

**APPEAL BY  
CALA HOMES (MIDLANDS) LTD**

**Land at Fringford Road, Caversfield, BICESTER**

**STATEMENT OF COMMON GROUND  
ON TRANSPORTATION ISSUES**

**PREPARED BY  
OXFORDSHIRE COUNTY COUNCIL**

**AND**

**TRANSPORT PLANNING ASSOCIATES  
ON BEHALF OF THE APPELLANT**

**February 2014**

LPA Ref: 13/01056/OUT

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**1.0 INTRODUCTION**

- 1.1 This is an agreed Statement of Common Ground (SCG) on highways and transportation matters, which has been prepared by Oxfordshire County Council (OCC) in its capacity as local highway authority and Transport Planning Associates (TPA) on behalf of the appellant. It sets out areas of agreement in connection with the highways and transportation issues associated with the appeal scheme.
- 1.2 It has been prepared in respect of Cherwell District Council's refusal of planning application 13/01056/OUT for 'Up to 200 residential units, access, amenity space and associated works, including new village shop / hall'.

## 2.0 REASONS FOR REFUSAL

2.1 The Decision Notice (13/01056/OUT) dated 4<sup>th</sup> October 2013 provided four reasons for refusal and it is agreed that 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.

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

2.3 Negotiations between OCC and TPA have led to a package of agreed mitigation measures to be covered by planning conditions and planning obligations and as a result, OCC no longer rely on reasons 3 and 4 nor will they be preparing evidence in relation to the sustainability of the site and it is agreed that the package of agreed mitigation measures will enhance the sustainability of the site and will enable suitable pedestrian and cycle links and access to bus services to be provided.

### 3.0 THE APPEAL SITE, LOCAL HIGHWAY NETWORK AND ACCESS ARRANGEMENTS

#### Appeal Site

- 3.1 The appeal site is located to the west of Fringford Road in Caversfield. The site currently comprises of rough grassland within which there is a dwelling and associated outbuildings. The existing access points to the site are via the unnamed road on the southern boundary, with a further access taken from Fringford Road positioned just north of the 4 no. properties, opposite Skimmingdish Lane.
- 3.2 There are no public footpaths in, adjacent or adjoining to the site although there is a public footpath which crosses Fringford Road in the vicinity of Springfield Road approximately 200m north of the site. An existing private right of way is established within the site. This will be retained and incorporated into the development layout.

#### Local Highway Network

- 3.3 The following points are agreed in respect of the existing local highway network:
- (i) Fringford Road is subject to a 40mph speed limit in the vicinity of the site. It contains gateway treatments to the south of the unnamed road and to the north of Springfield Road. It has street lighting in the vicinity of its junctions with Old School Close and Thompson Drive. Along the appeal site frontage it has a 1.8m wide footway adjacent to the eastern side of the carriageway and no footway adjacent to its western side. The carriageway is 6.2m wide. To the south of Skimmingdish Lane a 1.4m - 1.8m (typically 1.6 to 1.7m) wide footway continues adjacent to the eastern side of the carriageway to the junction with the A4095. A 1.4m – 1.8m (typically 1.6 to 1.7m) wide footpath is adjacent to the western side of the carriageway between Skimmingdish Lane and the unnamed road;
  - (ii) Skimmingdish Lane is subject to a 30mph speed limit in the vicinity of the site. Typically it has a 1.4m wide footway adjacent to the northern side of the carriageway and only a footway in places on the southern side of the carriageway. The carriageway is 6.5m wide;
  - (iii) Thompson Drive is subject to a 30mph speed limit in the vicinity of the site. Typically it has a 1.8m wide footway on both sides of the carriageway which is 6m wide. It has street lighting;
  - (iv) Fringford Road, Skimmingdish Lane and Thompson Drive are identified by Sustrans as 'On-road routes (National Cycle Network/ other)';

- (v) A signal controlled Toucan crossing on the A4095 to the east of Fringford Road provides a safe place for pedestrians and cyclists to cross;
- (vi) A shared pedestrian and cycleway is located on the south side of the A4095;
- (vii) A street lit, segregated pedestrian/cycleway provides a safe and direct link for pedestrians and cyclists between the A4095 and Holm Square local centre/Southwold Primary School running adjacent to Juniper Gardens, Confier Drive and across Mulberry Drive; and
- (viii) The accident statistics do not indicate a specific pattern or problem within the vicinity of the site. However a total of four slight accidents were recorded in each location within 50 metres of the Fringford Road junction with the A4095; the roundabout junction between A4095, A4421, Skimmingdish Lane and Buckingham Road; and the unnamed road junction with the B4100 between 1st January 2008 and 30th September 2013 and all appear to have occurred as a result of human error or slippery road conditions.

