



Planning Appeal by
CALA Homes (Midlands) Ltd

In respect of
**Land at South Lodge, Fringford Road, Caversfield,
Bicester**

Proof of Evidence of Michael Fuller, BSc(Hons) IEng MCIHT MSoRSA

Planning Inspectorate Reference: **APP/C3105/A/13/2208385**

Local planning Authority Reference: 13/01056/OUT

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1 QUALIFICATIONS AND EXPERIENCE

- 1.1 My name is Michael Fuller and I am a Principal Transport Planner in the firm of Transport Planning Associates. I have a Bachelor of Science Degree with Honours in Civil Engineering. I am an Incorporated Engineer and a member of the Chartered Institution of Highways and Transportation. I am also a member of the Society of Road Safety Auditors.
- 1.2 I have been actively involved in providing highway and transportation advice relating to the development planning process since 1999. My experience ranges from accessibility and sustainability studies to traffic impact analysis through to preliminary design of highway schemes. It also includes over 150 Road Safety Audits. I advise a wide variety of clients, including those operating in residential development, located throughout the UK.
- 1.3 In relation to this proposal, I was not involved in the preparation of the application documents. I was approached by Cala Homes (Midlands) Ltd following the refusal of the application by Cherwell District Council to provide technical advice regarding highway and transportation matters. I was subsequently appointed in November 2013 to give evidence at this Inquiry. I am familiar with the appeal site, proposal and surrounding area.
- 1.4 For the avoidance of doubt, I confirm that the opinions expressed within this evidence are my true and professional opinions.

2 SCOPE OF EVIDENCE

- 2.1 My evidence is given on behalf of Cala Homes (Midlands) Ltd ('the Appellant') and relates to their planning appeal on land at South Lodge, Fringford Road, Caversfield, Bicester ('the Appeal Site'). It will deal with the highway and transportation matters associated with the appeal against Cherwell District Council's refusal to permit planning application 13/01056/OUT for the redevelopment of the Appeal Site for up to 200 residential units, access, amenity space and associated works, including new village shop/ hall ('the Appeal Proposal').
- 2.2 I do not propose to detail the planning history of the site as this is covered in the evidence given by Mr Bateman of Pegasus Planning Group. Neither do I intend to repeat details of the site's location and characteristics as this is covered in the Statement of Case save for those which directly relate to highway and transportation matters of the development.
- 2.3 The decision notice dated 4th October 2013 provided four reasons for refusal and the Highway Authority have confirmed that reasons for refusal numbers 3 and 4 refer to transport matters. These reasons are:-

No.3 The applicant has failed to demonstrate that the proposed access is adequate in terms of its visibility so close to a junction which already suffers from substandard visibility. Together with the proposed pedestrian layout and general lack of information with regards the parking requirements the proposed development would be detrimental to the safety and convenience of highway users, contrary to Government guidance contained within the National Planning Policy Framework.

No.4 In the absence of a satisfactory planning obligation, the Local Planning Authority is not convinced that the infrastructure directly required to service or serve the proposed development will be provided. This would be contrary to the Policy R12 of the adopted Cherwell Local Plan, Policies OA1, TR4, R8 and R10A of the Non-Statutory Cherwell Local Plan 2011, Policy INF 1 of the Proposed Submission Local Plan Incorporating Changes March 2013 and government guidance contained within the National Planning Policy Framework.

- 2.4 Highway officers on behalf of the Highway Authority have also confirmed that although it is not explicitly referred to in any of the reasons for refusal the Highway Authority had concerns regarding the sustainability of the site the suitability of the cycle and pedestrian links and access to bus services. This is referred to in the Highway Authority's Statement of Case.

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- 2.5 A Statement of Common Ground on transport issues (SCG) has been prepared and endorsed by Judy Kelly on behalf of Oxfordshire County Council as local highway authority and myself on behalf of the Appellant and I shall refer to this throughout my evidence. The SCG confirms that the highway authority is no longer seeking to defend Reasons for Refusal 3 or 4 or to submit evidence to regarding the sustainability of the site having accepted that the Appeal Proposal will provide measures to enhance its sustainability.
- 2.6 I understand from the two transport related reasons for refusal, negotiations with highway officers and subsequent agreement of a Statement of Common Ground with highway officers, that all matters are now agreed subject to the agreed package of mitigation measures being implemented and as such reasons for refusal 3 and 4 are no longer relied on by the highway authority.
- 2.7 My evidence will therefore demonstrate that there are no transport related reasons to withhold the grant of planning permission for the Appeal Scheme, and in particular focuses on what were the main transport issues associated with the Appeal Proposal before agreement was reached with the highway authority prior to the submission of evidence:
- Whether the proposed site access arrangements are safe and appropriate in the context of existing traffic flows and the additional traffic arising from the Appeal Proposal;
 - Whether the existing Fringford Road junction with the Unnamed Road is safe and appropriate in the context of existing traffic flows and the additional traffic arising from the Appeal Proposal and whether the proposed improvements adequately mitigate the additional traffic arising from the Appeal Proposal;

- Whether there are, or will be in the future, sufficient services, facilities and employment opportunities available in the locality of the Appeal Site to limit the need to travel further afield;
- Whether the walking and cycling distances to the local services, bus stops, facilities and employment opportunities are acceptable;
- Whether the standard of the walking and cycling distances to the local services, bus stops, facilities and employment opportunities are acceptable or could be made so through the provision of improvements delivered through a S278 Agreement and/or by the use of agreed financial contributions;
- Whether existing accessibility to public transport is acceptable or could be made so through a S278 Agreement and/or by the use of agreed financial contributions; and
- Whether the proposed physical transport infrastructure improvements and other financial contributions paid by the Appellant to OCC are appropriate to mitigate the impacts of the Appeal Proposal.

2.8 My evidence also considers highways and transport matters raised by third parties.

Structure of Evidence

2.9 Accordingly, my evidence is set out as follows:-

Section 3 considers the policy documents and policies relevant to the transport aspects of the Appeal Proposal.

Section 4 provides a review of the location of the local services, bus stops, facilities and employment opportunities available in the immediate area both now and in the future with their respective distances from the Appeal Site. Reference is also made to appropriate Policy and guidance on such issues.

Section 5 looks in detail at the standard and safety of the existing walking and cycling environment within the immediate area and identifies the links to the local services, bus stops, facilities and employment opportunities available. The pedestrian enhancements that could be delivered by the Appeal Proposal are also considered.

Section 6 provides a review of the existing public transport accessibility of the Appeal Site in the context of journeys to local facilities, employment and education opportunities. The enhancements that could be delivered to public transport by the Appeal Proposal are also considered.

Section 7 reviews the proposed access arrangements.

Section 8 considers the Unnamed Road junction with Fringford Road and the improvements which could be delivered both by the Appellant and the Highway Authority.

Section 9 forms the summary of my evidence and identifies the main conclusions which have been drawn.

3 POLICY CONSIDERATIONS

3.1 The reasons for refusal 3 and 4, which are no longer relied on by the highway authority, referred to the policies supporting those reasons.

Reason for Refusal No.3

3.2 Reason 3 was justified on the basis of non-compliance with the guidance of National Planning Policy Framework (NPPF). No specific parts of the policy were quoted.

