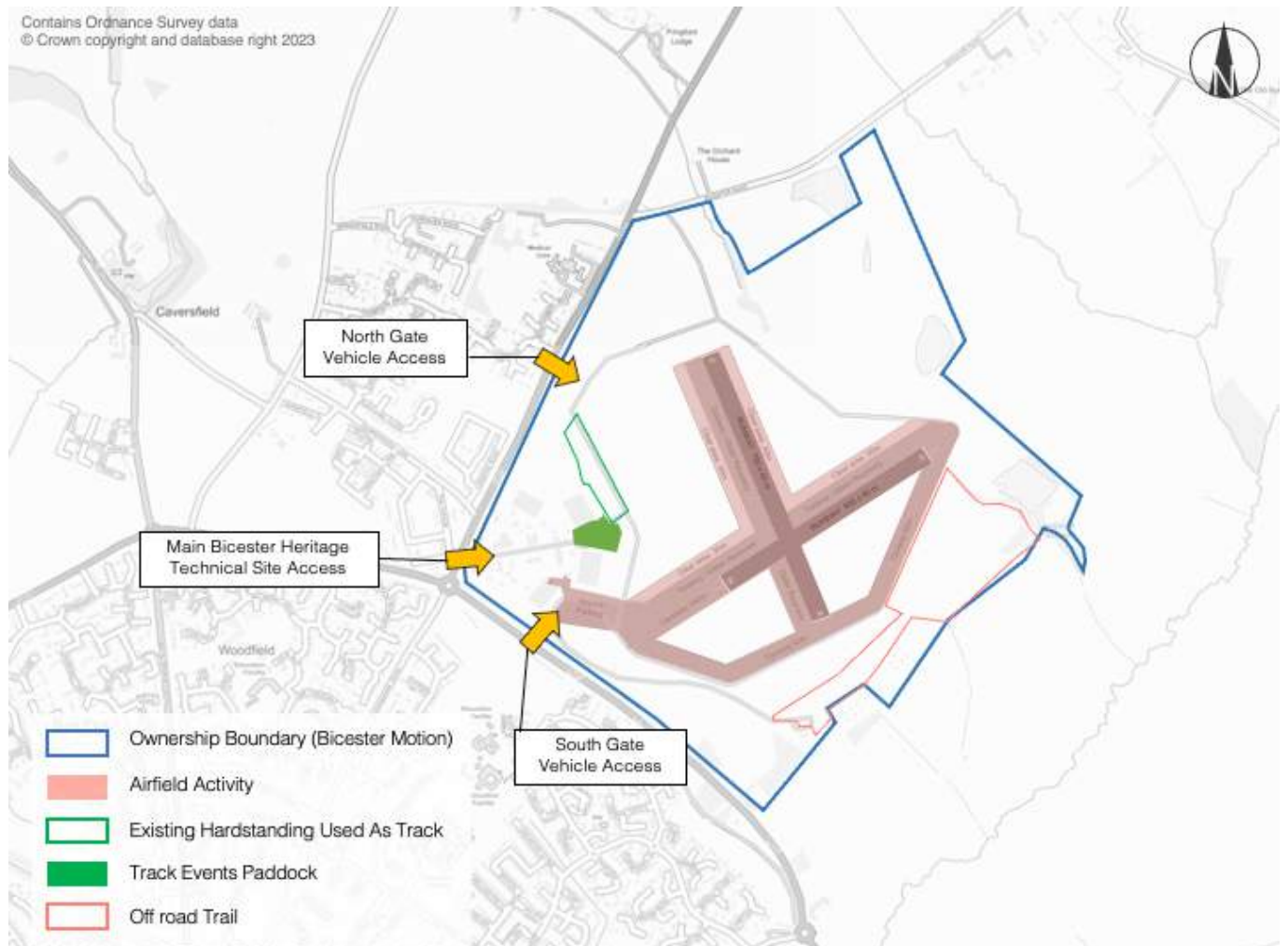
4.3.1 The access arrangements of the site currently vary, depending on the nature of the site usage / event.

4.3.2 The existing 'South Gate' access is primarily used for aviators to access Hangar 137 (aircraft storage), and for visitors arriving for flight experience and training.

4.3.3 For internal (Bicester Heritage) uses/events, vehicular and cycle / pedestrian access is taken via the existing Bicester Heritage access on Buckingham Road (located c.50m north of the roundabout with Skimmingdish Lane / Buckingham Road / A4095) and through the Technical site.

- 4.3.4 For external user track events (e.g., Radwood), vehicular access is taken through the existing 'South Gate' access on Skimmingdish Lane, located c.250m southeast of the Buckingham Road / Skimmingdish Lane / A4095 roundabout). Pedestrian and cycle access is provided the Technical site, via the main Bicester Heritage access on Buckingham Road.
- 4.3.5 For larger events, such as the Scramble and Flywheel, access may also be taken from the existing 'North Gate', located on Buckingham Road, c.600m north of the main Bicester Heritage access (south of Thompson Drive). On these larger event days, vehicular access at the main Bicester Heritage site off Buckingham Road and through the Technical Site is restricted.
- 4.3.6 Events may be subject to Traffic Management Plans, which are agreed in advance by the CDC Safety Advisory Group, who consult with OCC and Thames Valley Police. An example Signage Schedule associated with a previous event day's traffic management plan (as produced by SEP Events) is attached as **Appendix B**, for reference.
- 4.3.7 **Figure 4.2** below demonstrates the locations of the accesses that may be utilised as part of the existing airfield and track operations.

Figure 4.2 : Existing Site Access Arrangement Plan



5. Existing Traffic Generation

5.1 Introduction

5.1.1 The following chapter quantifies the existing operation into estimated visitor numbers and has been used to calculate estimated vehicle trip numbers utilising the existing site.

5.2 First Principles Methodology

5.2.1 To determine the existing traffic generation, a first principles approach has been adopted to establish an estimated number of users on site, as is described in the following section. In A summary of the estimated occurrences throughout the year and maximum number of attendees per event has been provided in **Table 5.1** below.

Table 5.1 Existing Site Operations & Events¹

Site Utilisation	Estimated Annual Occurrences	Estimated No. of Attendees
Aviation		
Airfield Flying Operations	355	50
Track		
Promotional Shoots	20	5
BH Tenant Users	200	5
External Experiences	10	100
Vehicle Exercising	60	20
Events		
BH Events (e.g., Scramble / Flywheel)	5	12,000
External Events (e.g., Radwood)	25	12,000
Car Club Meets	10	2,000
Film / Photography Venue	20	50
Other	30	50

5.2.2 The above figures incorporate all attendees, travelling by all journey types. In order to calculate the number of trips that are made to the site by car, indicative multi-modal percentages have been sourced from the 2021 NTS Average Number of Trips by Main Purpose and Mode (Table NTS0409) – using the modal splits for the combined journey purposes including ‘Leisure’, ‘Personal Business’, Other Escort’ & ‘Shopping’². The multi-modal percentages for journeys to/from the site have been summarised in **Table 5.2**.

¹ Operations & Events occurrence and attendee figures provided by Bicester Motion.

² NTS modal split utilised, as agreed with OCC Highways for similar leisure land uses associated with the EQ planning application.

Table 5.2 : Multi-Modal Trip Proportions

Mode of Travel	% Mode Split
Train	1%
Bus	2%
Motorcycle	0%
Taxi	1%
Car Driver	57%
Car Passenger	27%
Bicycle	2%
Walk	10%

*% Mode Split for 'Car Driver' and 'Walk' modes have been adjusted based on the recommendation from OCC for the Experience Quarter application to reduce 'Walk' % and suggesting a higher level of car drivers, for a better representation than the results shown in the 2021 NTS.

5.2.3 The multi-modal split detailed in **Table 5.2** forecasts that of all trips to the site, that 84% are made by car (either as a driver (57%) or passenger (27%)). This proportion has been applied to the overall estimated attendees to each of the events to calculate the number of estimated vehicle trips associated with the existing operations/events at the site.

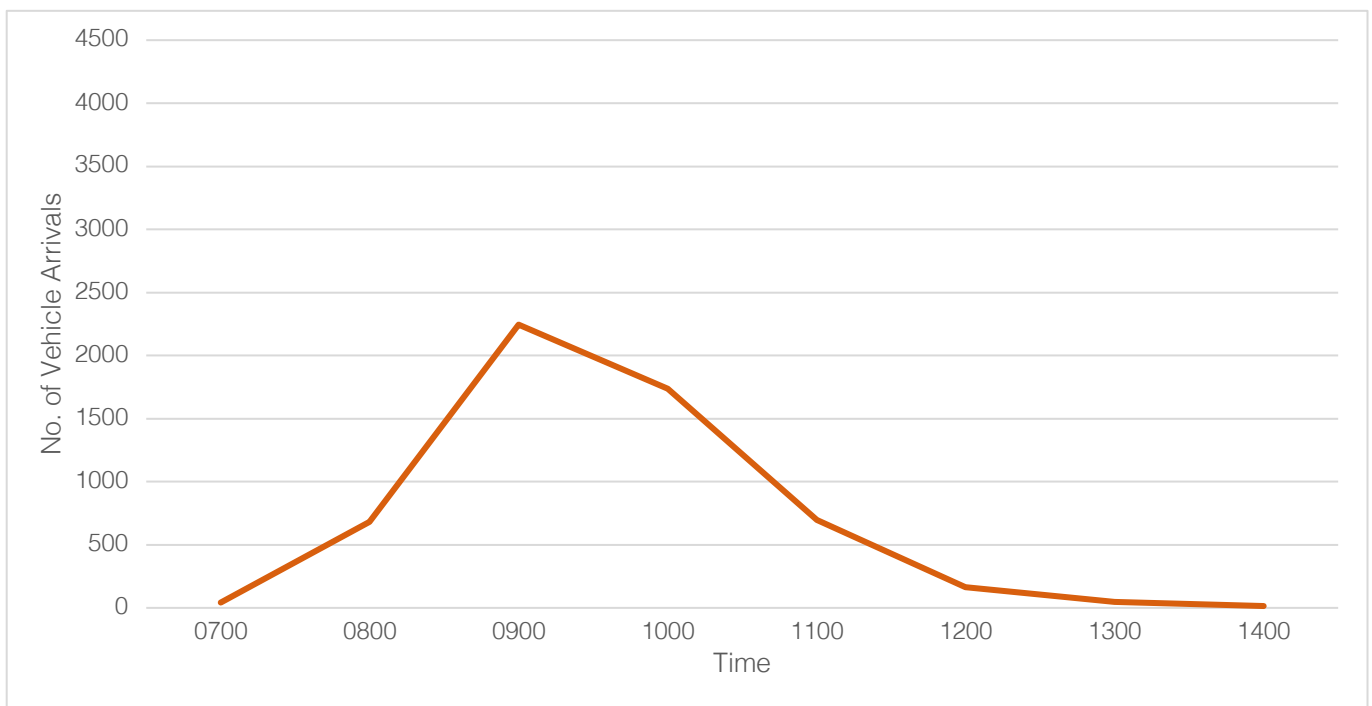
5.2.4 Furthermore, the latest available National Travel Survey (NTS) Table NTS0905 for 2021 indicates that the combined average car occupancy levels for 'leisure' and 'holiday/day trips' is c.1.80 persons per vehicle. Based on this proportion, the total number of vehicles estimated to access each event has been calculated and is summarised in **Table 5.3**, as well as an annual two-way vehicle trip figure, based on the estimated number of event occurrences each year, for reference.

Table 5.3 : Existing Operation Estimated Vehicles Per Event

Site Utilisation	Estimated Vehicles
Aviation	
Airfield Flying Operations / RC Aviation	23
Track	
Promotional Shoots	2
BH Tenant Users	2
External Experiences	47
Vehicle Exercising	9
Events	
BH Events (e.g., Scramble / Flywheel)	5,628
External Events (e.g., Radwood)	5,628
Car Club Meets	938
Film / Photography Venue	23

- 5.2.5 **Table 5.3** demonstrates that the 'Events' category generates the largest amount of vehicles at the site. The majority of these events take place on weekends (in particular Sundays, for the largest event days, such as Scrambles and Flywheel/Radwood), when baseline vehicle flow/traffic on the local highway network is typically significantly lower, than that during the weekdays. It should also be noted that the larger events tend to take place on separate days and therefore the 5,628 vehicles associated with the BH Events (e.g., Scramble / Flywheel) or External Events (e.g., Radwood) is the highest level of traffic that the site generates on a given weekend day.
- 5.2.6 In order to provide a further representative breakdown of the largest events that take place at the site, the ticketing / arrivals information from an October 2022 Scramble event (provided by Bicester Motion, and attached at **Appendix C**, for reference), which had c.5,000 attendees, were used to calculate and provide an illustrative proportion of hourly vehicle arrivals for such an event. These proportions have been utilised to build an hourly profile for the estimated arrivals for larger scale event (c.12,000 attendees), which is demonstrated in **Figure 5.1**, below.

Figure 5.1 : Estimated Arrivals Profile for Larger Scale Events



- 5.2.7 **Figure 5.1** estimates that the majority of vehicle arrivals to the site on the larger event days, take place between 0900 to 1100 hours, with 2,245 vehicles (i.e., 40% of all arrivals) arriving between 0900 – 1000 hours and 1,737 vehicles (i.e., 31% of all arrivals) between 1000 – 1100 hours. The proportion of arrivals during the hours outside of these times is significantly reduced (i.e., c.<700 vehicles within each hour from 0700-0900 and from 1100-1400).

- 5.2.8 As part of wider Bicester Motion Masterplan planning applications (in particular the IQ and EQ developments) and to establish and understand traffic levels and speed data on the local road network, a number of Automatic Traffic Counters (ATCs) were historically installed along the A4421 Buckingham Road and Skimmingdish Lane, for a two-week period during July 2016 (attached at **Appendix D**, for reference). It should be noted that these ATCs may have historically captured an element of existing activity/event traffic associated with the airfield / track, as these have been taking place at the site over the last 10 years.
- 5.2.9 The traffic surveys demonstrate that the 24-hour AADT two-way traffic flows are c.15,480 vehicles along Buckingham Road and c.16,650 vehicles along Skimmingdish Lane.
- 5.2.10 It should be noted, as referenced and acknowledged previously by OCC Highways, that the average weekday traffic volumes (both during the peak hours and across the entire day – i.e., 24-hour AAWT) are considerably higher than those recorded over the weekend (either on a Saturday or Sunday); on Buckingham Road there is a daily traffic variation of c.3,700 – 4,500 vehicle movements when comparing the weekdays to the average weekend days (Saturday and Sunday) and a Sunday on its own, respectively. Along Skimmingdish Lane, there is an even greater daily traffic variation of c.5,400 – 7,350 vehicle movements when comparing the weekdays to the average weekend days (Saturday and Sunday) and a Sunday on its own, respectively.
- 5.2.11 The existing operation of events have already been occurring for some time (i.e., the past 10-years) and there are not considered to be any existing highway safety concerns as a result of the traffic associated with the existing events/operations at the site.
- 5.2.12 The vast majority of events (and associated vehicle trips) also take place on weekends; and as aforementioned, the weekend traffic profiles and volumes are considerably lower than those during the typical weekday.
- 5.2.13 Furthermore, the larger events taking place at the site (i.e., Scrambles and Flywheel) have been (and will continue to be) subject to Event Day Traffic Management Plans, that are prepared and submitted to/agreed with CDC's Safety Advisory Group, who consult with OCC and Thames Valley Police; an example of a Signage Schedule as part of associated Event Day Traffic Management Plans (that has been prepared by SEP Events and utilised for a previous Scramble event, as aforementioned) is attached at **Appendix B**, for reference. Therefore, again, there are not considered to be any adverse impacts associated with existing highway operations, and as such, no further traffic impact assessments are considered necessary / required.