#### Proximity to Local Services and Amenities

- 3.4 **Figure SCG/1** illustrates pedestrian and cycle facilities in the vicinity of the site and agreed walking and cycling distances from the centre of the appeal site.
- 3.5 **Table 3.1** sets out the proximity to facilities and services which may be required by residents on a regular basis. It is agreed that walking and cycling times on **Table 3.1** are based on average speeds and some pedestrians, particularly mobility impaired may walk slower, whilst some pedestrians and cyclists may walk and cycle faster.

Table 3.1 – Proximity to Facilities and Services Required on a Regular Basis (Walking and Cycling)

Service/Facility	Walking Distance (metres) from Centre of Development Site	Walking Time (based on an average walking speed of approx 80 metres per minute <sup>1</sup> (4.8 km per hour)) <sup>+</sup>	Cycling Distance (metres) from Centre of Development Site	Cycling Time (based on a cycling speed of approx 320 metres <sup>2</sup> per minute)
Southwold Primary School	1.25km	16 minutes	1.25km	4 minutes
Tesco Express	1.25km	16 minutes	1.25km	4 minutes
Bure Farm Public House & Local Centre	1.4km	18 minutes	1.4km	4 minutes
North Bicester Surgery	1.5km	19 minutes	1.5km	5 minutes
Bure Park Primary School	1.5km	19 minutes	1.5km	5 minutes
Bicester North Railway Station	2.5km	31 minutes	2.5km	8 minutes
Bicester Community College (Secondary School)	2.9km	36 minutes	2.9km	9 minutes
Bicester Town Centre	2.9km	36 minutes	2.9km	9 minutes
Bicester Town Railway Station	3.5km	44 minutes	3.5km	11 minutes

### Buses

- 3.6 The bus service in the area is generally provided by Thames Travel and Stagecoach. A number of local bus services operate in the vicinity of the site providing services to destinations including Bicester town centre, Bicester North and Town railway stations, Northampton, Towcester, Banbury, Cambridge, Bedford and Oxford.
- 3.7 Fringford Road operates as a hail and ride bus stop. This means that passengers can flag down the bus to stop anywhere on the route on Fringford Road to get on the bus. The site frontage, north of Skimmingdish Lane is served by the 22 service in a southbound direction only and the 23 service in both directions.
- 3.8 The nearest physical bus stop is located on Skimmingdish Lane at the junction of Payne's End, approximately 200 metres from the site frontage and approximately 400 metres from the centre of the site. This bus stop is serviced by the 23 in a southeast (Bicester bound) direction only which is operated by Thames Travel. A bus shelter is provided at the bus stop.
- 3.9 There is also a further bus stop located on Thompson Drive, approximately 350 metres from the site frontage and approximately 550 metres from the centre of the site. This bus stop is serviced by the 22 in a western (Bicester and Caversfield bound) direction. A bus shelter is provided at the bus stop.

<sup>1</sup> Providing for Journeys on Foot' IHT (2000)

<sup>2</sup> Transport Note 2/08 'Cycle Infrastructure Design', published by the DfT in October 2008.

3.10 Further bus stops are present on A4421 Buckingham Road approximately 750 metres from the site frontage and approximately 950 metres from the centre of the site. These bus stops include lay-bys in both the northbound and southbound directions. The stops on Buckingham Road are served by the X5, 8 and 22/23 services.

3.11 The service information is summarised below in **Table 3.2**.

Table 3.2 - Summary of Existing Bus Services (based on current timetables)

SERVICE	ROUTE DESCRIPTION	OPERATOR	BUS STOP	FREQUENCY		
				DAYTIME	EVENING	SUNDAY
22*	Bicester – Caversfield – Bicester Circular	Thames Travel	Thompson Drive (Fringford Rd- Hail and Ride)	Hourly	N/A	N/A
23*	Bicester – Caversfield – Bicester Circular	Thames Travel	Skimmingdish Lane (Fringford Rd- Hail and Ride)	Hourly	N/A	N/A
X5^	Cambridge – St.Neots Bedford – Milton Keynes - Buckingham – Bicester - Oxford	Stagecoach	Buckingham Road	30 mins	Hourly	30 mins
8"	Northampton – Towcester – Brackley – Bicester	Stagecoach	Buckingham Road	5 per day	N/A	N/A