Reason for Refusal No.4

3.3 Reason 4 was justified on the basis of:

- Policy R12 of the adopted Cherwell Local Plan;
- Policies OA1, TR4 R8 and R10A of the Non-Statutory Cherwell Local Plan 2011;
- Policy INF1 of the Proposed Submission Local Plan Incorporating Changes, March 2013; and
- Guidance given in the National Planning Policy Framework.

NPPF

3.4 The NPPF considers transport issues at Section 4 of the document. I have considered the NPPF policies against the proposals submitted and the subsequent ground covered in the SCG.

3.5 At paragraph 29 the NPPF states:

'The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas'.

- 3.6 I accept that the site is not within a built-up area of Bicester, but it is considered part of the Bicester urban area and is adjacent to the existing urban edge of Caversfield, and where sustainable transport options are available. The transport options include footways, footpaths and cycle routes; regular bus services link Caversfield with the town centre, and these are provided in recognition that Caversfield requires such transport provision to be made available.
- 3.7 I also accept that these options are not as broad as they might be in a more densely populated area, and towards the town centre, which, together with the railway station, forms the transport hub for the town. I believe that it is important for the Appeal Proposal to be considered in the context of its links with, to and from the town, and to the day-to-day facilities that residents want to access. A proportionate approach is required in considering the level of provision of transport options; in the following sections of my evidence I show that the provision of transport options is both proportionate and appropriate for the Appeal Proposal.
- 3.8 The transport sustainability credentials of the appeal site should be considered in the context of the reasonableness of the transport choices that exist, or that can be provided for the site. In particular that consideration should take into account whether transport solutions for the appeal site are appropriate to the location of the site in relation to the community it sits alongside and will sit alongside in the future. The Appeal Site has access to transport options that provide a real choice about how residents might travel, and in this regard meets the criteria set out in para 29 of the NPPF.
- 3.9 In the committee report prepared in relation to the NW Bicester Eco Town Exemplar site, see **Appendix MFF/A** the planning case officer wrote:
'Whilst the application site is not immediately contiguous with the existing built development in the town it is within easy walking and cycling distance and overtime it is anticipated that further development will take place between the site and the existing edge of the town to join the proposed development. It is also unusual to consider an application for part of a larger site allocated for development before an outline application has been granted as a whole'.

3.10 It is my contention that in terms of proximity, and subject to some infrastructure improvements the appellant is willing to fund, the Appeal Site is equally well provided for in terms of walking and cycling distance to the town, as is the Exemplar site, and will be able also to access the additional bus services (having an eventual frequency of 15 minutes) that will be provided to serve the Exemplar site.

3.11 I also believe that the Appeal Site forms part of the development envisaged by the planning officer that *'will take place between the site and the existing edge of the town to join the proposed [Exemplar] development'*.

3.12 I identify in my evidence that the Appeal Site is reasonably served by public transport within an acceptable distance of the site. I therefore consider that those taking up residence on the Appeal Site will have a real choice about how they travel to the majority of destinations. Given the edge of urban area location, I also consider that the travel choices available, including the provision of new and improved transport infrastructure identified in the SCG comprise an acceptable level of choice for this type of locality.

3.13 Paragraph 32 of the NPPF states:

'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.*

3.14 In my opinion the requirements of these tests have been met. In accordance with the thresholds set out in Appendix B of the Guidance on Transport Assessment (DfT, 2007), a Transport Assessment for the site was provided. This demonstrated that there were no unacceptable local capacity issues on the local road network as agreed and set out in the SCG.

- 3.15 I consider that the opportunities to access sustainable transport modes have been appropriately secured. Local bus provision in the area is provided for by existing services. Supported bus services 22 and 23 are contracted until 2019. Local improvements through the provision of new bus stops and infrastructure, and improvements to local walking and cycling routes are considered to be proportionate in relation to the Appeal Proposal housing quantum.
- 3.16 Issues of concern in relation to safe and suitable access to the Appeal Site have been fully addressed through the provision of acceptable site access geometry and visibility splays, and by the provision of a uncontrolled crossing of Fringford Road to the north of the site access with a pedestrian refuge island, and by way of a controlled crossing of Fringford Road (Puffin crossing) to the south of the site access. The proposed site access has been subject to a road safety audit (Stage 1), which has not identified any unsurpassable concerns.
- 3.17 In agreeing to deliver local improvements, as identified in the SCG, including a significant contribution towards the Strategic Transport Strategy, the Appellant has demonstrated that improvements will be delivered within the transport network that effectively limits the significant impacts of the proposed development, as required by the third bullet point at NPPF para 32.
- 3.18 It is of particular note that the Transport Assessment for the Appeal Site clearly demonstrates that the transport impacts of the Appeal Proposal will not be 'severe'. The TA takes account of committed development in the area in assessing impact. It is clear that the residual cumulative impacts of the Appeal Proposal are not 'severe', in the context of the common definition of the word 'severe' (which is defined in the online Oxford dictionary as '*(of something bad or undesirable) very great; intense:*'). Indeed, the wording of the reasons for refusal offers no indication that a 'severe' consequence might arise, merely that there remained issues for which further evidence was required.

- 3.19 Of the local policies cited in reason for refusal 4, only the following relate to the transport considerations of this appeal:-

Policy TR4 of the Non-Statutory Cherwell Local ,Plan 2011

- 3.20 Policy TR4 of the Non-Statutory Cherwell Local Plan 2011 states '*BEFORE PROPOSALS FOR DEVELOPMENT ARE PERMITTED THE COUNCIL WILL NEED TO BE SATISFIED THAT ALL APPROPRIATE MITIGATION MEASURES REQUIRED TO SUPPORT THAT DEVELOPMENT ARE IDENTIFIED WITHIN AN IMPLEMENTATION PROGRAMME. SUCH MEASURES WILL INCLUDE HIGHWAY IMPROVEMENTS, TRAFFIC MANAGEMENT MEASURES, IMPROVED PUBLIC TRANSPORT AND/OR FACILITIES, AND MEASURES TO IMPROVE PEDESTRIAN AND CYCLE ACCESSIBILITY*'.

Policy INF1 of the Proposed Submission Local Plan Incorporating Changes, March

- 3.21 Policy INF1 states '*The Council's approach to infrastructure planning in the District will identify the infrastructure required to meet the District's growth, to support the strategic site allocations and to ensure delivery by Working with partners, including central Government, and other local authorities, to provide physical, community and green infrastructure; Identifying infrastructure needs and costs, phasing of development, funding sources and responsibilities for delivery; Completing a Developer Contributions SPD to set out the Council's approach to the provision of essential infrastructure including affordable housing, education, transport, health, flood defences and open space; Development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport, education, social and community facilities*'.

- 3.22 These policies have been met insofar as infrastructure contributions have been agreed to be made. These are set out in the SCG, with the provisional contribution to the Strategic Transport Strategy based on the indicative housing mix set out in paragraph 6.6 of the SCG.