6. Summary & Conclusion

- 6.1.1 mode transport planning (mode) has been appointed by Bicester Motion to prepare a Transport Statement (TS) to accompany a planning application for the 'Regularisation of Airfield & Track Activities' that currently occur on-site, at the Bicester Heritage and Motion site, and as associated with the airfield and perimeter tracks around the airfield.
- 6.1.2 The existing operations at the site caters primarily for car / cycle manufacturers and comprise of promotional filming / photo shoots, journalist vehicle testing, internal tenant events, customer experiences (such as young driver training / driver experiences etc.) and larger events such as Scrambles (Inc. Flywheel / Radwood / collecting car events etc.). The events/activities have been occurring at the Bicester Heritage/Motion site over the past 10-years.
- 6.1.3 A review of the existing transport infrastructure within the vicinity of the site has demonstrated that the site accessible by car and via the local highway network, with good links to the strategic road network. The site is also accessible by sustainable modes of travel; with existing bus routes along Buckingham Road offering frequent services, within a short walk of the site. Pedestrian and cycle links surround the site and provide good connections with neighbouring residential areas and links to Bicester Town Centre.
- 6.1.4 A review of accident data on the local surrounding highway network suggests that there is no strong correlation in how incidents occurred, or were distributed, throughout the study area, over the most recent five-year period. In summary, the analysis of the local highway network has demonstrated that there are no existing safety concerns, and therefore, no highway safety risks that are likely to be exacerbated as the application regularises ongoing activities, already operating onsite.
- 6.1.5 To determine the estimated number of users / vehicles associated with the existing operation of the site, a first principles approach has been adopted, from which it has been demonstrated that the largest amount of vehicles are associated with the existing on-site 'Events'.
- 6.1.6 The majority of the existing events take place on weekends (in particular Sundays, for the largest event days, such as Scrambles and Flywheel/Radwood), when baseline vehicle flow/traffic on the local highway network is typically significantly lower, than that during the weekdays. It should be noted that the larger events also take place on separate days, and therefore the vehicles (c. 5,628) associated with the BH Events (e.g., Scramble / Flywheel) or External Events (e.g., Radwood) is the highest level of forecast traffic that the site generates on a given weekend day (i.e., Saturday or Sunday).

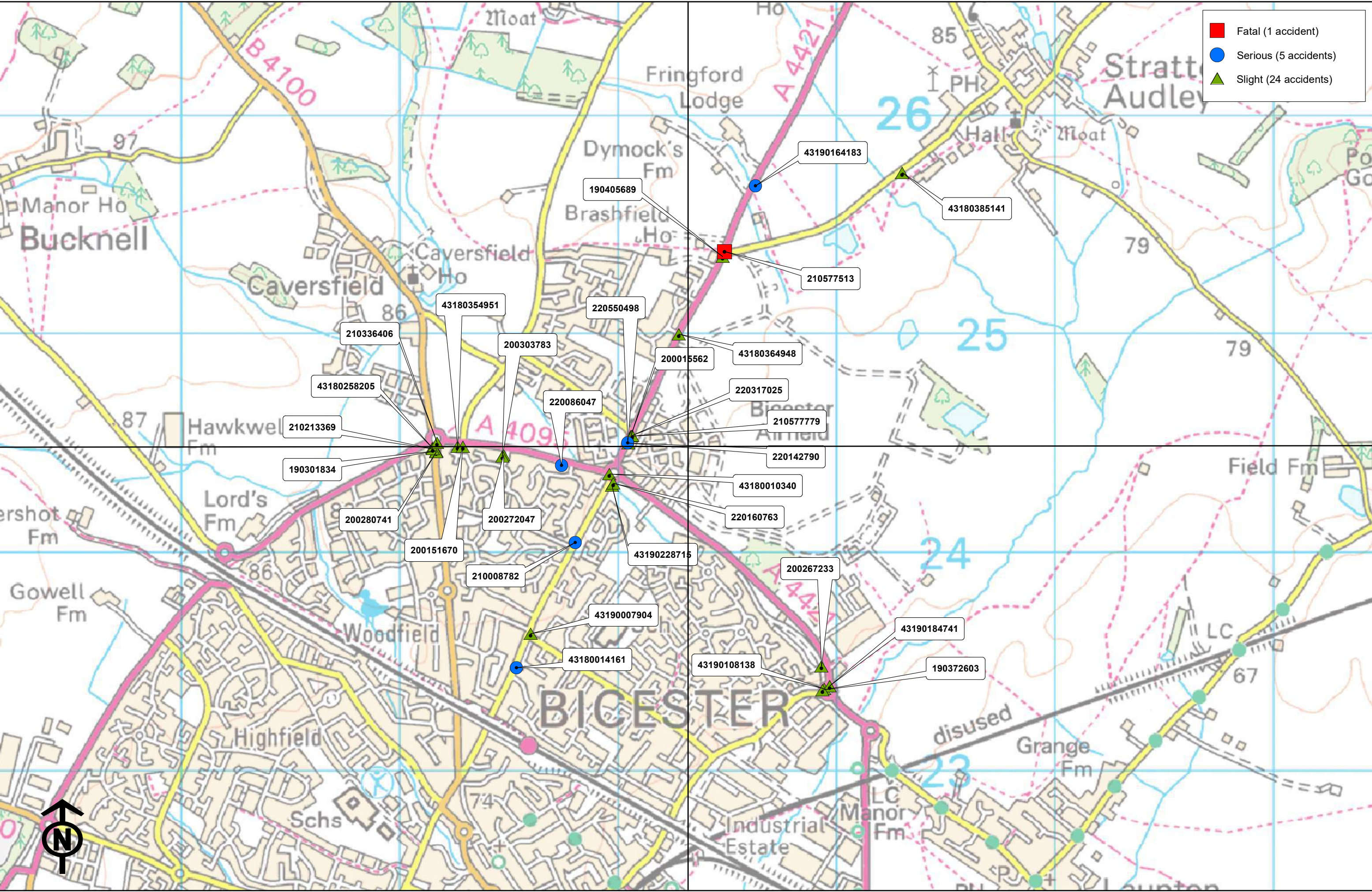
- 6.1.7 As identified by the traffic survey data, that the average weekday traffic volumes (both during the peak hours and across the entire day – i.e., 24-hour AAWT) are considerably higher than those recorded over the weekend (either on a Saturday or Sunday); on Buckingham Road there is a daily traffic variation of c.3,700 – 4,500 vehicle movements when comparing the weekdays to the average weekend days (Saturday and Sunday) and a Sunday on its own, respectively. Along Skimmingdish Lane, there is an even greater daily traffic variation of c.5,400 – 7,350 vehicle movements when comparing the weekdays to the average weekend days (Saturday and Sunday) and a Sunday on its own, respectively.
- 6.1.8 The existing operation of events have already been occurring for some time (i.e., the past 10-years) and therefore, there are not considered to be any existing highway safety concerns as a result of the traffic associated with the existing events/operations at the site.
- 6.1.9 The vast majority of events (and associated vehicle trips) also take place on weekends; and as aforementioned, the weekend traffic profiles and volumes are considerably lower than those during the typical weekday.
- 6.1.10 The larger events taking place at the site (i.e., Scrambles and Flywheel) have been (and will continue to be) subject to Event Day Traffic Management Plans, that are prepared and submitted to/agreed with CDC's Safety Advisory Group, who consult with OCC and Thames Valley Police. Therefore, there are not considered to be any adverse impacts associated with existing highway operations, and as such, no further traffic impact assessments are considered necessary / required.

APPENDICES

APPENDIX A

PIA Data

- Fatal (1 accident)
- Serious (5 accidents)
- ▲ Slight (24 accidents)



Accidents between dates 01/01/2018 and 26/01/2023 (61) months

Selection: Notes:

Selected using Manual Selection

Friday 05/01/2018 Time 0738 Slight at A4421 BUCKINGHAM ROAD RBT J/W A4095 SOUTHWOLD LANE BICESTER
E: 458964 N: 224356 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from N to NE Turning left
Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 15/01/2018 Time 0728 Serious at BUCKINGHAM ROAD AT PELICAN CROSSING 50M NE OF J/W CEDAR DRIVE BICESTER
E: 458538 N: 223470 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 12 Female Pedestrian Severity: Serious Injured by vehicle: 1

Tuesday 21/08/2018 Time 2255 Slight at A4095 LORDS LANE RBT J/W B4100 BANBURY ROAD BICESTER
E: 458153 N: 224476 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from E to W Going ahead other
Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2018 and 26/01/2023 (61) months

Selection: Notes:

Selected using Manual Selection

Friday 16/11/2018 Time 1845 Slight at A4095 SOUTHWOLD LANE J/W FRINGFORD ROAD BICESTER
 E: 458269 N: 224481 Junction Detail: 3 Control 4
 Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from E to W Going ahead other
 Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from N to W Turning right

Wednesday 28/11/2018 Time 0741 Slight at A4421 BUCKINGHAM ROAD J/W THOMPSON DRIVE BICESTER
 E: 459282 N: 224997 Junction Detail: 3 Control 4
 Raining without high winds Road surface Wet/Damp Darkness: no street lighting
 Vehicle Reference 1 Pedal Cycle Moving from NE to N Turning right
 Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from NE to S Going ahead other

Thursday 13/12/2018 Time 0800 Slight at BICESTER ROAD STRATTON AUDLEY - SIGNIFICANT UNCERTAINTY OVER LOCATION
 E: 460305 N: 225736 Junction Detail: 0 Control
 Other Road surface Frost/Ice Daylight
 Vehicle Reference 1 Car Moving from NE to S Going ahead other
 Casualty Reference: 1 Age: Female Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2018 and 26/01/2023 (61) months

Selection: Notes:

Selected using Manual Selection

Friday 04/01/2019 Time 1730 Slight at BUCKINGHAM ROAD AT MINI RBT J/W CHURCHILL ROAD BICESTER
 E: 458603 N: 223625 Junction Detail: 2 Control 4
 Fine without high winds Road surface Dry Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from N to S Going ahead other
 Vehicle Reference 2 Car Moving from S to E Turning right
 Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 10/04/2019 Time 1524 Slight at A4421 SKIMMINGDISH LANE RBT J/W LAUNTON ROAD BICESTER
 E: 459948 N: 223373 Junction Detail: 1 Control 4
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Car Moving from S to NE Going ahead other
 Casualty Reference: 1 Age: 54 Female Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 01/06/2019 Time 0157 Serious at A4421 BUCKINGHAM ROAD APPROX 350M NE OF J/W STRATTON AUDLEY TURN STRATTON AUDLEY - C
 E: 459633 N: 225675 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Darkness: no street lighting
 Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from S to NE Going ahead other
 Casualty Reference: 1 Age: 12 Female Passenger Severity: Serious Injured by vehicle: 1

Accidents between dates 01/01/2018 and 26/01/2023 (61) months

Selection: Notes:

Selected using Manual Selection

Wednesday 19/06/2019 Time 0630 Slight at A4421 SKIMMINGDISH LANE RBT J/W LAUNTON ROAD BICESTER

E: 459973 N: 223387 Junction Detail: 1 Control 4

Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from N to SE Going ahead other

Casualty Reference: 1 Age: 51 Female Driver/rider Severity: Slight Injured by vehicle: 1

Monday 22/07/2019 Time 1730 Slight at BUCKINGHAM ROAD AT CROSSING POINT APPROX 5M S OF RBT J/W A4421 / A4095 SKIMMINGDISH LAN

E: 458976 N: 224305 Junction Detail: 1 Control 4

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to S Going ahead other

Vehicle Reference 2 Pedal Cycle Moving from W to E Going ahead other

Casualty Reference: 1 Age: 12 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 27/09/2019 Time 0835 Slight at B4100 BANBURY RD RBT J/W A4095 SOUTHWOLD LANE BICESTER

E: 458172 N: 224462 Junction Detail: 1 Control 4

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to S Going ahead other

Casualty Reference: 2 Age: 35 Female Pedestrian Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Pedal Cycle Moving from W to E Going ahead other

Casualty Reference: 1 Age: 5 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2018 and 26/01/2023 (61) months

Selection: Notes:

Selected using Manual Selection

Thursday 28/11/2019 Time 1732 Slight at LAUNTON ROAD APPROX 10M SW OF RBT J/W A4421 SKIMMINGDISH LANE BICESTER
E: 459940 N: 223367 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to SE Starting
Casualty Reference: 1 Age: 43 Female Pedestrian Severity: Slight Injured by vehicle: 1

Monday 30/12/2019 Time 1636 Slight at A4421 BUCKINGHAM RD J/W BICESTER RD TO STRATTON AUDLEY CAVERSFIELD
E: 459482 N: 225351 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 75 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to E Waiting to turn right

Wednesday 15/01/2020 Time 0726 Slight at A4421 BUCKINGHAM RD J/W SIMMINGDISH LANE CAVERSFIELD
E: 459062 N: 224529 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from W to NE Turning left
Vehicle Reference 2 Motorcycle over 500cc Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 51 Male Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2018 and 26/01/2023 (61) months

Selection: Notes:

Selected using Manual Selection

Friday	22/05/2020	Time	1705	Slight	at	A4095 SOUTHWOLD LANE 116M WEST OF RBT BY PED CROSSING BICESTER				
E: 458293	N: 224482	Junction Detail:	3	Control	4					
Fine without high winds		Road surface	Dry		Daylight					
Vehicle Reference 1	Car			Moving from W to E		Stopping				
Casualty Reference:	2	Age:	42	Male	Driver/rider		Severity: Slight	Injured by vehicle: 1		
Vehicle Reference 2	Car			Moving from W to E		Going ahead but held up				
Casualty Reference:	1	Age:	55	Male	Driver/rider		Severity: Slight	Injured by vehicle: 2		
Tuesday	25/08/2020	Time	1705	Slight	at	VULCAN VIEW WHERE CYCLE PATH JOINS AND J/W SKIMMINGDISH LANE BICESTER				
E: 459935	N: 223477	Junction Detail:	3	Control	4					
Fine without high winds		Road surface	Wet/Damp		Daylight					
Vehicle Reference 1	Car			Moving from N to S		Going ahead other				
Vehicle Reference 2	Pedal Cycle			Moving from E to W		Going ahead other				
Casualty Reference:	1	Age:	28	Male	Driver/rider		Severity: Slight	Injured by vehicle: 2		
Monday	31/08/2020	Time	0732	Slight	at	A4095 J/W HEATHER ROAD BICESTER				
E: 458479	N: 224444	Junction Detail:	3	Control	4					
Fine without high winds		Road surface	Dry		Daylight					
Vehicle Reference 1	Car			Moving from SE to N		Going ahead left bend				
Vehicle Reference 2	Pedal Cycle			Moving from S to NE		Going ahead other				
Casualty Reference:	1	Age:	40	Male	Driver/rider		Severity: Slight	Injured by vehicle: 2		