- 3.23 With regard to the highway authority's demand for a contribution towards the provision of bus services in the vicinity of the Appeal Site and improved pedestrian crossing facilities at Buckingham Road, it is the Appellant's view that these will further improve the sustainability credentials of the site. The Appellant has agreed to fund these improvements, should the Inspector determine that such funding complies with the tests of CIL Regulation 122.

3.24 I consider that, in the context of the relevant policies set out in the reasons for refusal relating to highways and transport issues, and in consideration of the proposed provision of local infrastructure provision and improvement, that there is no reason for the Appeal Proposal to be refused planning permission on such grounds and indeed the highway authority is no longer maintaining its objection.

4 LOCAL SERVICES, FACILITIES AND EMPLOYMENT

Local Services and Facilities

- 4.1 Section 3.0 of the SCG identifies the main existing services and facilities available in the vicinity of the Appeal Site and their walking and cycling distances as well as bus journey times from the Appeal Site.
- 4.2 Other services and facilities will be available to the benefit of the Appeal Site in the future, namely North West Bicester Eco Town, DLO Caversfield (now known as the Garden Quarter and herein referred to as such), RAF Bicester (which has recently been acquired by Bicester Heritage Limited anticipated for use by around 50 businesses related to historic motoring and aviation interests, being the national Centre for Historic Motoring and Aviation Excellence) and NE Bicester Business Park. These are considered in Section 6.0 of the SCG.
- 4.3 I do not intend to repeat such details contained within the SCG here although I will expand upon the local services and facilities which are proposed to be offered at North West Bicester Eco Town and the Garden Quarter and how safe and appropriate means of access by sustainable modes of travel can be achieved between them and the Appeal Site.
- 4.4 The consented Phase 1 development of the NW Bicester eco town, known as the Exemplar site, will provide, according to the committee report, a nursery, a community centre, three retail units including but not exclusively a convenience store, a post office and a pharmacy, 2900sq.m GFA of B1 office accommodation, a public house and a primary school. The phasing plan, approved in September 2013, **Appendix MFF/B**, illustrates the location of these facilities and services.
- 4.5 The Appellant agrees to the funding of a length of off-site infrastructure to ensure that an appropriate link can be made available for use by pedestrians and cyclists along that part of eastern side of the Fringford Road, south of the 40 mph speed restriction. This can be secured by condition and implemented via a S278 Agreement.

- 4.6 It is feasible to provide a 3m wide shared use footway/cycleway within the extent of adopted highway maintainable at public expense (**Figure SCG/6**), making use of existing highway verge between the existing footway and the highway boundary hedge, linking with the appeal site to the Toucan crossing on the A4095. This will afford potential appeal site pedestrians and cyclists an incentive to access the existing established off-carriageway pedestrian and cycle routes on the A4095 and to the town centre, which can be seen on **Figures SCG/1** and **SCG/4** of the SCG.
- 4.7 This route will also provide access to the NW Bicester Phase 1 Exemplar site by both pedestrians and cyclists. The existing splitter island on Fringford Road at its junction with the A4095 is designed for and is therefore wide enough for cyclists to wait for a safe and appropriate gap in traffic. The route to the Exemplar site continues by following the existing signed shared pedestrian/cycle route to the B4100 Aynho Road / Banbury Road roundabout with the A4095 where the roundabout splitter island provides for connection with existing shared surface paths which will connect with the Exemplar site via a new off-site footway / cycleway and controlled toucan crossing provided by the Exemplar site developer.
- 4.8 I have determined that the walking and cycling distance to the Exemplar local centre and primary school from the centre of the Appeal Site is 1.2 and 1.6 kilometres respectively and in my view, I consider this walking distance to be well within the capabilities of an average person and given the quality of the existing (and proposed) pedestrian and cycle infrastructure between the Appeal Site and the Exemplar site, likely to be attractive and well used.

Local Employment

- 4.9 The broad north Bicester area benefits from a large number and range of employment opportunities within what can be considered to be a short travel distance of the proposed development site. Identified areas of employment are illustrated on **Figure SCG/4**.
- 4.10 The areas coloured orange show the town centre retail and Shopping Village locations; the drawing also shows, coloured light purple, the broad area to the north-east of the town centre known as the Launton Business Centre and the Industrial area beyond, which together provide significant employment opportunities for the Appeal Site.

- 4.11 In terms of proximity, the town centre is agreed to be 2.9 kilometres from the centre of the appeal site. With the proposed footway/cycleway in place on Fringford Road it will be possible to travel almost the entire route between the appeal site and the town centre by either recommended on-street (Sustrans) cycle routes or via dedicated cycle routes save for a short section of around 350 metres south of the railway line.
- 4.12 The Telford Road and Launton Business Centres are approximately 2.8 and 3.6km from the centre of the Appeal Site respectively and can be accessed by segregated pedestrian and cycle routes on the A4095, the A4421, Launton Road and the proposed facility on Fringford Road.
- 4.13 There will also be employment opportunities provided at the NW Bicester Eco-town, with the employment opportunities in the Exemplar site being 1.2km walk from the centre of the site and will also be accessible by way of identified safe pedestrian and cycle routes.
- 4.14 Therefore, the majority of all journeys made from the Appeal Site within the Bicester urban area are less than 5km, which equates to a cycling time of about a quarter of an hour. All the employment, leisure, education and retail premises fall within 5km of the Appeal Site, on routes than avoid the need to cycle on main roads. I consider this demonstrates that sustainable options for travel are therefore available, and the spirit of the NPPF is therefore adequately met in relation to paragraph 29.
- 4.15 Clearly there is the opportunity for employees to walk, cycle or use local service buses to access these local employment areas but even if they chose to drive, the distance they need to travel is short and more sustainable than a longer distance journey to employment opportunities located further afield.
- 4.16 Whilst there will always be some people who choose to work away from where they live, the appeal site proposals offer an opportunity for some future residents to live closer to where they work.

Policy and Guidance on Appropriate Walking and Cycling Distances

- 4.17 It is accepted that the Appeal Site is adjacent to the existing urban edge of Caversfield, however it cannot be accepted that it is an unsustainable location as implied within Reason for Refusal 1. Much of the existing built up area of Caversfield is further away from services and facilities available within Bicester than the Appeal Site. This is clearly somewhat at odds as the Appeal Site is as accessible, if not more so, than much of what is contained within the built up limits of Caversfield. I also consider the comment in the committee report for the Exemplar scheme, as reproduced in paragraph 3.9 above, somewhat contradicts the reason for refusal.
- 4.18 The National Planning Policy Framework (NPPF) does not specify appropriate walking or cycling distances to services or facilities; however in paragraph 29 it does identify that development should be balanced in favour of sustainable transport but the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from rural to urban areas. It would appear therefore that there is an acceptance within NPPF that walking distances may be longer in more rural or suburban areas than in a town or city centre.
- 4.19 The Institution of Highways and Transportation (IHT) document: 'Guidelines for Providing for Journeys on Foot', identifies acceptable walking distances for various trip purposes. A preferred maximum walking distance of 800m to a town centre, 2,000m for commuting/school purposes and 1,200m elsewhere are quoted. Local bus stops and Southwold and Bure Park Primary Schools are all within these suggested walking distances.
- 4.20 Both the Southwold and Bure Park Primary Schools as well as seven other primary and two secondary schools are identified within EPDS Consultants report (which is appended to Mr Bateman's evidence) as being located within the statutory walking distance from home to school.

4.21 The statutory walking distance, which is defined in the Department for Education and Skills (DfES) Guidance Document 'Home to School Travel and Transport Guidance' (2007) summarised below:-

- children under eight years of age – no more than two miles (3.2km),
- children eight years and over – no more than three miles (4.8km),

noting that the measurement of the statutory walking distance is not necessarily the shortest distance by road and that it is measured by the shortest route along which a child, accompanied as necessary, may walk with reasonable safety and as such may include footpaths, bridleways and other pathways as well as roads.

4.22 No guidance on appropriate walking distance is provided in the adopted Local Plan 1996, the Non-Statutory Cherwell Local Plan 2011, the Emerging Cherwell Local Plan – Proposed Submission 2012, Oxfordshire County Council's 'Transport for New Developments' or 'Local Transport Plan 2011-2013'.

4.23 Limited guidance is provided on appropriate walking distance in the Emerging Cherwell Local Plan – Focussed Consultation 2013 and Oxfordshire County Council's 'Residential Road Design Guide'.

4.24 The Local Plan – Focussed Consultation 2013 suggests a maximum 800 metre walking distance to a primary school associated with the North West Bicester Eco Town development.

4.25 MfS states at paragraphs 4.4.1 and 4.4.2 the following with regards to a walkable neighbourhood;

'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. By creating linkages between new housing and local facilities and community infrastructure, the public transport network and established walking and cycling routes are fundamental to achieving more sustainable patterns of movement and to reducing people's reliance on the car. A masterplan (or scheme layout for smaller-scale developments) can help ensure that proposals are well integrated with existing facilities and places'.

- 4.26 PPS13 is also superseded, by NPPF which does not provide any definition of a walkable neighbourhood nor or an appropriate walking distance.
- 4.27 Notwithstanding the absence of definitive guidance on walking distances, Local bus stops and schools are all well within a twenty minute walk from the Appeal Site as are the Bure Park and Holm Square local centres and also the future Exemplar site local centre which provides a range of local services and amenities as identified within the SCG. I consider such a walking time to be well within the capabilities of an average person.

5 STANDARD AND SAFETY OF WALKING AND CYCLING ROUTES

- 5.1 A Non-Motorised User (NMU) Audit was submitted as part of the Transport Assessment prepared by others to support the planning application as requested by the highway authority in relation to the walking and cycling routes that link the appeal site to the town and its environs. The audit finds that adequate routes are available, although there are some issues in relation to maintenance of some surfaces (which the highway authority appeared at the time of the audit to have in hand) and some locations where dropped kerbs have not been provided. I do not consider that any significant issues arise from the NMU, in relation to the movement of non-motorised users associated with the Appeal Site.
- 5.2 I have not completed such an audit, but I have informally considered the routes serving the appeal site of most interest to the highway authority, namely Fringford Road and Skimmingdish Lane, and identified no issues of real concern in respect of the existing provision on the local roads.
- 5.3 However, I accept that Fringford Road does not have footways on both sides of the carriageway. It is however, also my view that it is not necessary to have a footway on the side of a carriageway where there is no development. I have identified that the existing footway on the east side of the road lends itself to a degree of improvement to the south of the 40 mph speed limit, where the road is derestricted and subject to the national speed limit of 60 mph. The appellant has agreed to widen this section of the footway to provide a 3m wide shared use footway/cycleway, as referred to earlier in my evidence, in order to provide a more commodious provision for both pedestrians and cyclists.
- 5.4 The existing provision on Skimmingdish Lane, as well as on the A4095, B4100, Buckingham Road and local off-road links are adequate for the level of use they are likely to experience, including the committed and Appeal Site developments. It is of note that Sustrans, which is committed to the delivery of safe cycle routes, identifies Fringford Road and other associated links to the town centre and employment areas in the town as suitable cycle routes. Sustrans does not identify routes considered to be unacceptable. An extract of the Sustrans cycle route map for Bicester is included at **Appendix MFF/C**.

- 5.5 The highway officer has confirmed that the existing footpath provision on Skimmingdish Lane is appropriate to accommodate the additional trips arising from the development save for the provision of dropped kerbs and tactile paving across its junction with Fringford Road to assist partially sighted pedestrians and wheelchair users, improvements which the appellant has agreed to provide.
- 5.6 Fringford Road and Skimmingdish Lane do not have the benefit of other than sporadic street lighting, but this situation is not unusual given the location and proximity to the rural hinterland of the town. The appellant has agreed to extend the street lighting system on Fringford Road to include the site access and the extent of the development frontage although the precise scheme is a matter for detailed design rather than for consideration as part of an outline planning application.
- 5.7 From the southern end of Fringford Road all onward routes are well provided with street lighting to a high standard.
- 5.8 I do not consider that any of the existing routes likely to be used regularly by residents of the Appeal Site are unacceptable or unable to accommodate the additional trips associated with the Appeal Proposal.

A4421 Buckingham Road Crossing

- 5.9 As identified at paragraph 5.4, I consider the existing pedestrian provision on Buckingham Road is adequate for the level of use they are likely to experience.
- 5.10 The highway authority is however seeking improvements to pedestrian crossing facilities on the Buckingham Road arising from additional demand from the Appeal Proposal to and from the bus stops which provide access to the No.8 and X5 out of town services.
- 5.11 It is accepted that occupants of the Appeal Proposal will increase demand for bus services, however, it is my view that this increase, particularly for bus services using the bus stops on Buckingham Road is immaterial, for the reasons I set out below.
- 5.12 The SCG confirmed that forecast trips associated with the development are agreed. The agreed trip rates for public transport users, which were contained within the Transport Assessment as derived from the TRICS 2013(a) database are included within **Appendix MFF/D**.

- 5.13 The trips derived within the TA were based on an indicative mix of 200 houses, of which 60 would be affordable. Using the public transport user trip rates for 'houses privately owned' for the 140 privately owned houses, and 'houses for rent' for the 60 affordable houses, I have determined that the Appeal Proposal will be associated with 7 public transport users in the AM peak hour, 4 in the PM peak hour and 44 public transport users between the hours of 0700 and 1900 on a typical weekday. This equates to, on average, less than 4 public transport users per hour. I have also considered the forecast modal share for public transport users within the draft Residential Travel Plan and obtain a similar result of, on average, less than 4 public transport users per hour, although I accept that this might be revised upwards within the robust Residential Travel Plan, when agreed, which will be in accordance with OCC and DfT guidance.
- 5.14 There are two existing public transport corridors in the vicinity of the Appeal Site, namely Fringford Road served by the 22 and 23 services and Buckingham Road served by the X5 and 8 services.
- 5.15 I do not intend to repeat details of these services as this is covered in the SCG, but will make a broad assumption that because the Fringford Road corridor provides a local circular service for Bicester and the Buckingham Road corridor is used by out of town services that public transport users associated with the appeal site will distribute evenly between the two corridors.
- 5.16 On this basis I consider that an average of 2 public transport users per hour associated with the Appeal Proposal may use services on the Buckingham Road corridor. I consider that such demand is low, and certainly not substantial enough to consider the provision of improved pedestrian crossing facilities on the Buckingham Road as 'essential', at best it would be considered 'desirable'.
- 5.17 Bus stop provision on Buckingham Road has been enhanced by the highway authority since October 2008. **Appendix MFF/E** illustrates that there is no bus shelter on the eastern (southbound) side of Buckingham Road and similarly there is no bus stop flag on the western (northbound side) as of October 2008.
- 5.18 **Appendix MFF/F** illustrates that from a site visit undertaken in February 2014 a bus shelter is located on the eastern side and a bus stop flag on the western side of Buckingham Road.