Accidents between dates 01/01/2018 and 26/01/2023 (61) months

Selection: Notes:

Selected using Manual Selection

Friday 04/09/2020 Time 1530 Slight at B4100 BANBURY ROAD AT CYCLE / PED CROSSING POINT AT SPLITTER ISLAND JUST S OF RBT J/W A409
 E: 458171 N: 224457 Junction Detail: 1 Control 4
 Fine without high winds Road surface Wet/Damp Daylight
 Vehicle Reference 1 Car Moving from N to S Going ahead other
 Vehicle Reference 2 Pedal Cycle Moving from W to E Going ahead other
 Casualty Reference: 1 Age: 10 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 27/09/2020 Time 0920 Slight at HEATHER ROAD J/W A4095 SOUTHWOLD LANE BICESTER
 E: 458474 N: 224438 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Pedal Cycle Moving from W to E Going ahead other
 Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from S to N Stopping

Friday 08/01/2021 Time 0656 Serious at BUCKINGHAM ROAD AT TRAFFIC CALMING BUILD OUT 300M S OF RBT J/W A4421 & A4095 BICESTE
 E: 458808 N: 224044 Junction Detail: 0 Control
 Snowing without high winds Road surface Snow Darkness: street lights present and lit
 Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from NE to S Going ahead other
 Vehicle Reference 2 Car Moving from S to NE Going ahead other
 Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates 01/01/2018 and 26/01/2023 (61) months

Selection: Notes:

Selected using Manual Selection

Tuesday 18/05/2021 Time 0423 Slight at B4100 BANBURY RD RBT J/W A4095 SOUTHWOLD LANE BICESTER
 E: 458155 N: 224471 Junction Detail: 1 Control 4
 Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from S to N Starting
 Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from E to W Going ahead other
 Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 19/07/2021 Time 0750 Slight at A4095 LORDS LANE RBT J/W B4100 BANBURY ROAD
 E: 458175 N: 224501 Junction Detail: 1 Control 4
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other
 Vehicle Reference 2 Car Moving from W to E Going ahead other
 Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 23/12/2021 Time 1700 Slight at A4421 BUCKINGHAM ROAD J/W SKIMMINGDISH LANE CAVERSFIELD
 E: 459064 N: 224529 Junction Detail: 3 Control 4
 Raining without high winds Road surface Wet/Damp Darkness: no street lighting
 Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from NE to S Going ahead other
 Vehicle Reference 2 Car Moving from NE to S Turning right
 Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2
 Casualty Reference: 2 Age: 48 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2018 and 26/01/2023 (61) months

Selection: Notes:

Selected using Manual Selection

Thursday 23/12/2021 Time 1530 Fatal at A4421 BUCKINGHAM RD 10 M NORTH FROM STRATTON AUDLEY JCT CAVERSFIELD
 E: 459492 N: 225374 Junction Detail: 3 Control 4
 Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1	Car			Moving from NE to S	Going ahead other	
Casualty Reference:	1	Age:	58	Female	Driver/rider	Severity: Serious Injured by vehicle: 1
Vehicle Reference 2	Car			Moving from S to NE	Going ahead other	
Casualty Reference:	2	Age:	87	Male	Driver/rider	Severity: Fatal Injured by vehicle: 2
Vehicle Reference 3	Car			Moving from S to NE	Going ahead other	
Casualty Reference:	3	Age:	18	Male	Driver/rider	Severity: Slight Injured by vehicle: 3

Friday 25/02/2022 Time 1432 Serious at A4095 SOUTHWOLD DRIVE J/W SPRUCE DRIVE BICESTER
 E: 458745 N: 224396 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Motorcycle over 500cc			Moving from S to W	Turning left	
Casualty Reference:	1	Age:	33	Male	Driver/rider	Severity: Serious Injured by vehicle: 1

Saturday 02/04/2022 Time 2224 Slight at A4421 32M S OF J/W SKIMMINGDISH LANE BICESTER
 E: 459052 N: 224497 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1	Pedal Cycle			Moving from SE to N	Going ahead other	
Casualty Reference:	1	Age:	21	Male	Driver/rider	Severity: Slight Injured by vehicle: 1
Vehicle Reference 2	Car			Moving from NE to S	Going ahead other	

Accidents between dates 01/01/2018 and 26/01/2023 (61) months

Selection: Notes:

Selected using Manual Selection

Thursday 14/04/2022 Time 1241 Slight at A4095 RBT J/W BUCKINGHAM ROAD BICESTER
 E: 458982 N: 224314 Junction Detail: 1 Control 4
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Car Moving from N to S Going ahead other
 Vehicle Reference 2 Motorcycle over 500cc Moving from SE to N Going ahead other
 Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 18/07/2022 Time 0846 Slight at A4421 BUCKINGHAM ROAD J/W SKIMMINGDISH LANE CAVERSFIELD
 E: 459069 N: 224533 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from NE to S Going ahead other
 Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from NE to S Stopping
 Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2
 Casualty Reference: 2 Age: 33 Male Passenger Severity: Slight Injured by vehicle: 2
 Vehicle Reference 3 Car Moving from NE to S Stopping
 Casualty Reference: 3 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 3
 Vehicle Reference 4 Car Moving from NE to S Stopping

Wednesday 07/12/2022 Time 1143 Serious at A4421 BUCKINGHAM ROAD AT TOUCAN CROSSING APPROX 30M SW OF J/W SKIMMINGDISH LANE CAVER
 E: 459048 N: 224498 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other
 Casualty Reference: 1 Age: 50 Male Pedestrian Severity: Serious Injured by vehicle: 1

Accidents between dates 01/01/2018 and 26/01/2023 (61) months

Selection:

Selected using Manual Selection

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	4	11	16
2-wheeled motor vehicles	0	1	5	6
Pedal cycles	0	0	8	8
Horses & other	0	0	0	0
Total	1	5	24	30

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	1	2	13	16
Passenger	0	1	3	4
Motorcycle rider	0	1	4	5
Cyclist	0	0	8	8
Pedestrian	0	2	2	4
Other	0	0	0	0
Total	1	6	30	37

Number of casualties meeting the criteria: 37

APPENDIX B

Traffic Management Plan (SEP)



Signing Schedule

V1

EVENT:	Scramble
Location:	
Event Dates:	
Advanced Warning Date:	N/A
Sign Install Period:	
Sign Removal Period:	

Contact:

Name:

SEP Limited
 High Moor Yard
 High Moor Road
 Boroughbridge,
 North Yorkshire
 YO51 9DZ

KEY

Fixings

Q Fit Quick Fit High Leg Frame
 Frame Clip In Frame
 L/P Lamp post
 M/P Metal Post
 Clip Post Clips 'D'
 L/C Lamp Column
 ADS Advanced Directional Sign

Tel: 01423 326622

Fax: 01423 324006

e-mail info@sepevents.co.uk





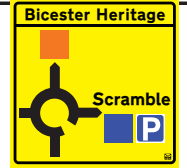







All signs will be manufactured in accordance to Chapter Eight (2009) Second Edition guidelines. They will be manufactured in either aluminium, Dibond or Zintec plate, class II reflectivity, or class I where stipulated. Vinyl will be black on yellow, with a minimum x-height of 75mm.

Signs will be erected in accordance with the New Roads and Street Works Act 1991. Suitably qualified operatives will place out the signs on the dates stipulated. Wherever possible, signs will be pole-mounted; otherwise they will be free-standing in angle-iron frame or quick fit frame. Sandbags will be used where appropriate to prevent any sign movement. Regular checks will also be conducted on all signs both leading up to and during the event. Signs will be checked every 24 hours in the lead up to the event and then at regular intervals during the operational show times

All signs will be removed or collected within 48 hours of the end of the event. The signing contractor will, where necessary, make good any damage caused to any street furniture through the erection of their signs.



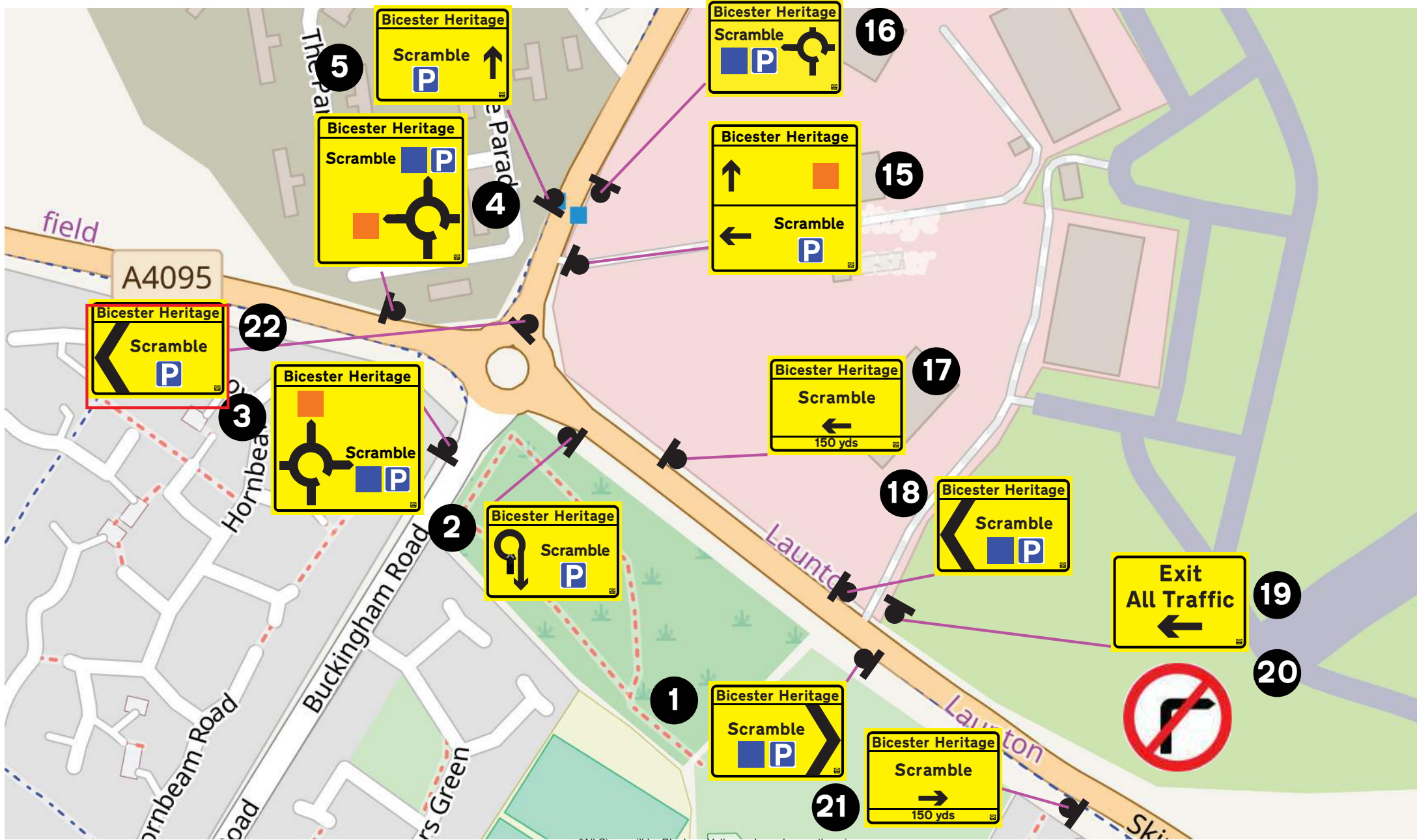
Signing Schedule

Map & Ref Point	Route	Sign Size	Fixing	X Height	Sign	Location	L/A	Ref	Map & Ref Point	Route	Sign Size	Fixing	X Height	Sign	Location	L/A	Ref
Map 1 Sign ~ 1	Entry	1050 x 450 Y	Q-Fit	75		A4095 WB prior to Bicester Heritage entrance	OCC	1	Map 2 Sign ~ 7	Entry	1050 x 750 Y	Q-Fit	75		A4421 NB 150 yds prior to entrance	OCC	7
Map 1 Sign ~ 2	Entry	1050 x 750 Y	Q-Fit	75		A4095 WB prior to R/bout	OCC	2	Map 2 Sign ~ 8	Entry	1050 x 750 Y	Q-Fit	75		A4421 NB at entrance	OCC	8
Map 1 Sign ~ 3	Entry	1200 x 1200 Y	Q-Fit	75		Buckingham Rd NB prior to r/bout with A4095	OCC	3	Map 2 Sign ~ 9	Entry	1050 x 750 Y	Q-Fit	75		A4421 SB 450yds prior to entrance	OCC	9
Map 1 Sign ~ 4	Entry	1050 x 750 Y	Q-Fit	75		A4095 EB prior to r/bout with A4421	OCC	4	Map 2 Sign ~ 10	Entry	1200 x 1200 Y	Q-Fit	75		A4421 SB 350yds prior to entrance	OCC	10
Map 1 Sign ~ 5	Entry	1050 x 750 Y	Q-Fit	75		A4421 NB After R/bout with A4095	OCC	5	Map 2 Sign ~ 11	Entry	1050 x 750 Y	Q-Fit	75		A4421 SB 150yds prior to entrance	OCC	11
Map 2 Sign ~ 6	Entry	1050 x 750 Y	Q-Fit	75		A4421 NB 300 yds prior to entrance	OCC	6	Map 2 Sign ~ 12	Entry	1050 x 750 Y	Q-Fit	75		A4421 SB at entrance	OCC	12