- 5.19 The SCG confirms that the Personal injury accident statistics do not indicate a specific pattern or problem within the vicinity of the site between 1st January 2008 and 30th September 2013. A further review confirms that there have been no recorded accidents involving pedestrians on the Buckingham Road between its junctions with Skimmingdish Lane and the A4095. This includes any pedestrians crossing the road to access the northbound and southbound bus stops.
- 5.20 I do not believe that the addition of a maximum of two additional pedestrian movements per hour (given that some public transport users from the development site may be travelling northbound or alighting a bus which is travelling northbound and therefore not need to cross Buckingham Road) is material and is not likely to have a material impact on existing highway safety, where records show there is no existing safety problem. I do not dispute however that the provision of improved crossing facilities may make an existing 'safe' situation 'safer' or that such a provision may also increase use of the bus stops by existing residents and employees in the proximity of the Buckingham Road.
- 5.21 The Appellant has confirmed that they are prepared to provide a financial contribution of £80,000 towards the implementation of pedestrian crossing improvements across the Buckingham Road should the Inspector consider that it is necessary and fully CIL compliant.
- 5.22 The contribution could be used to fully fund the improvement scheme as illustrated on **Figure SCG/7** which comprises a controlled Puffin crossing and associated footway connections or to fully or part fund alternative crossing improvements across the Buckingham Road to be agreed between the Appellant and OCC at the reserved matters stage.

6 PUBLIC TRANSPORT ACCESSIBILITY

- 6.1 The Transport Assessment submitted in support of the planning application on the Appeal Site and the subsequent and more recent SCG identified the bus services that served the site in both the local, town and broader contexts.
- 6.2 Oxfordshire County Council has sought a contribution from the development to the sum of £1000 per dwelling associated with the Appeal Proposal towards *'sustaining local bus services and/or improving strategic bus services serving the site thereby part mitigating the transport impacts of the proposed development. The County Council requires a contribution towards bus service/s to connect the development site to Bicester and potentially destinations further afield. The amount calculated reflects the cost of sustaining the existing local bus service for an additional few years, and can be approximated as £1,000 per additional proposed dwelling, a level of contribution that has been agreed for other development sites.'*
- 6.3 In June 2013 new contracts were awarded in respect of supported bus Services 22 and 23, which are the immediate town services for the Appeal Site, at an annual cost of circa £147,500 (information obtained from OCC Bus Services Team). The contracts have been awarded for a period of six years. So these services are likely to remain supported until 2019, unless withdrawn for unforeseen reasons.
- 6.4 The local bus services 22 and 23 provide an adequate existing half hourly daytime service to Bicester. Reference to the potential for servicing *'destinations further afield'*, is vague, and can be afforded little weight without identifying such destinations, or the potential demand for them.
- 6.5 Further discussions with the highway authority suggest that the contribution may also be used to either increase the frequency of the existing 22 and 23 services at peak times or to provide an enhanced evening service. Highway officers also said that they have to be vague with how the contribution might be used due to the way bus contracts are procured. For example, if a contribution is sought for a numbered bus service, and that bus service changes its number, it might not be possible for it to be used in respect of the renumbered service, even if it essentially operates the same route, thus not providing a benefit for residents of the Appeal Proposal.

- 6.6 It is accepted that occupants of the Appeal Proposal will increase demand for bus services to the town centre. That is not adequate justification to seek a supporting bus service contribution to the site. To the contrary, all such demand will have a beneficial effect on the ability to provide the services because additional fares will result in a lower requirement for financial support for the services resulting in more sustainable services.
- 6.7 There is no indication that the level of service delivered to the area is currently inadequate or unacceptable save for the highway authority confirming the 22 and 23 services are financially supported, it is therefore unclear why the Appeal Site should be required to contribute towards enhancement of the local services. There is nothing to be gained from putting additional resources into additional supported services which are not essential, or which will not be adequately patronised. Indeed, the County Council itself recognises that continued support of bus services is not a priority when budgets are limited. The aim of the County Council is to encourage all routes to be commercially viable. The officer states that the contribution would serve to support services *'for an additional few years'*. The amount of time the services might be supported, and to what service level, depends both on political decisions of the transport authority, as well as available budgets. At the time of this appeal what we know is that the service will be supported until June 2019. After this time additional patronage from the Appeal Site and other committed development in the area may well help to bring the services to a commercial standing. It is conjecture on the part of the highway authority to suppose that a contribution from the Appeal Site would provide anything other than the ability for the Council to reduce its current level of financial support in the current contract period.
- 6.8 The Appellant has confirmed that they are prepared to provide the bus service contribution should the Inspector consider that it is necessary and fully CIL compliant.
- 6.9 The existing services 22 and 23 will be supplemented by additional services to be provided in accordance with the planning obligation secured for the NW Bicester Eco Town planning permission. This, I understand, requires the provision of a half hourly service for the site from first occupation, rising to a quarter hourly service after the occupation of 200 dwellings. Although it is not currently envisaged that this route will directly serve the Appeal Site, it will still be accessible, with the proposed bus stop adjacent to the Exemplar southern access being an approximate 1km walk from the centre of the Appeal Site, although the bus route itself will be an approximate 800m walk from the centre of the Appeal Site.

7 PROPOSED ACCESS ARRANGEMENTS

Access Arrangements

- 7.1 The primary access to the site will be from Fringford Road via a new priority junction. The provision of a footway along the site frontage connects the site towards to Bicester town centre and Caversfield. A short length of footway to the north side of the site access leads to an uncontrolled pedestrian crossing, provided with a refuge island to provide a safe place for pedestrians to cross Fringford Road in two stages if required. To the south side of the site access a Puffin crossing is to be provided, which will provide for safe access for pedestrians and cyclists (dismounted) to access existing and planned development to the east of Fringford Road, via Skimmingdish Road, and to the south and west of the Appeal Site via Fringford Road.
- 7.2 The access arrangements have been agreed with the highway authority, and comply with contemporary design guidance. The highway authority had expressed concerns about the standard of junction visibility provided to Fringford Road, but following the submission of evidence in relation to traffic speeds on Fringford Road the highway authority has subsequently accepted the proposals, as set out on **Figure SCG/2** contained within the SCG as being acceptable.
- 7.3 An emergency access to the Unnamed Road has been requested by the highway authority, and it is acceptable to the Appellant for a condition to this effect being imposed on any permission. It is intention of the Appellant that the location of the existing access to South Lodge is used for this purpose and the Illustrative Masterplan has been amended to this affect, as contained at **Appendix MFF/G**. Details of the emergency access junction with the Unnamed Road are illustrated on **Figure SCG/3**.

8 FRINGFORD ROAD JUNCTION WITH THE UNNAMED ROAD

Existing Junction Layout

- 8.1 The existing junction arrangement consists of a priority junction with the Unnamed Road giving way to Fringford Road. The highway authority and third parties, expressed concerns about the nature of the existing junction, especially in relation to the visibility at the Fringford Road junction, and its proximity to the proposed site access junction.
- 8.2 The existing junction arrangement is illustrated in **Figure SCG/5**. This confirms that a junction visibility splay of 2.4 x 20.7 metres is achievable to the right (south) and 2.4 x 106.6 metres is achievable to the left (north).
- 8.3 Paragraph 3.3 (viii) of the SCG confirms that accident statistics do not indicate a specific pattern or problem within the vicinity of the Appeal Site.
- 8.4 The operation of this junction was assessed within the Transport Assessment and this assessment work is agreed as set out within the SCG. The Transport Assessment confirms that the Appeal Proposal will be associated with an additional 32 turning movements in the weekday AM and PM peak hour periods respectively.
- 8.5 The SCG further confirms at Paragraph 4.4 that 'the impact of development trips on the highway network is immaterial further to works to be secured by a reasonable financial contribution'.
- 8.6 I therefore consider that the existing junction operates safely and efficiently and would continue to do so with the limited number of additional vehicle turning movements associated with the Appeal Proposal.
- 8.7 The Highway Authority however, within their SOC state that '*It is not in the interest of highway safety to intensify vehicular use of the unnamed road, with such substandard visibility for motorists onto Fringford Road*'.
- 8.8 Firstly, it has been subsequently agreed through negotiations within the SCG in that a 2.4 m x 75.8 metre junction visibility splay to the left (north) is appropriate in light of independent traffic speed survey data provided on Fringford Road.

- 8.9 Secondly, it is entirely within the Highway Authority's gift to enable a 2.4 x 120 metre junction visibility splay to the right (south) to be provided, (which the highway authority considers is appropriate) by the trimming of the boundary hedge to the south of the Unnamed Road and to the west side of Fringford Road, which encroaches into the public highway.
- 8.10 S154 of the Highways Act (1980) enables a competent authority, in this case, the highway authority to serve notice on the landowner or occupier to cut the hedge so as to remove the obstruction to visibility within 14 days from the date of being served notice, or if the person(s) fail to comply within the identified period, the highway authority have the power to carry out the works themselves.
- 8.11 I therefore consider, given the modest increase in traffic forecast to use the Unnamed Road, the available, and potentially available, visibility splays serving the junction, and the measured vehicle speeds on Fringford Road, that any highway safety risk is low.
- 8.12 Notwithstanding this, the Appellant has agreed to provide a physical improvement scheme to enhance visibility at the junction should the Inspector consider it to be appropriate and necessary and this has been agreed in advance further to negotiations with the highway authority.
- 8.13 The improvement scheme comprises a junction build out which extends the Unnamed Road junction into Fringford Road by 0.2 metres to reduce the width of the Fringford Road carriageway from 6.2 to 6.0 metres. The improvement scheme is illustrated on **Figure SCG/5**. The improvement enables enhanced junction visibility splays of 2.4 x 24.8 metres to be achieved to the right (south) and 2.4 x 120 metres to be achieved to the left (north).
- 8.14 The highway authority has confirmed that with the proposed junction build out in place and the reduction in the speed limit on Fringford Road from 40mph to 30mph, that the junction can safely and efficiently accommodate the forecast trips associated with the Appeal Proposal. .

9 SUMMARY AND CONCLUSION

- 9.1 I have identified in my evidence at paragraph 2.7 the issues that I understand might be pertinent to the Inquiry although negotiations leading up to the submission of my evidence resulted in the highway authority confirming that they have chosen not to pursue the reasons for refusal originally identified subject to the provision of agreed financial contributions and highway infrastructure improvement works. The highway authority has also confirmed that on this basis it no longer has any concerns regarding the sustainability of the Appeal Site or the Appeal Proposal. The Statement of Common Ground on highways and transportation matters sets out these measures and contributions in detail.
- 9.2 My evidence considers and addresses the pertinent issues prior to the position where the highway authority sought not to pursue its objection and details that reasonable provision has been made by the Appellant to ensure that the Appeal Proposal represents a suitably sustainable proposition from a transport perspective and future planned and committed development and infrastructure will only enhance this position. The Appeal Proposal will also contribute, through payment of a substantial financial contribution towards the strategic local transport objectives.
- 9.3 I have demonstrated that safe and appropriate access can be provided to the Appeal Site and that there are adequate pedestrian and cycle routes to services and facilities located within a reasonable walk and cycle distance that provide for local needs, and that in this regard the location of the site is sustainably located. The Appeal Proposal will provide improvements to the existing pedestrian and cycle infrastructure on Fringford Road with further enhance the sustainability of the site and will encourage trips associated with the Appeal Proposal as well as existing development in the locality to be made on foot and by cycle.

- 9.4 I have concluded that the existing supported bus services provide a satisfactory level of provision to the site, and, owing to the current contract end date, there is no requirement to provide for additional support in this regard and the proposed development will add to the sustainability of the services. The Appeal Proposal will provide physical bus stops on Fringford Road in the vicinity of the Appeal Site where no such physical stops currently exist, to the benefit of residents of the Appeal Proposal and existing residents in the vicinity of the Appeal Site.
- 9.5 In sustainable transport terms it is necessary to consider the site in the context of its location, and to judge whether the choice of alternative transport mode to the car provided for the site is sufficient within that context. In my view I have demonstrated that the site is acceptable, and will be provided with an adequate and safe choice of transport modes.
- 9.6 I have also considered the concerns about the Unnamed Road junction with Fringford Road, and conclude that the safety record of the junction is not an issue, and that the visibility, of concern to the highway, can be improved by the authority under the provisions of existing legislation, and at no cost to the authority by simply trimming a hedgerow. A physical improvement scheme comprising a junction build out and a reduction of speed limit on Fringford Road from 40mph to 30mph is offered by the Appellant as requested by the highway authority, as providing appropriate mitigation.
- 9.7 I have considered the transport matters raised by third parties and as I have already shown all of these issues have been addressed to the satisfaction of the highway authority in preparing the package of mitigation measures.
- 9.8 It is for these reasons that OCC as highway authority have withdrawn their objection. I therefore conclude that, in accordance with the clear guidance at paragraph 32 of the NPPF that there is no transport reason why the Appeal Proposal should not be allowed.