Signing Schedule

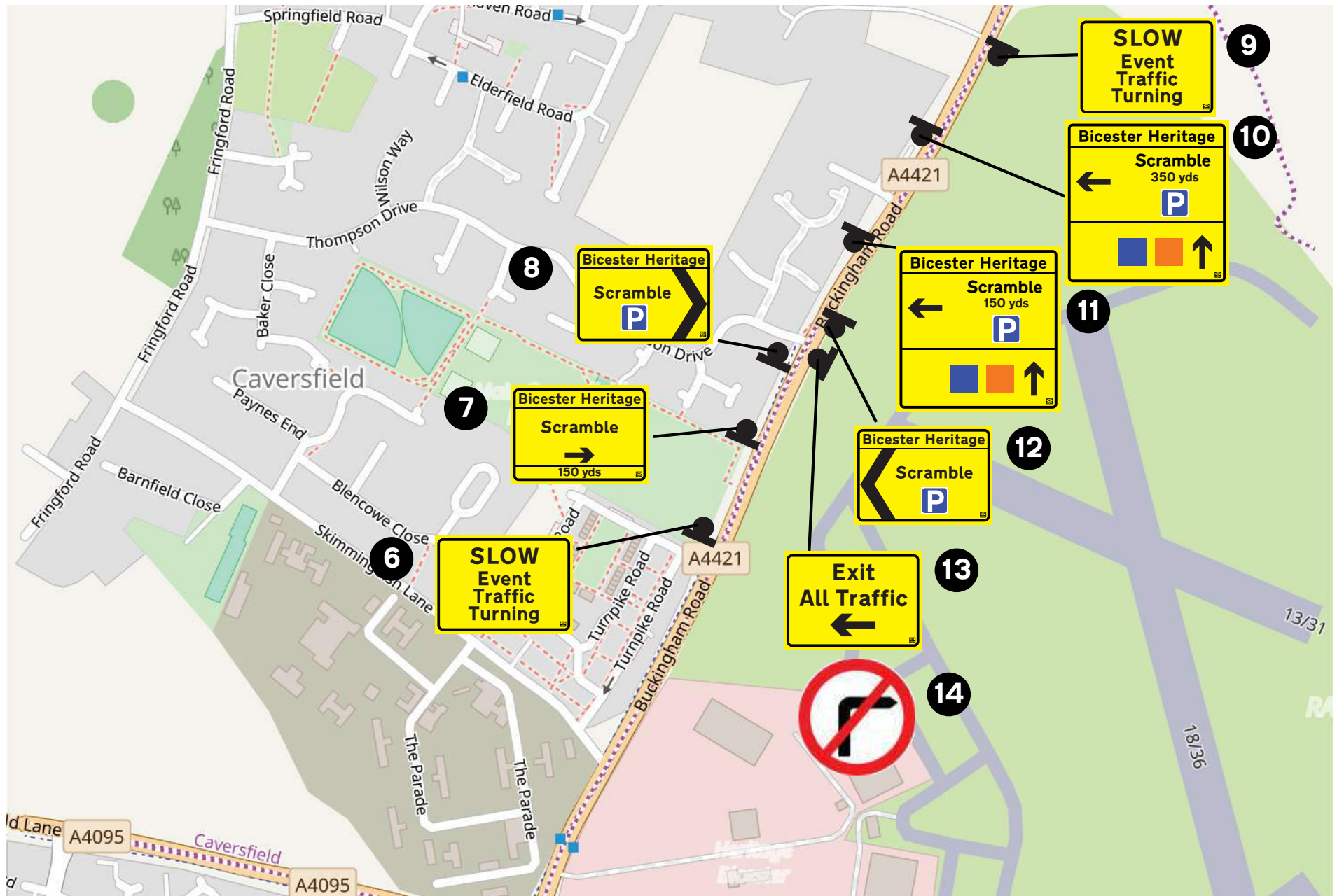
Map & Ref Point	Route	Sign Size	Fixing	X Height	Sign	Location	L/A	Ref	Map & Ref Point	Route	Sign Size	Fixing	X Height	Sign	Location	L/A	Ref
Map 2 Sign ~ 13	Entry	1050 x 450 Y	Q-Fit	75		Exit from car park prior to A4421	OCC	13	Map 1 Sign ~ 19	Entry	1050 x 750 Y	Q-Fit	75		Exit from Car Park prior to A4095	OCC	19
Map 2 Sign ~ 14	Entry	CH 8	Q-Fit	75		Exit from car park prior to A4421	OCC	14	Map 1 Sign ~ 20	Entry	CH 8	Q-Fit	75		At Exit to Car Park	OCC	20
Map 1 Sign ~ 15	Entry	1050 x 750 Y	Q-Fit	75		At Bicester entrance	OCC	15	Map 1 Sign ~ 21	Entry	1050 x 750 Y	Q-Fit	75		A4095 WB prior to Bicester Heritage entrance	OCC	21
Map 1 Sign ~ 16	Entry	1200 x 1200Y	Q-Fit	75		A4421 SB Prior to R/bout with A4095	OCC	16	Map 1 Sign ~ 22	Entry	1050 x 750 Y	Q-Fit	75		Contingency	OCC	22
Map 1 Sign ~ 17	Entry	1050 x 750 Y	Q-Fit	75		A4095 EB 150 yards prior to Bicester Heritage entrance	OCC	17	Map 1 Sign ~ 23	Entry	1200 x 1200Y	Q-Fit	75		Contingency	OCC	23
Map 1 Sign ~ 18	Entry	1050 x 750 Y	Q-Fit	75		A4095 EB at entrance to Bicester Heritage	OCC	18									

Signage Maps



*All Signs will be Black on Yellow unless shown otherwise

Signage Maps



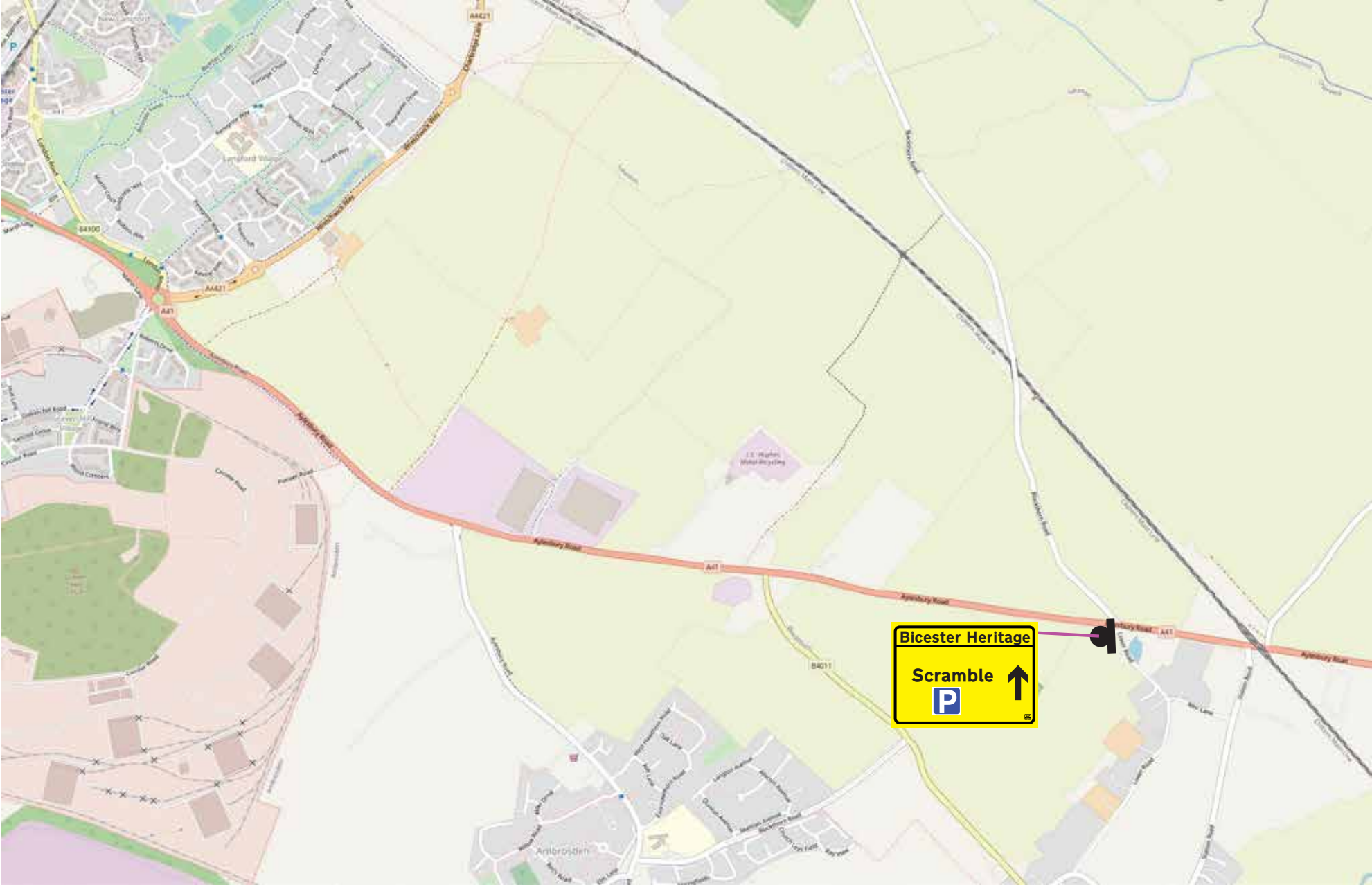
*All Signs will be Black on Yellow unless shown otherwise

Signage Maps



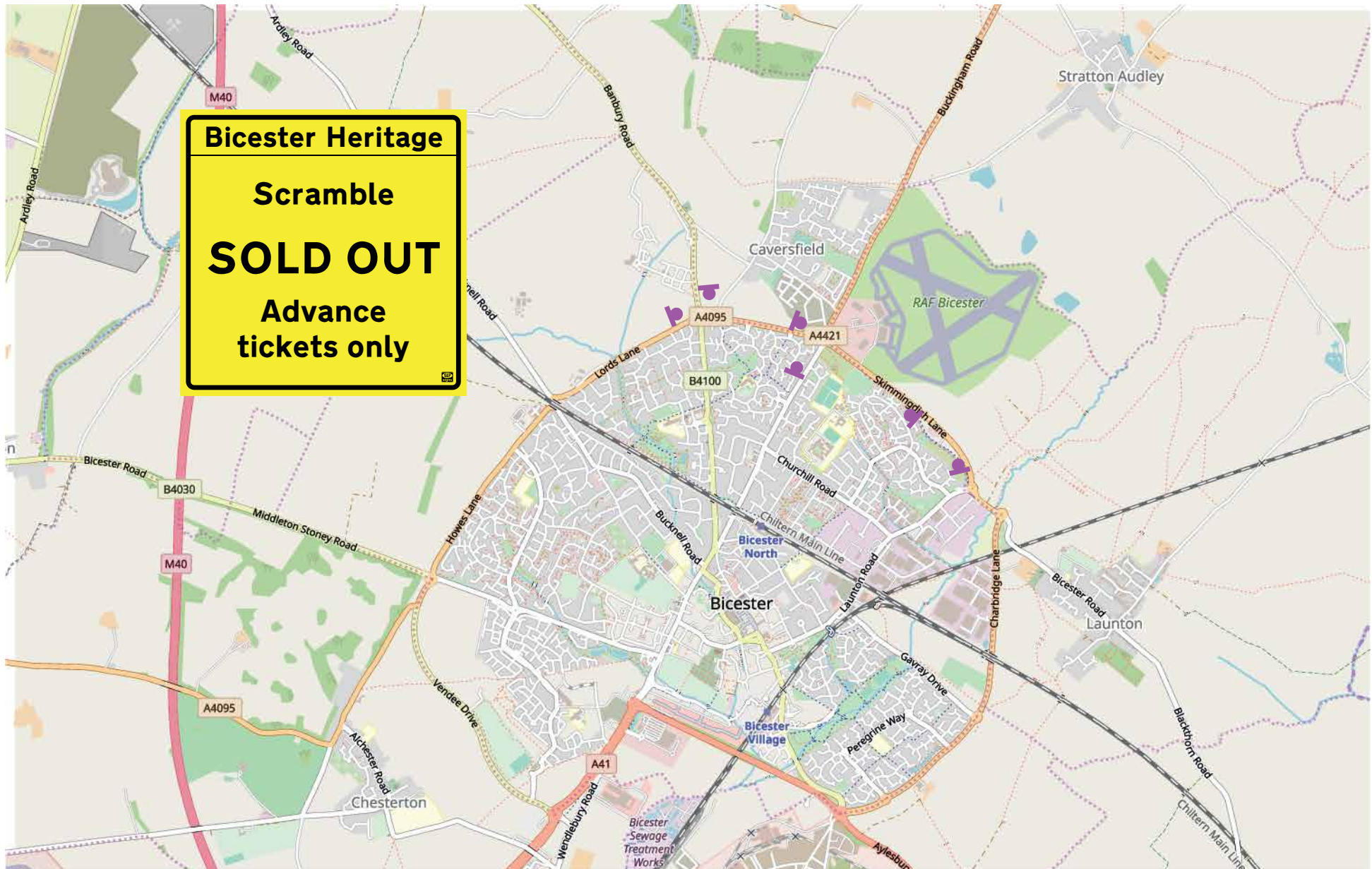
*All Signs will be Black on Yellow unless shown otherwise

Signage Maps



*All Signs will be Black on Yellow unless shown otherwise

Signage Maps

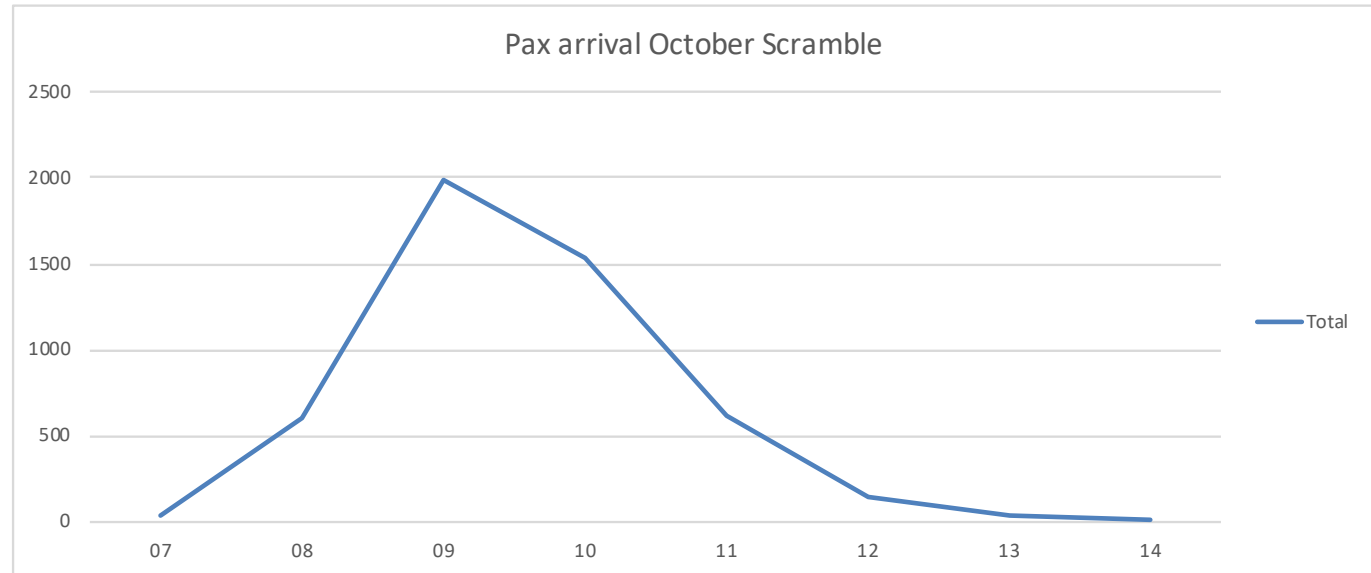


*All Signs will be Black on Yellow unless shown otherwise

APPENDIX C

Scramble Event Attendee/Ticketing Data

Row Labels	Sum of Quantity
07	38
08	603
09	1987
10	1537
11	615
12	147
13	41
14	13
Grand Total	4981