MFF / A

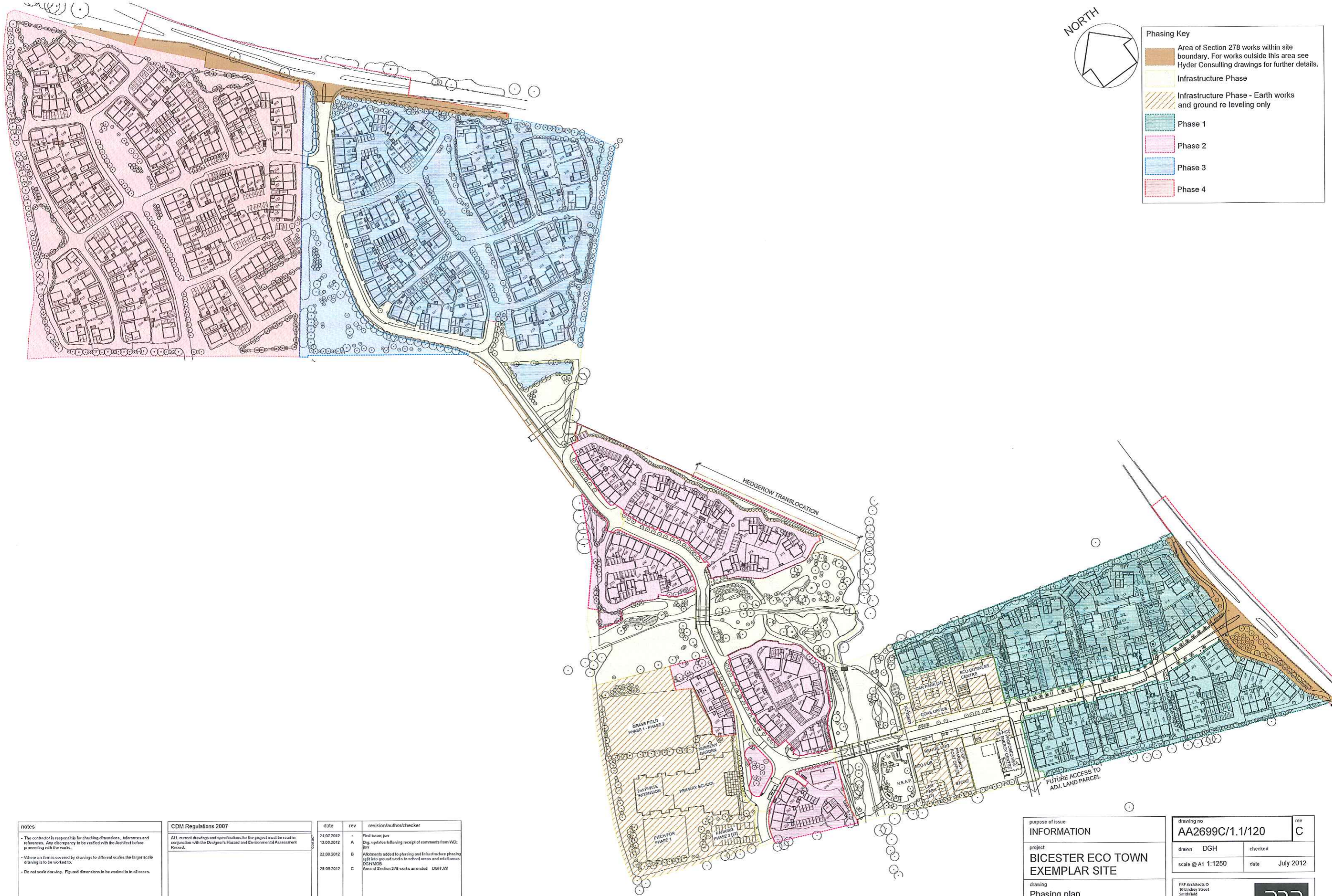
agreement for this application. Oxfordshire County Council would want to see that there has been progress on the masterplanning and funding for infrastructure before they would complete the a joint S106 Agreement.

- 5.26.14 The scheme will deliver 30% affordable housing, school site, frequent bus service, open space and land for eco business centre which not only meet the needs of the development but deliver wider benefits for the town (see the Heads of Terms of the proposed planning agreement are set out above and below). Given the development is designed to meet higher standards than other developments currently acheive and includes innovations such as the delivery of zero carbon, the level of on site contributions acheived is considered an reasonable and this is supported by the viability work that has been undertaken.

5.27 Conclusions

- 5.27.1 The development of a sustainable extension on land identified at NW Bicester is part of the Council's strategy for accommodating necessary growth within the District, although it currently remains a departure from the development plan. It is therefore necessary for there to be material considerations in favour of grant palnning permission contary to the development plan. In this case there are a number of material considerations.
- 5.27.2 The Eco Towns PPS is unusual in identifying locations for development. The PPS itself draws attention to the fact that it is a material consideration in determining applications. Although the current application is not for a whole eco town, it meets almost all of the standards in their entirety and is an important first step in establishing that moe sustainable development can be delivered.
- 5.27.3 Whilst the application site is not immediately contiguous with the existing built development in the town it is within easy walking and cycling distance and over time it is anticipated that further development will take place between the site and the existing edge of the town to join the proposed development. It is also unusual to consider an application for part of a larger site allocated for development before an outline application has been granted as a whole. However in this case the application proposals were, following consideration with Government, after the

MFF / B



Phasing Key	
	Area of Section 278 works within site boundary. For works outside this area see Hyder Consulting drawings for further details.
	Infrastructure Phase
	Infrastructure Phase - Earth works and ground re leveling only
	Phase 1
	Phase 2
	Phase 3
	Phase 4

notes

- The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works.
- Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.
- Do not scale drawing. Figured dimensions to be worked to in all cases.

CDM Regulations 2007

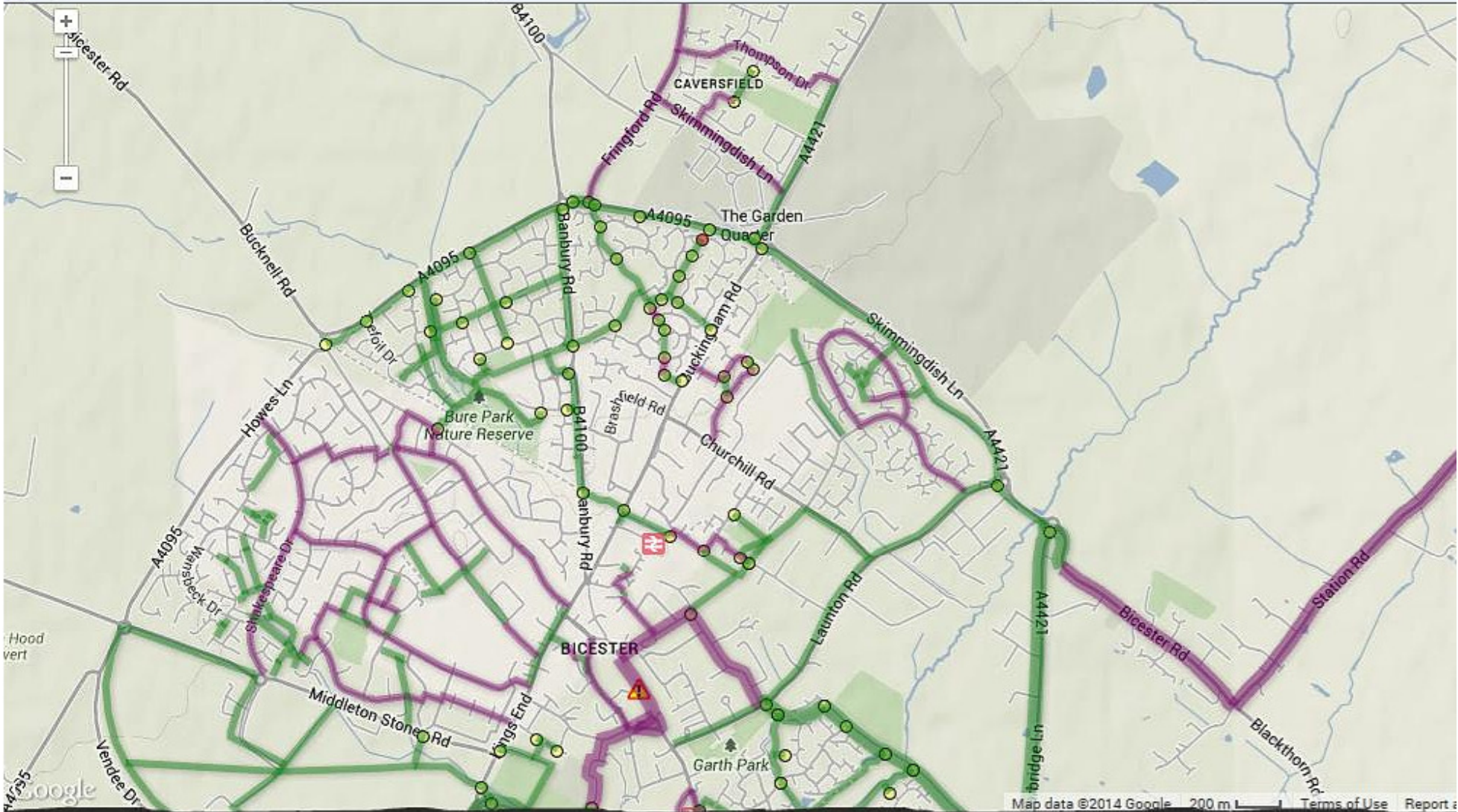
ALL current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environmental Assessment Record.