APPENDIX D

ATC Data

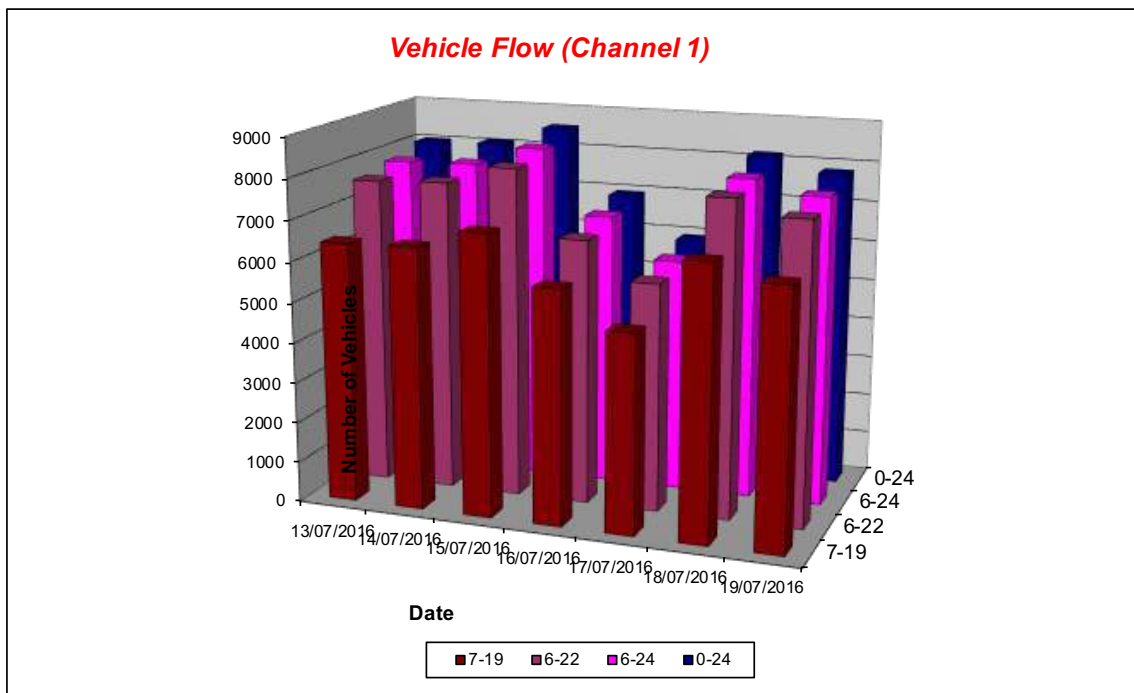
Bicester ATC 1, A4421 (Week 1)

Channel 1 - Southbound

Vehicle Flow

Week 1

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday	5 Day Ave	7 Day Ave
1	28	26	26	42	51	19	19	24	30
2	12	15	10	25	31	11	9	11	16
3	12	12	13	22	8	11	11	12	13
4	17	19	21	15	15	13	20	18	17
5	30	30	30	26	10	30	27	29	26
6	130	131	127	60	27	158	140	137	110
7	527	503	422	138	78	542	508	500	388
8	897	906	782	252	125	930	905	884	685
9	753	786	730	405	201	940	914	825	676
10	568	545	629	562	350	594	510	569	537
11	423	447	534	621	453	545	429	476	493
12	402	442	500	623	547	466	411	444	484
13	410	467	459	581	481	457	394	437	464
14	423	410	475	503	471	391	367	413	434
15	427	454	504	470	495	427	384	439	452
16	466	436	559	467	480	413	416	458	462
17	529	505	618	468	423	455	519	525	502
18	604	553	583	419	496	582	596	584	548
19	517	511	559	394	365	473	462	504	469
20	291	335	391	267	279	274	264	311	300
21	224	208	229	207	225	161	190	202	206
22	150	173	164	156	160	132	152	154	155
23	113	112	118	132	101	78	105	105	108
24	65	48	71	86	45	53	73	62	63
7-19	6419	6462	6932	5765	4887	6673	6307	6559	6206
6-22	7611	7681	8138	6533	5629	7782	7421	7727	7256
6-24	7789	7841	8327	6751	5775	7913	7599	7894	7428
0-24	8018	8074	8554	6941	5917	8155	7825	8125	7641



Bicester ATC 1, A4421 (Week 1)

Channel 1 - Southbound

Average Speed

Week 1

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday
1	46.1	50.1	44.9	49.0	47.1	50.6	49.1
2	52.2	49.7	49.2	49.2	47.3	42.1	48.6
3	49.7	45.5	55.3	49.2	48.6	52.3	49.8
4	55.9	50.4	49.7	54.0	51.8	52.2	55.1
5	54.1	54.2	49.6	53.2	52.8	50.5	48.1
6	49.7	50.6	50.5	49.5	51.5	50.0	51.9
7	46.3	46.0	46.9	51.5	52.1	46.3	46.4
8	44.3	42.6	44.7	48.3	50.3	43.9	42.7
9	43.3	42.9	43.5	45.2	47.8	42.7	41.4
10	44.0	44.6	43.1	44.7	46.3	44.6	45.5
11	44.9	44.1	44.4	44.1	45.9	44.5	45.3
12	44.8	46.4	44.7	44.0	45.0	40.5	46.4
13	45.8	45.9	44.2	45.5	45.8	45.6	43.5
14	41.7	45.8	44.8	45.6	46.2	44.7	46.9
15	44.1	46.0	43.4	44.7	46.7	44.5	46.9
16	45.4	47.1	44.2	45.2	45.5	45.8	46.3
17	45.3	45.6	44.8	45.7	46.8	43.9	45.5
18	46.3	46.8	46.0	47.1	47.2	47.6	48.0
19	46.3	47.0	46.9	48.4	46.8	45.9	46.2
20	47.4	47.5	47.6	48.0	47.4	48.9	47.6
21	48.6	49.0	47.4	47.8	46.9	46.4	49.1
22	47.6	49.2	47.5	46.9	47.2	50.0	47.4
23	48.4	47.0	47.0	46.0	47.9	47.6	46.9
24	46.1	47.9	47.5	47.0	46.4	49.5	47.0
10-12	44.8	45.3	44.5	44.1	45.4	42.7	45.8
14-16	44.8	46.5	43.8	45.0	46.1	45.1	46.6
0-24	45.3	45.7	45.1	45.9	46.6	45.0	45.5

7 Day Ave 45.6

Channel 1 - Southbound

85th Percentile

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday
1	58.7	58.6	54.0	58.7	53.9	58.7	58.2
2	66.0	53.3	58.4	58.9	53.7	58.9	66.0
3	58.6	53.3	65.8	58.8	53.5	58.5	58.3
4	65.8	58.8	58.2	65.5	65.9	65.6	58.3
5	65.8	66.3	53.2	58.5	58.1	58.8	53.0
6	58.8	66.1	58.6	58.9	66.3	58.4	58.5
7	53.0	49.0	53.4	58.4	58.5	53.5	53.2
8	48.8	48.9	48.4	53.7	58.8	48.5	48.9
9	48.8	48.2	48.7	53.5	58.6	48.2	48.6
10	48.7	48.7	48.3	48.5	53.8	48.3	48.8
11	48.0	49.0	48.6	48.5	53.0	48.1	53.9
12	48.4	53.2	48.2	48.4	48.2	48.6	53.3
13	48.9	48.5	48.2	48.4	48.1	53.2	53.5
14	53.8	53.1	48.6	48.3	48.1	48.9	53.1
15	48.4	49.0	48.1	48.1	53.3	48.1	53.6
16	49.0	53.7	48.5	53.2	53.1	48.4	53.4
17	48.9	48.0	48.9	54.0	53.0	53.3	54.0
18	53.1	53.6	48.3	53.1	53.5	53.9	53.1
19	53.9	53.1	53.8	53.4	53.7	53.8	53.9
20	53.4	53.1	53.4	53.4	53.5	53.3	53.6
21	53.5	53.8	53.3	53.5	53.8	53.7	53.3
22	53.8	53.3	53.9	53.2	53.1	58.3	53.1
23	58.1	53.0	53.6	53.5	53.2	53.1	53.5
24	53.6	53.3	53.6	53.3	53.7	58.0	53.2
10-12	48.5	48.4	48.4	48.6	48.5	48.3	54.0
14-16	48.3	53.3	48.1	53.5	53.4	48.8	53.1
0-24	48.6	48.9	48.6	53.2	53.1	53.3	53.0

Bicester ATC 1, A4421 (Week 1)

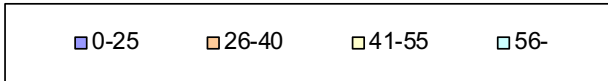
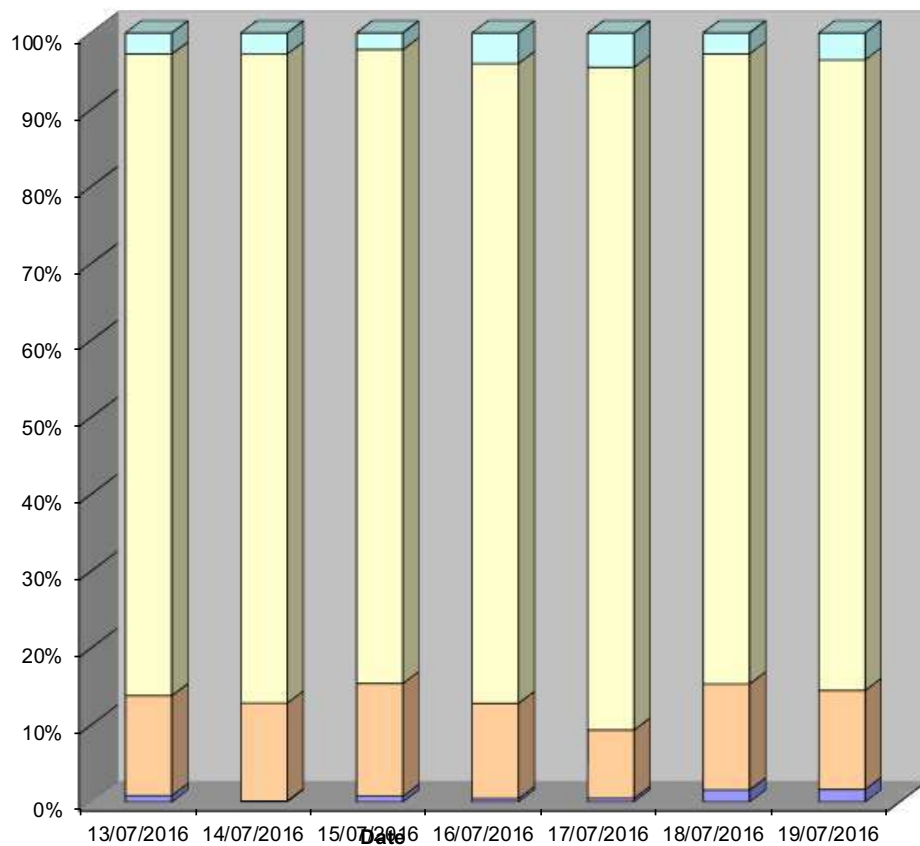
Channel 1 - Southbound

Speed Summary

Week 1

Speed (MPH)	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday
0-25	67	10	64	31	28	127	127
26-40	1041	1029	1254	859	525	1124	1007
41-55	6689	6814	7050	5774	5099	6682	6416
56-	221	221	186	277	265	222	275
TOTAL	8018	8074	8554	6941	5917	8155	7825

Speed Summary (MPH)



Bicester ATC 1, A4421 (Week 1)

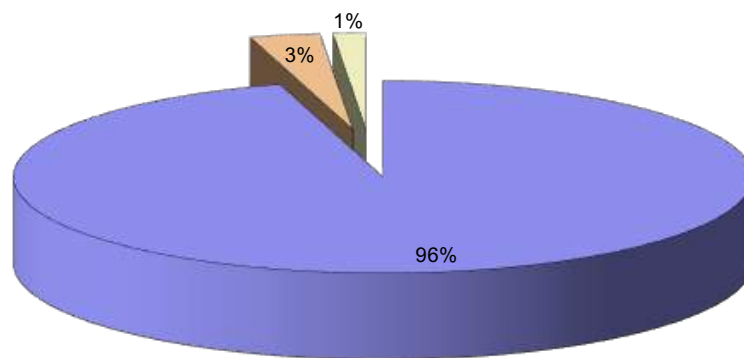
Channel 1 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
13/07/2016				
7-19	6108	222	89	6419
6-22	7246	261	104	7611
6-24	7412	267	110	7789
0-24	7598	291	129	8018
14/07/2016				
7-19	6142	221	99	6462
6-22	7303	265	113	7681
6-24	7449	270	122	7841
0-24	7644	285	145	8074
15/07/2016				
7-19	6621	229	82	6932
6-22	7766	267	105	8138
6-24	7948	269	110	8327
0-24	8128	288	138	8554
16/07/2016				
7-19	5629	114	22	5765
6-22	6376	131	26	6533
6-24	6586	136	29	6751
0-24	6751	151	39	6941
17/07/2016				
7-19	4777	89	21	4887
6-22	5496	106	27	5629
6-24	5638	108	29	5775
0-24	5772	109	36	5917
18/07/2016				
7-19	6345	214	114	6673
6-22	7403	252	127	7782
6-24	7525	254	134	7913
0-24	7737	269	149	8155
19/07/2016				
7-19	6032	197	78	6307
6-22	7091	230	100	7421
6-24	7256	237	106	7599
0-24	7448	250	127	7825
Average				
7-19	5951	184	72	6206
6-22	6954	216	86	7256
6-24	7116	220	91	7428
0-24	7297	235	109	7641

Total Vehicle Class Distribution



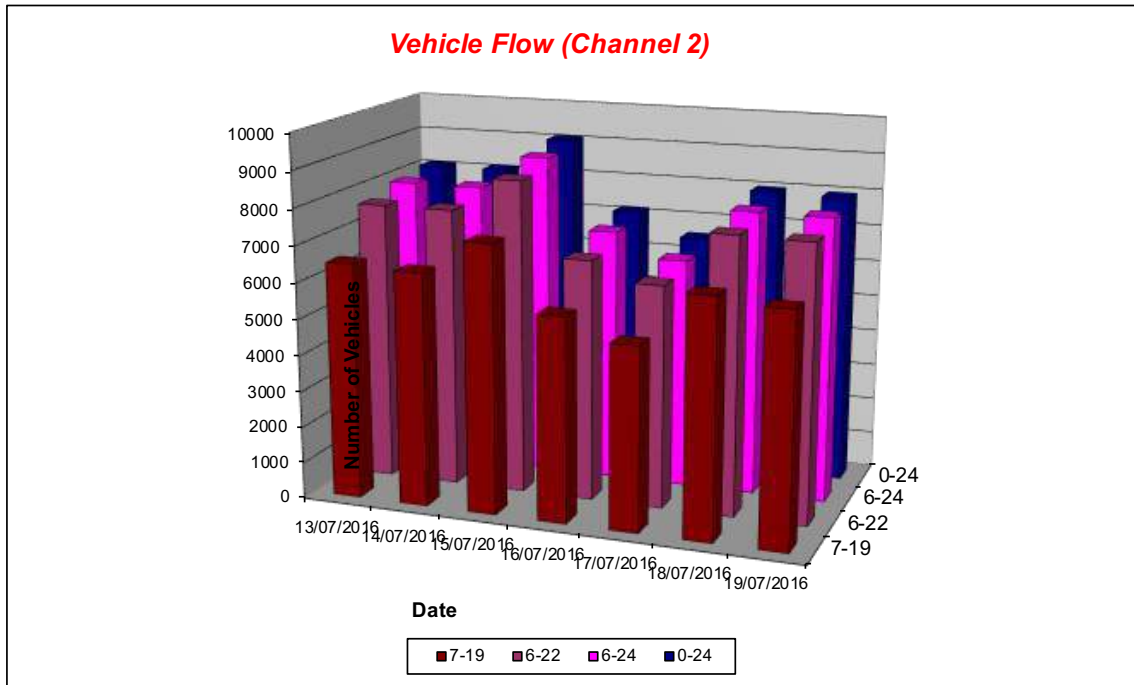
Bicester ATC 1, A4421 (Week 1)

Channel 2 - Northbound

Vehicle Flow

Week 1

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday	5 Day Ave	7 Day Ave
1	33	33	37	54	87	21	30	31	42
2	11	19	19	29	42	18	10	15	21
3	11	9	18	20	14	18	8	13	14
4	8	8	12	14	13	16	13	11	12
5	21	15	19	14	13	22	19	19	18
6	65	67	71	38	21	72	71	69	58
7	234	233	228	180	62	245	246	237	204
8	510	517	479	232	122	579	536	524	425
9	476	508	439	312	255	480	474	475	421
10	378	322	407	405	263	435	327	374	362
11	389	353	338	495	457	380	357	363	396
12	391	383	450	615	426	387	375	397	432
13	405	418	522	555	555	439	392	435	469
14	397	455	573	539	470	413	408	449	465
15	492	497	645	535	468	476	507	523	517
16	589	605	841	491	509	571	616	644	603
17	808	747	904	519	555	746	802	801	726
18	911	900	969	493	498	913	892	917	797
19	739	708	781	403	446	667	630	705	625
20	448	489	506	320	470	433	441	463	444
21	278	338	315	287	366	240	311	296	305
22	244	219	227	242	194	198	257	229	226
23	173	172	175	203	134	133	157	162	164
24	91	93	99	153	85	78	71	86	96
7-19	6485	6413	7348	5594	5024	6486	6316	6610	6238
6-22	7689	7692	8624	6623	6116	7602	7571	7836	7417
6-24	7953	7957	8898	6979	6335	7613	7799	8084	7676
0-24	8102	8108	9074	7148	6525	7980	7950	8243	7841



Bicester ATC 1, A4421 (Week 1)

7 Day Ave 51.2

Channel 2 - Northbound

Average Speed

Week 1

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday
1	46.8	49.9	49.4	46.1	47.7	47.3	46.4
2	46.6	48.7	48.8	48.4	49.1	47.3	44.0
3	46.6	44.1	50.5	48.0	49.4	51.3	52.4
4	48.6	47.4	48.6	50.0	47.0	53.3	50.7
5	47.2	47.0	47.1	49.2	49.2	49.9	48.8
6	49.3	45.9	48.8	50.3	50.6	49.2	48.6
7	49.1	48.8	49.8	48.8	49.4	48.3	48.4
8	45.7	45.7	44.9	48.3	47.8	44.9	44.4
9	45.6	44.8	44.7	46.4	47.1	43.8	44.8
10	45.3	45.0	44.6	46.3	47.2	45.9	44.8
11	44.2	44.6	44.3	46.0	45.4	45.0	45.4
12	44.4	45.1	44.2	44.8	46.4	44.5	45.1
13	45.2	44.9	44.8	45.8	45.5	44.9	46.4
14	44.2	45.0	44.5	44.9	45.9	45.2	46.2
15	43.7	44.4	43.6	44.8	46.9	44.6	44.6
16	43.7	44.5	42.5	45.5	44.6	45.1	44.5
17	44.3	45.0	43.6	45.9	46.5	44.3	43.6
18	43.8	44.6	42.9	45.8	45.6	43.1	43.6
19	45.1	44.9	44.3	46.9	45.2	44.8	45.3
20	46.4	46.0	46.4	46.5	45.8	46.2	46.0
21	46.5	46.7	46.6	46.4	46.1	47.8	46.8
22	46.6	46.3	46.7	45.9	47.1	47.3	45.6
23	46.7	46.4	45.3	45.2	46.5	46.4	46.8
24	49.6	48.1	46.9	45.8	48.3	49.4	47.3
10-12	44.3	44.9	44.3	45.4	45.9	44.7	45.3
14-16	43.7	44.4	43.0	45.2	45.7	44.9	44.6
0-24	45.1	45.3	44.5	46.0	46.1	45.1	45.1

7 Day Ave 45.3

Channel 2 - Northbound

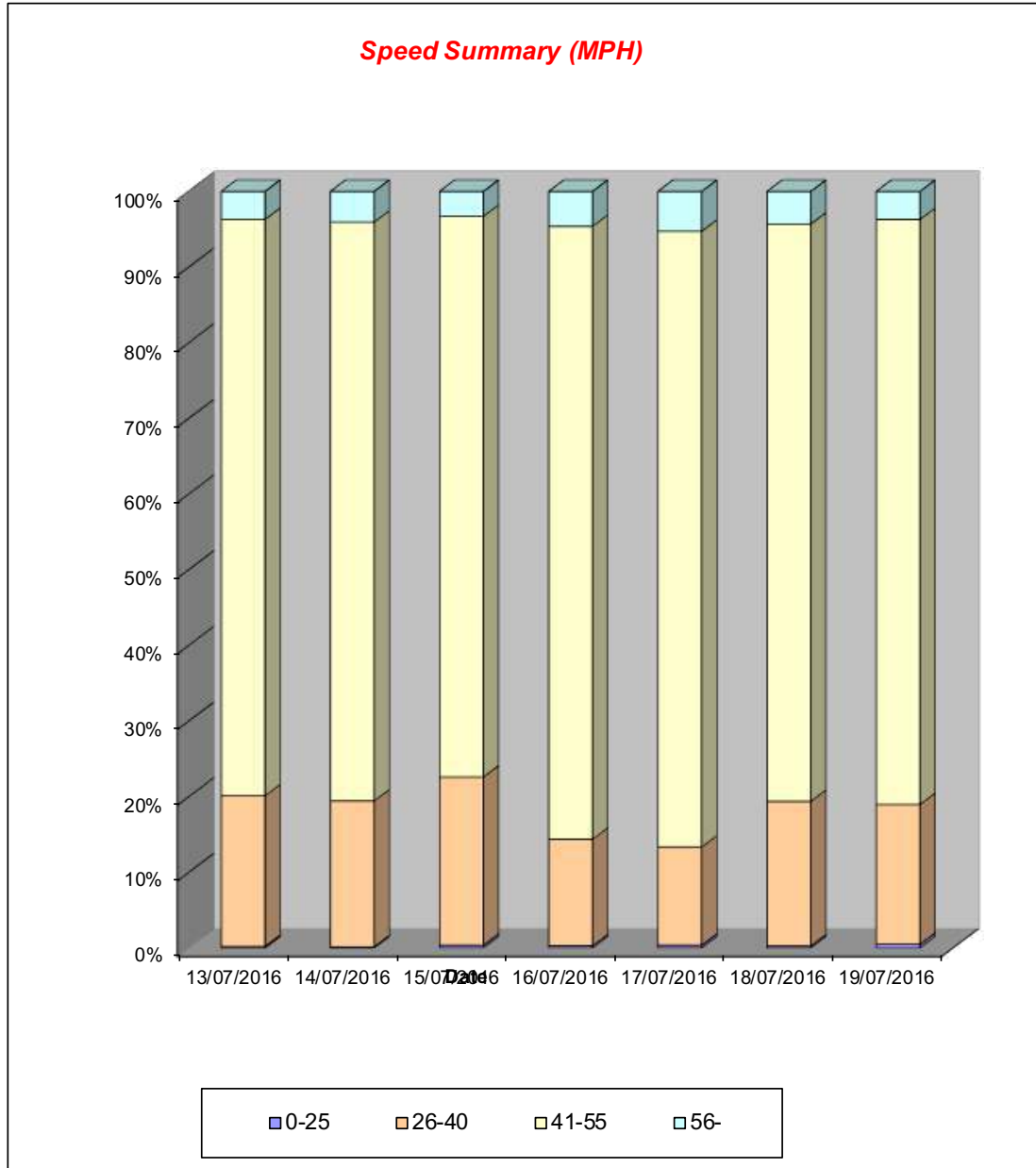
85th Percentile

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday
1	53.3	65.8	58.7	53.6	53.2	58.6	53.8
2	53.5	53.3	58.5	53.3	58.2	53.8	48.3
3	53.9	48.2	66.1	53.1	65.8	58.5	58.7
4	53.5	48.5	58.2	58.2	58.8	58.2	65.9
5	58.4	53.2	58.5	53.1	53.1	53.9	53.8
6	58.8	53.6	58.7	58.4	58.5	58.4	53.7
7	53.8	53.4	58.8	59.0	58.8	53.3	53.4
8	53.7	53.9	53.4	53.5	58.8	53.8	53.1
9	53.7	48.5	53.9	53.5	53.3	48.2	48.4
10	54.0	53.2	53.7	54.0	53.0	53.4	48.3
11	48.3	48.7	48.1	53.2	48.8	48.2	53.7
12	48.5	48.7	48.6	48.4	53.7	48.9	53.3
13	53.4	48.6	48.7	53.4	53.9	48.6	53.8
14	48.7	53.8	48.0	53.3	53.9	53.4	53.2
15	48.2	48.2	48.4	53.5	53.4	53.4	48.6
16	48.4	53.8	48.4	53.1	53.1	48.9	49.0
17	48.5	53.2	48.3	53.5	54.0	48.6	48.2
18	48.8	49.0	49.0	54.0	48.8	48.9	48.9
19	53.5	53.1	48.8	53.6	53.7	53.5	53.1
20	53.4	53.1	53.7	53.9	53.4	53.3	54.0
21	53.5	53.8	53.4	53.7	53.0	53.9	53.6
22	53.2	53.4	53.7	53.4	53.2	53.3	53.6
23	53.6	53.5	53.3	53.7	53.2	53.3	53.9
24	58.5	58.1	53.4	53.1	58.5	58.2	53.6
10-12	48.7	48.1	48.4	48.8	53.4	48.3	53.2
14-16	48.9	48.2	48.9	53.7	53.1	53.0	48.9
0-24	53.4	53.0	53.1	53.5	53.3	53.7	53.1

7 Day Ave 53.3

Bicester ATC 1, A4421 (Week 1)

Channel 2 - Northbound		Speed Summary						Week 1
Speed (MPH)	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday	
0-25	17	13	35	22	25	22	42	
26-40	1614	1564	2016	1006	847	1526	1467	
41-55	6171	6203	6724	5790	5309	6088	6146	
56-	300	328	299	330	344	344	295	
TOTAL	8102	8108	9074	7148	6525	7980	7950	



Bicester ATC 1, A4421 (Week 1)

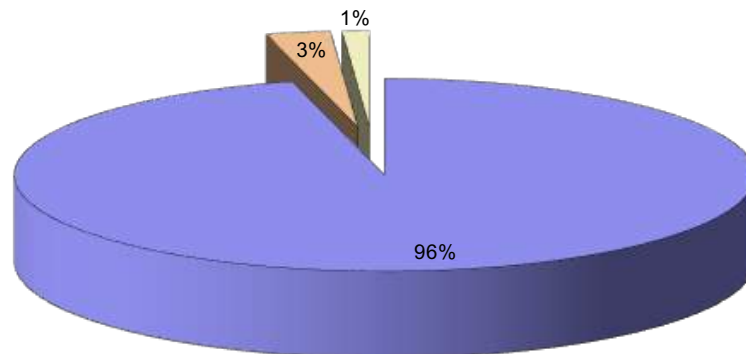
Channel 2 - Northbound

Vehicle Class

Week 1

Day / Time	Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
13/07/2016					
7-19		6186	210	89	6485
6-22		7353	236	100	7689
6-24		7605	241	107	7953
0-24		7717	261	124	8102
14/07/2016					
7-19		6088	227	98	6413
6-22		7318	255	119	7692
6-24		7575	260	122	7957
0-24		7697	278	133	8108
15/07/2016					
7-19		7055	226	67	7348
6-22		8280	259	85	8624
6-24		8544	268	86	8898
0-24		8696	284	94	9074
16/07/2016					
7-19		5458	111	25	5594
6-22		6467	127	29	6623
6-24		6817	132	30	6979
0-24		6970	142	36	7148
17/07/2016					
7-19		4918	78	28	5024
6-22		5987	94	35	6116
6-24		6198	99	38	6335
0-24		6381	104	40	6525
18/07/2016					
7-19		6196	198	92	6486
6-22		7275	223	104	7602
6-24		7479	227	107	7813
0-24		7617	247	116	7980
19/07/2016					
7-19		6037	195	84	6316
6-22		7258	215	98	7571
6-24		7476	221	102	7799
0-24		7611	229	110	7950
Average					
7-19		5991	178	69	6238
6-22		7134	201	81	7417
6-24		7385	207	85	7676
0-24		7527	221	93	7841