date	rev	revision/author/checker
24.07.2012	-	First issue; jw
13.08.2012	A	Dirg. updates following receipt of comments from WD; jw
22.08.2012	B	Adjustments added to phasing and infrastructure phasing to fit into ground works to school areas and retail areas; DGH/MDB
29.09.2012	C	Areas of Section 278 works amended; DGH/AV

purpose of issue INFORMATION	drawing no AA2699C/1.1/120	rev C
project BICESTER ECO TOWN EXEMPLAR SITE	drawn DGH	checked
drawing Phasing plan	scale @ A1 1:1250	date July 2012

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MFF / C



Show me

Route Types

All routes

Getting around

Bike shops

Destinations

Accommodation

Key

Traffic-free route (National Cycle Network / other)

On-road route (National Cycle Network / other)

MFF / D

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	78	87	0.002	78	87	0.023	78	87	0.025
08:00 - 09:00	78	87	0.006	78	87	0.042	78	87	0.048
09:00 - 10:00	78	87	0.005	78	87	0.014	78	87	0.019
10:00 - 11:00	78	87	0.004	78	87	0.008	78	87	0.012
11:00 - 12:00	78	87	0.006	78	87	0.007	78	87	0.013
12:00 - 13:00	78	87	0.007	78	87	0.010	78	87	0.017
13:00 - 14:00	78	87	0.007	78	87	0.005	78	87	0.012
14:00 - 15:00	78	87	0.010	78	87	0.007	78	87	0.017
15:00 - 16:00	78	87	0.017	78	87	0.008	78	87	0.025
16:00 - 17:00	78	87	0.016	78	87	0.004	78	87	0.020
17:00 - 18:00	78	87	0.024	78	87	0.006	78	87	0.030
18:00 - 19:00	78	87	0.026	78	87	0.004	78	87	0.030
19:00 - 20:00	1	73	0.000	1	73	0.000	1	73	0.000
20:00 - 21:00	1	73	0.000	1	73	0.000	1	73	0.000
21:00 - 22:00	1	73	0.000	1	73	0.000	1	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.130			0.138			0.268

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 7 - 437 (units:)
 Survey date date range: 01/01/05 - 18/12/12
 Number of weekdays (Monday-Friday): 78
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - HOUSES FOR RENT

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	98	0.000	4	98	0.003	4	98	0.003
08:00 - 09:00	4	98	0.000	4	98	0.003	4	98	0.003
09:00 - 10:00	4	98	0.003	4	98	0.015	4	98	0.018
10:00 - 11:00	4	98	0.003	4	98	0.000	4	98	0.003
11:00 - 12:00	4	98	0.005	4	98	0.013	4	98	0.018
12:00 - 13:00	4	98	0.008	4	98	0.003	4	98	0.011
13:00 - 14:00	4	98	0.026	4	98	0.010	4	98	0.036
14:00 - 15:00	4	98	0.005	4	98	0.000	4	98	0.005
15:00 - 16:00	4	98	0.000	4	98	0.000	4	98	0.000
16:00 - 17:00	4	98	0.003	4	98	0.003	4	98	0.006
17:00 - 18:00	4	98	0.000	4	98	0.000	4	98	0.000
18:00 - 19:00	4	98	0.003	4	98	0.000	4	98	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.050			0.106

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 29 - 280 (units:)
 Survey date range: 01/01/05 - 04/07/11
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MFF / E

Google

Buckingham Road, Bicester



Sign in



Report a problem



MFF / F

HOT SNACKS

BURGERS CFFEE



20 1:07PM

MFF / G



NOTES

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 Contractors, Sub Contractors and Suppliers are to check all relevant dimensions and levels of the site and building before commencing any shop drawings or building work. Any discrepancies should be recorded to the Architect.
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REV	DESCRIPTION	DATE	AUTHOR	CHK'D
A	Masterplan revision	10/04/13	BA	GR
B	Masterplan amendments	11/04/13	BA	GR
C	Masterplan amendments	04/06/13	BA	GR
D	Surrounding context changed, masterplan updated	20/06/13	BA	GR
E	Pedestrian footway and crossing added on Fringford Road	24/06/13	BA	TB
F	Site Boundary Amended	04/07/13	BA	GR
G	2 existing trees removed	05/07/13	BA	GR
H	Access to the north of South Lodge amended	24/07/13	BA	GR
J	Emergency access added, pedestrian footway / refuge island added on Fringford Road	10/02/14	BA	-

KEY

- Site boundary.
- Residential development
- Feature buildings & groupings
- Village Shop / Hall
- Development Blocks
- Green Space
- Permeable Paving
- Surrounding Trees and Hedges
- Existing trees
- Proposed trees
- Existing Hedges
- Proposed Hedges
- Vehicular access point
- Primary vehicular routes
- Underground Cable
- SUDS
- Footpath through development
- No build zone
- Controlled pedestrian crossing (Indicative location)



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 Tel: 01794 517333 Fax: 01794 515517 Web: www.tetlowking.co.uk

PROJECT
Fringford Road
 Bicester
 For: CALA Homes

DRAWING
Concept Masterplan - 01

SCALE	DATE	AUTHOR	CHK'D
1:1000 @ A2	27/02/13	GR/ba	TB

JOB NO.	DRAWING NO.	REV
CALA130117	CMP-01	J