Total Vehicle Class Distribution



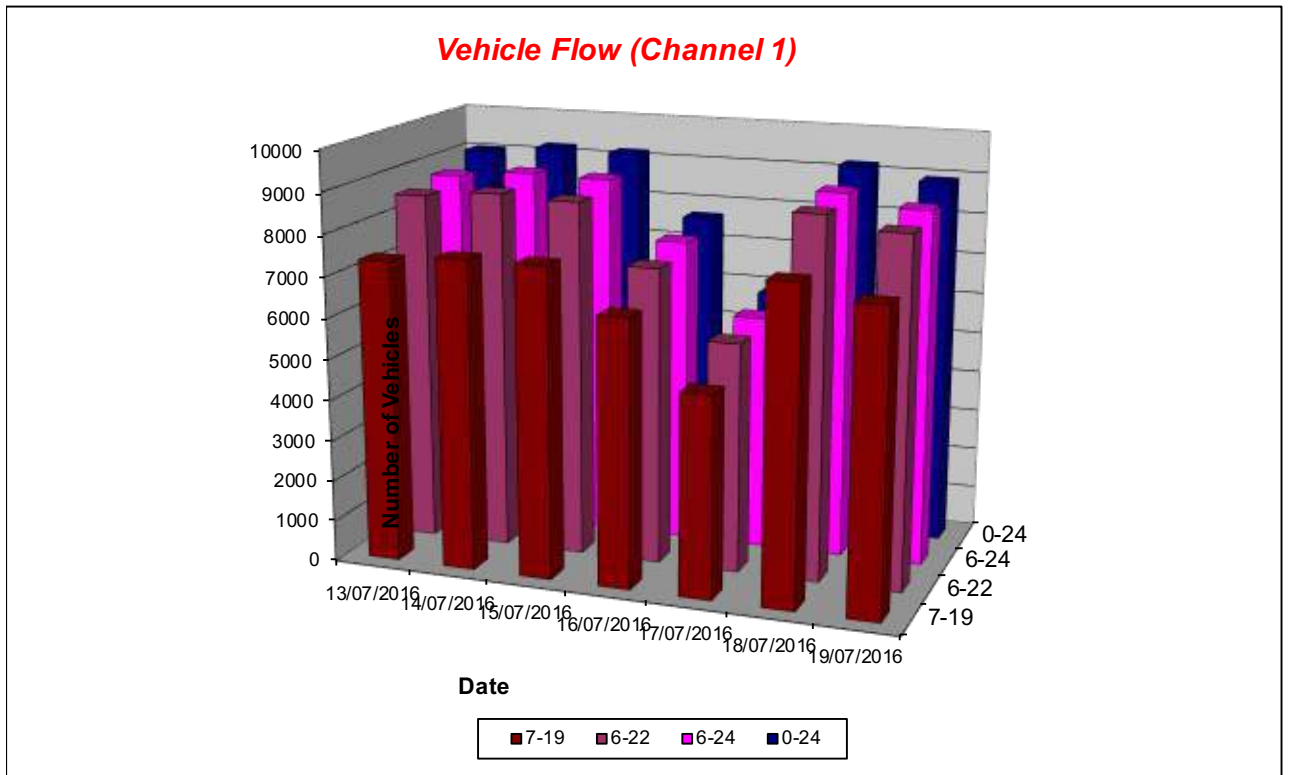
Bicester ATC 2, A4421 (Week 1)

Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday	5 Day Ave	7 Day Ave
1	33	29	27	57	45	18	37	29	35
2	17	24	17	18	34	16	11	17	20
3	23	23	18	20	13	19	19	20	19
4	42	43	46	27	18	30	46	41	36
5	48	48	46	28	9	49	40	46	38
6	161	156	163	65	33	162	155	159	128
7	403	386	359	105	63	366	393	381	296
8	898	930	855	255	106	946	904	907	699
9	1075	1141	992	361	120	1204	1027	1088	846
10	654	618	598	548	276	680	641	638	574
11	441	464	486	750	509	448	465	461	509
12	419	498	471	712	577	435	409	446	503
13	461	465	507	662	603	495	450	476	520
14	494	476	547	600	549	469	468	491	515
15	531	518	572	602	492	547	503	534	538
16	486	524	598	554	495	496	500	521	522
17	611	608	681	520	400	607	584	618	573
18	706	722	671	498	415	733	738	714	640
19	568	567	563	436	345	557	580	567	517
20	391	387	394	289	294	368	389	386	359
21	244	243	212	184	189	213	227	228	216
22	173	172	144	139	151	188	174	170	163
23	114	139	120	139	99	103	110	117	118
24	46	33	89	94	44	45	53	53	58
7-19	7344	7531	7541	6498	4887	7617	7269	7460	6955
6-22	8555	8719	8650	7215	5584	8752	8452	8626	7990
6-24	8715	8891	8859	7448	5727	8900	8615	8796	8165
0-24	9039	9214	9176	7663	5879	9194	8923	9109	8441



Bicester ATC 2, A4421 (Week 1)

Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday
1	43.9	43.3	46.2	48.9	47.9	42.3	44.2
2	49.5	46.8	44.2	48.6	48.6	47.7	47.3
3	47.6	44.3	48.1	48.4	48.4	46.7	45.6
4	48.4	47.1	49.2	48.6	46.9	46.5	47.1
5	47.6	47.1	48.8	48.5	49.9	47.9	47.6
6	47.7	47.3	46.0	46.8	47.1	48.5	47.6
7	45.4	46.2	46.2	49.2	47.1	47.5	45.9
8	43.2	43.3	42.7	46.5	46.8	43.7	42.9
9	42.0	40.3	41.8	45.4	44.9	39.3	42.0
10	43.8	43.3	43.4	44.7	45.0	43.8	44.0
11	43.1	42.9	42.7	44.1	44.5	43.4	43.3
12	42.9	43.2	44.6	42.7	44.6	43.0	43.0
13	43.3	44.2	43.7	44.8	44.1	43.2	43.1
14	44.3	44.6	43.3	45.7	44.6	44.3	44.0
15	43.2	43.8	43.3	46.3	45.5	43.0	43.1
16	43.0	43.9	43.5	45.5	46.4	43.3	42.9
17	43.5	43.9	43.5	45.4	46.7	43.4	43.1
18	44.4	43.5	44.0	45.7	47.4	44.4	44.5
19	45.0	44.7	45.9	46.7	47.1	45.2	44.8
20	45.9	45.2	46.9	47.8	47.5	45.7	46.0
21	44.9	45.5	47.7	47.1	48.1	48.2	44.6
22	46.1	46.5	45.5	46.4	47.6	46.2	45.2
23	46.6	46.3	48.3	46.9	47.9	47.0	46.6
24	47.5	43.8	46.9	47.8	47.8	45.4	48.0

10-12	43.0	43.0	43.7	43.4	44.5	43.2	43.1
14-16	43.1	43.9	43.4	45.9	45.9	43.1	43.0
0-24	43.9	43.7	44.0	45.5	45.8	43.7	43.8

7 Day Ave 44.3

Channel 1 - Eastbound

85th Percentile

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday
1	48.7	53.6	54.0	58.7	58.9	53.7	48.2
2	53.5	53.3	53.4	58.9	53.7	53.9	53.5
3	58.6	48.3	58.3	53.8	53.5	53.5	53.3
4	58.3	53.8	58.2	58.0	53.4	53.1	53.3
5	58.3	58.8	53.2	53.5	53.1	53.8	58.0
6	58.8	53.6	53.6	53.9	53.8	53.4	53.5
7	53.0	54.0	53.4	58.4	58.5	53.5	53.2
8	48.8	48.9	48.4	53.7	58.8	48.5	48.9
9	48.8	48.2	48.7	53.5	53.6	48.2	48.6
10	48.7	48.7	48.3	53.5	53.8	48.3	48.8
11	48.0	49.0	48.6	48.5	53.0	53.1	53.9
12	48.4	48.2	48.2	48.4	53.2	48.6	48.3
13	48.9	48.5	48.2	53.4	48.1	48.2	48.5
14	48.8	53.1	48.6	53.3	53.1	48.9	48.1
15	48.4	49.0	48.1	53.1	53.3	48.1	48.6
16	49.0	48.7	48.5	53.2	53.1	48.4	48.4
17	48.9	48.0	48.9	54.0	53.0	48.3	49.0
18	48.1	48.6	53.3	53.1	53.5	48.9	48.1
19	53.9	53.1	53.8	53.4	53.7	53.8	53.9
20	53.4	53.1	53.4	53.4	53.5	53.3	53.6
21	53.5	53.8	53.3	53.5	53.8	53.7	53.3
22	53.8	53.3	53.9	53.2	58.1	58.3	53.1
23	58.1	53.0	58.6	53.5	53.2	53.1	53.5
24	58.6	53.3	53.6	53.3	53.7	48.0	58.2

10-12	48.5	48.4	48.4	48.6	53.5	48.3	49.0
14-16	48.3	48.3	48.1	53.5	53.4	48.8	48.1
0-24	48.6	48.9	48.6	53.2	53.1	48.3	48.0

7 Day Ave 49.8

Bicester ATC 2, A4421 (Week 1)

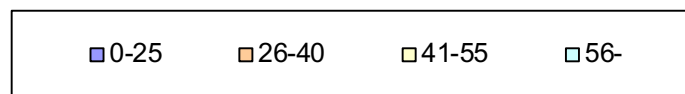
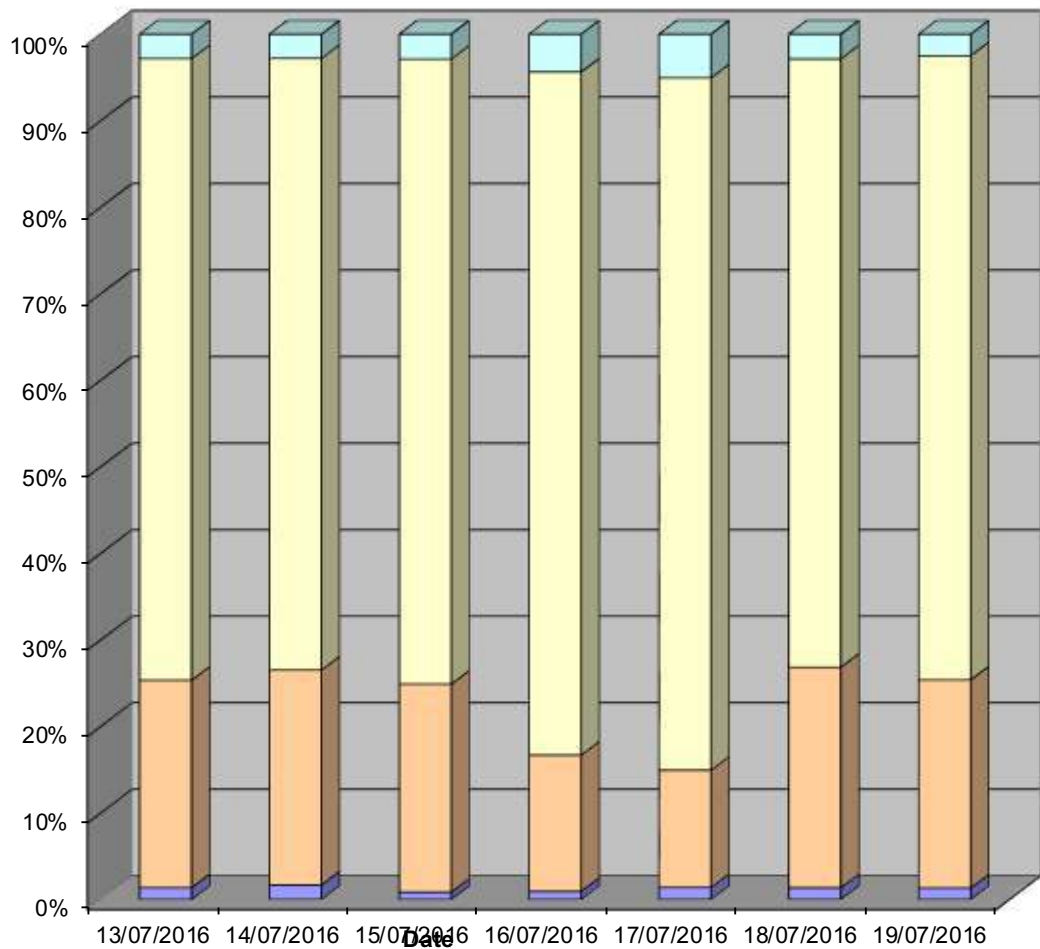
Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday
0-25	123	154	77	71	81	124	118
26-40	2167	2289	2207	1207	797	2344	2146
41-55	6493	6513	6628	6050	4704	6462	6437
56-	256	258	264	335	297	264	222
TOTAL	9039	9214	9176	7663	5879	9194	8923

Speed Summary (MPH)



Bicester ATC 2, A4421 (Week 1)

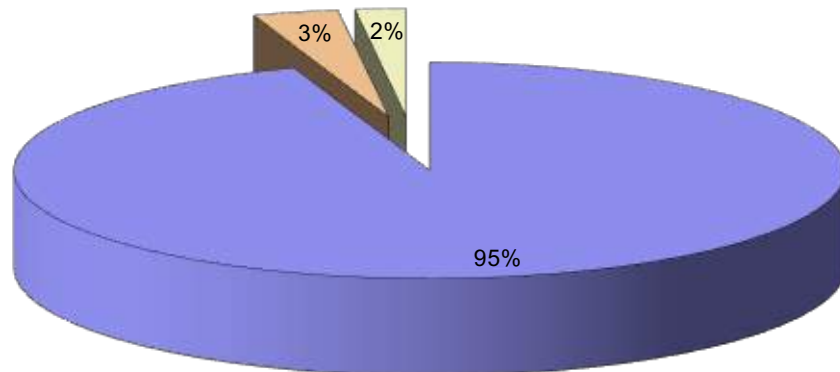
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
13/07/2016				
7-19	6905	298	141	7344
6-22	8055	332	168	8555
6-24	8207	334	174	8715
0-24	8480	355	204	9039
14/07/2016				
7-19	7109	274	148	7531
6-22	8232	311	176	8719
6-24	8390	315	186	8891
0-24	8664	334	216	9214
15/07/2016				
7-19	7121	292	128	7541
6-22	8177	318	155	8650
6-24	8375	324	160	8859
0-24	8641	338	197	9176
16/07/2016				
7-19	6341	116	41	6498
6-22	7036	131	48	7215
6-24	7259	136	53	7448
0-24	7450	145	68	7663
17/07/2016				
7-19	4769	77	41	4887
6-22	5447	91	46	5584
6-24	5585	92	50	5727
0-24	5725	95	59	5879
18/07/2016				
7-19	7143	314	160	7617
6-22	8227	345	180	8752
6-24	8358	350	192	8900
0-24	8617	365	212	9194
19/07/2016				
7-19	6843	282	144	7269
6-22	7973	310	169	8452
6-24	8128	312	175	8615
0-24	8389	329	205	8923
Average				
7-19	6604	236	115	6955
6-22	7592	263	135	7990
6-24	7757	266	141	8165
0-24	7995	280	166	8441

Total Vehicle Class Distribution



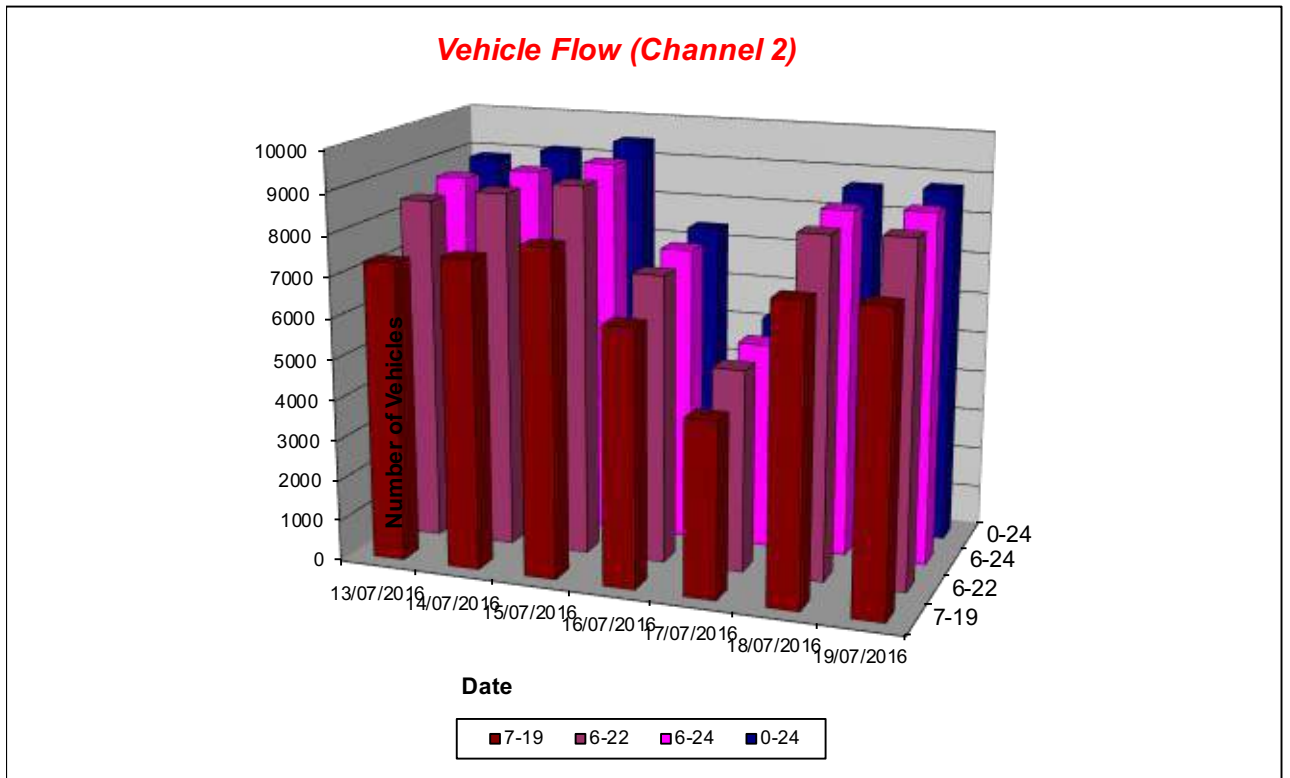
Bicester ATC 2, A4421 (Week 1)

Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday	5 Day Ave	7 Day Ave
1	25	35	37	44	57	22	22	28	35
2	18	23	13	19	37	15	18	17	20
3	17	15	18	18	14	14	16	16	16
4	16	14	19	12	12	15	16	16	15
5	46	46	44	16	13	35	39	42	34
6	75	74	98	32	16	72	73	78	63
7	248	252	231	94	71	218	246	239	194
8	575	572	571	210	86	547	556	564	445
9	542	561	510	351	131	508	512	527	445
10	429	440	467	523	189	445	430	442	418
11	352	401	440	605	420	352	343	378	416
12	432	437	487	678	454	417	444	443	478
13	463	525	573	674	563	476	473	502	535
14	522	496	625	596	482	523	538	541	540
15	525	593	697	592	465	501	493	562	552
16	680	663	843	574	425	658	676	704	646
17	917	980	979	553	429	916	888	936	809
18	1118	1109	1060	487	332	1150	1162	1120	917
19	742	763	710	429	309	715	722	730	627
20	442	476	435	310	285	450	431	447	404
21	282	268	226	211	172	240	282	260	240
22	161	197	179	161	136	175	159	174	167
23	158	141	123	121	79	125	150	139	128
24	72	51	80	88	48	67	61	66	67
7-19	7297	7540	7962	6272	4285	7208	7237	7449	6829
6-22	8430	8733	9033	7048	4949	8291	8355	8568	7834
6-24	8660	8925	9236	7257	5076	8483	8566	8774	8029
0-24	8857	9132	9465	7398	5225	8656	8750	8972	8212



Bicester ATC 2, A4421 (Week 1)

Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday
1	40.8	46.2	47.3	44.7	47.5	43.5	40.5
2	47.4	48.5	46.7	44.8	47.6	44.3	45.6
3	43.9	47.7	47.0	44.9	48.2	47.5	44.2
4	46.1	45.5	48.3	42.6	44.2	46.5	48.0
5	46.4	44.6	44.8	48.3	48.2	49.4	46.3
6	47.3	47.7	47.9	47.5	48.6	47.8	47.9
7	47.1	47.0	44.7	52.0	51.1	47.2	47.1
8	42.5	42.0	42.4	48.6	48.9	44.0	42.7
9	42.9	41.4	40.9	45.7	45.9	42.1	42.5
10	42.7	41.6	43.0	43.9	45.8	43.5	43.0
11	42.8	41.5	41.7	42.8	43.8	43.0	42.8
12	41.5	40.9	41.9	41.9	43.7	41.6	41.2
13	41.4	40.9	42.3	42.3	43.8	41.4	41.4
14	40.2	42.1	41.5	43.5	43.4	40.5	39.8
15	40.5	41.4	40.5	43.1	44.4	40.3	40.3
16	39.9	40.2	39.7	45.4	42.9	40.1	39.6
17	37.1	37.7	39.0	44.0	44.7	37.1	37.1
18	32.3	36.8	36.9	44.5	44.3	31.9	32.2
19	41.1	40.4	40.6	44.4	45.9	40.9	41.0
20	42.7	41.6	45.2	45.9	46.2	45.1	43.1
21	45.0	44.5	45.6	45.3	44.6	46.4	45.4
22	45.9	44.1	43.9	44.7	45.8	43.9	45.9
23	44.3	45.4	44.5	45.3	45.3	45.8	43.6
24	46.7	43.0	47.9	46.0	47.5	47.9	46.0

10-12	42.1	41.2	41.8	42.3	43.7	42.3	41.9
14-16	40.2	40.8	40.1	44.2	43.7	40.2	39.9
0-24	40.5	40.8	41.2	44.1	44.6	40.6	40.3

7 Day Ave 41.7

Channel 2 - Westbound

85th Percentile

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday
1	48.3	53.3	58.7	53.6	53.2	53.6	48.8
2	58.5	65.8	53.5	53.3	58.2	53.8	53.3
3	48.9	53.2	58.6	53.1	53.3	58.5	48.7
4	53.5	48.5	58.2	48.2	53.8	53.2	53.4
5	53.4	53.2	53.5	53.1	53.1	58.9	53.8
6	53.8	53.6	53.7	58.4	53.5	53.4	58.7
7	53.8	53.4	53.8	59.0	58.8	53.3	53.4
8	48.7	48.9	48.4	53.5	58.8	53.8	48.1
9	48.7	48.5	48.9	53.5	53.3	48.2	48.4
10	49.0	48.2	48.7	49.0	54.0	48.4	48.3
11	48.3	48.7	48.1	48.2	48.8	48.2	48.7
12	48.5	48.7	48.6	48.4	48.7	48.9	48.3
13	48.4	48.6	48.7	48.4	48.9	48.6	48.8
14	48.7	48.8	48.0	48.3	48.9	48.4	48.2
15	48.2	48.2	48.4	48.5	48.4	48.4	48.6
16	48.4	48.8	48.4	53.1	48.1	48.9	49.0
17	43.5	43.2	43.3	53.5	54.0	48.6	43.2
18	43.8	44.0	44.0	49.0	53.8	43.9	43.9
19	48.5	48.1	48.8	48.6	53.7	48.5	48.1
20	48.4	48.1	53.7	53.9	53.4	53.3	49.0
21	53.5	53.8	53.4	53.7	53.0	53.9	53.6
22	53.2	53.4	48.7	53.4	53.2	53.3	53.6
23	53.6	53.5	53.3	53.7	53.2	53.3	48.9
24	53.5	53.1	58.4	53.1	58.5	53.2	53.6

10-12	48.7	48.1	48.4	48.8	48.4	48.3	48.2
14-16	48.9	48.2	48.9	53.7	48.1	48.0	48.9
0-24	48.4	48.0	48.1	53.5	53.3	48.7	48.1

7 Day Ave 49.7

Bicester ATC 2, A4421 (Week 1)

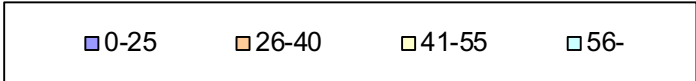
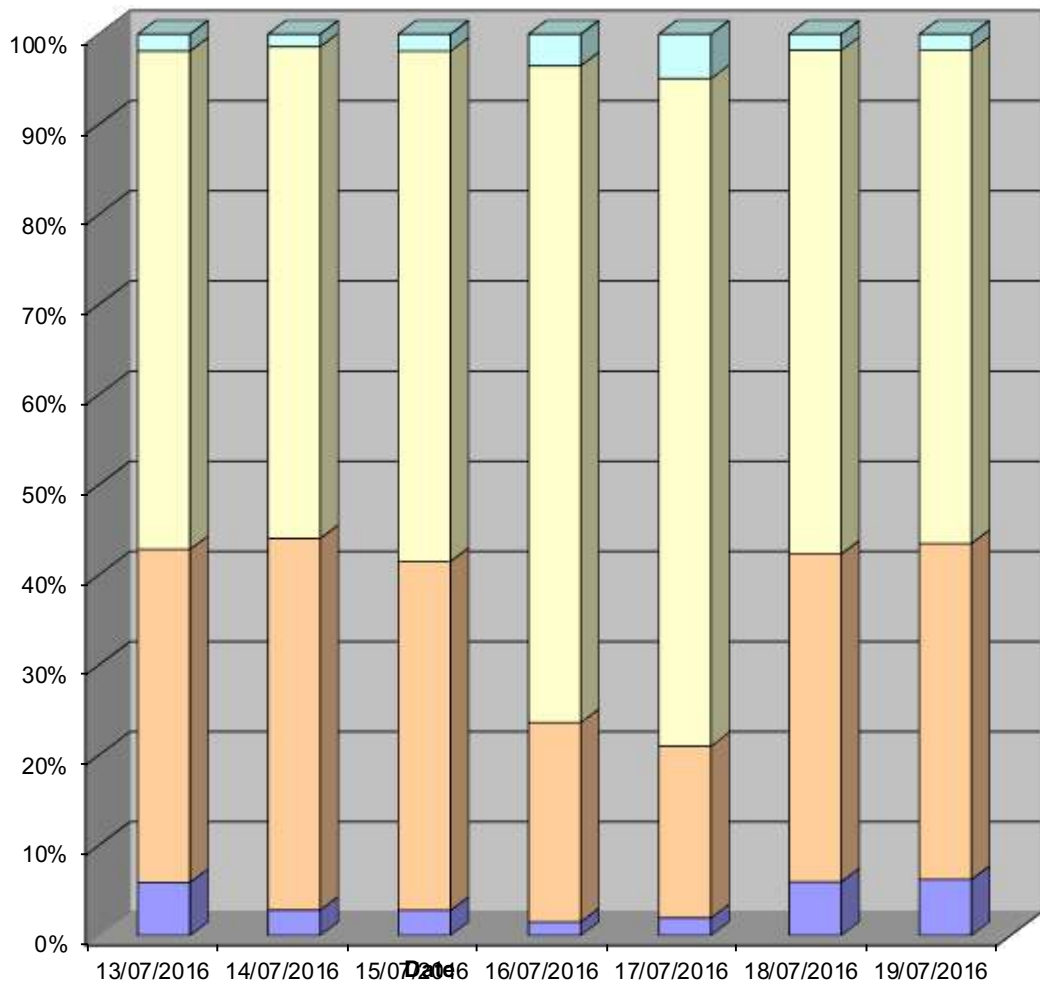
Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday
0-25	521	257	264	110	102	515	543
26-40	3273	3766	3663	1637	995	3147	3262
41-55	4897	4982	5359	5390	3870	4839	4790
56-	166	127	179	261	258	155	155
TOTAL	8857	9132	9465	7398	5225	8656	8750

Speed Summary (MPH)



Bicester ATC 2, A4421 (Week 1)

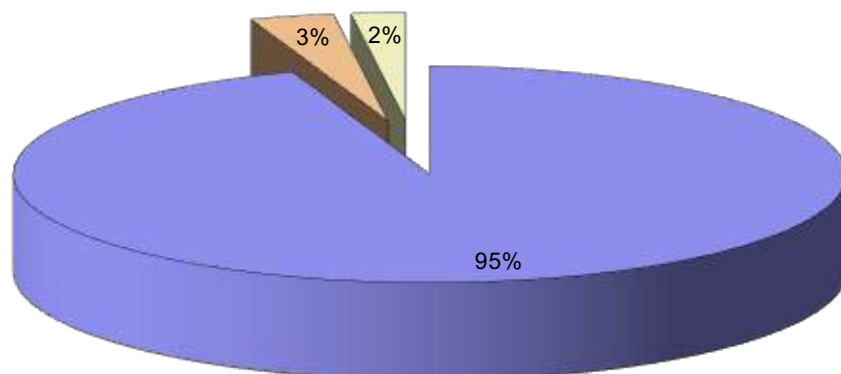
Channel 2 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
13/07/2016				
7-19	6882	261	154	7297
6-22	7954	296	180	8430
6-24	8170	301	189	8660
0-24	8293	332	232	8857
14/07/2016				
7-19	7096	295	149	7540
6-22	8218	333	182	8733
6-24	8398	335	192	8925
0-24	8549	359	224	9132
15/07/2016				
7-19	7553	272	137	7962
6-22	8557	306	170	9033
6-24	8753	310	173	9236
0-24	8916	352	197	9465
16/07/2016				
7-19	6135	102	35	6272
6-22	6891	117	40	7048
6-24	7095	119	43	7257
0-24	7213	133	52	7398
17/07/2016				
7-19	4190	53	42	4285
6-22	4833	63	53	4949
6-24	4952	66	58	5076
0-24	5085	76	64	5225
18/07/2016				
7-19	6795	253	160	7208
6-22	7837	276	178	8291
6-24	8013	281	189	8483
0-24	8138	306	212	8656
19/07/2016				
7-19	6832	248	157	7237
6-22	7890	284	181	8355
6-24	8089	288	189	8566
0-24	8209	312	229	8750
Average				
7-19	6498	212	119	6829
6-22	7454	239	141	7834
6-24	7639	243	148	8029
0-24	7772	267	173	8212

Total Vehicle Class Distribution





transport planning

keep up with mode:



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