\* = Based on 3<sup>rd</sup> July 2013 Timetable, ^ = Based on 1<sup>st</sup> Sept 2013 Timetable, " = Based on 2<sup>nd</sup> Sept Timetable

3.12 It is agreed that there are regular inter-urban services that can be used by residents and visitors of the appeal scheme to adjacent settlements such as Northampton, Towcester, Cambridge, Bedford and Oxford and that local bus service currently provides an approximate half hourly frequency service to Bicester Town Centre from the hail and ride stops which are nearest to the appeal site on Fringford Road during the main part of the day.

3.13 The local bus service currently provides peak and off-peak connections for future residents and visitors. During the week, the first service from Fringford Road departs towards Bicester is at approximately 07:31, arriving at 07:50, and the last bus from Bicester town centre leaves at 19:00 arriving in the vicinity of the site at 19:15. The 07:31 service is timed to connect with the 08:03 train to Oxford from Bicester Town railway station. The first inter-urban service from Buckingham Road to Oxford departs at approximately 06:30, arriving at Bicester at 06:35 and Oxford at 07:05, and the last bus from Oxford leaves at 22:40, calling at Bicester at 23:05 and arriving at Buckingham Road bus stops at around 23:10. The first service from Buckingham Road to Milton Keynes, Bedford and Cambridge departs at approximately 07:45, arriving at Milton Keynes at 08:35, Bedford at 09:15 and Cambridge at 10:30. The last bus from Cambridge, Bedford and Milton Keynes leave at 19:00, 20:15 and 20:50 respectively, arriving at Buckingham Road bus stops at around 21:40.



- 3.14 It is agreed that Southwold County Primary School and Holm Square local centre comprising a Tesco Express, hairdressers and take away on Holm Way, is accessible from the appeal site by the current No.22 and 23 bus service. **Table 3.3** below sets out the proximity of the appeal site to facilities and services required on a regular basis when accessed by local service bus. In all instances distances have been measured from the approximate centre of the site.

Table 3.3 – Proximity to Facilities and Services Required on a Regular Basis (Public Transport)

Service/Facility	Distance by Bus (metres)	Bus Journey Time (Including walk to/from bus stop)
Southwold Primary School	1.7km	9 mins [4 min walk, 5 min bus]
Tesco Express	1.7km	9 mins [4 min walk, , 5 min bus]
Bure Park Primary School	2km	15 mins [4 min walk, 11 min bus]
North Bicester Surgery	2.1km	15 mins [4 min walk, 11 min bus]
The Bure Farm Pub	2.1km	15 mins [4 min walk, 11 min bus]
Bicester North Railway Station	3.2km	15 mins [5 min walk, 10 min bus]
Bicester Community College	3.2km	21 mins [14 min walk, 7 min bus]
Bicester Town Centre	4.3km	19 mins [4 min walk, 15 min bus]
Bicester Town Rail Station	4.6km	25 mins [5 min walk, 20 min bus]
Oxford (via local bus and train from Bicester Town)	24.6km	51 mins [5 min walk, 20 min bus, 26 min train]

- 3.15 Service No. 22 / 23 is currently supported financially by Oxfordshire County Council, although this may be under review in the future. The proposed development would most likely provide some additional patronage.

#### Rail

- 3.16 There are two railway stations in Bicester. Bicester North is the nearest railway station to the site and is located approximately 2.5 kilometres to the south of the centre of the site. This can be accessed in about a 15 minute journey time by bus service 23, a 24 minute journey time by bus service no 22 or a 19 minute journey time by bus service X5 (all allowing for walking and waiting times) which stops on Buckingham Road approximately 250 metres from the Station platforms or by taxi and there is a taxi rank located outside of the station. The station is also accessible by bicycle (eight minute cycle) as there are 80 secure cycle storage located at the station.

- 3.17 Bicester North is on the London Marylebone to Birmingham Snow Hill line. A summary of the key destinations is provided in **Table 3.4** below.

Table 3.4 Summary of Existing Rail Services – Bicester North

DESTINATION	TYPICAL JOURNEY TIME	FREQUENCY		
		DAYTIME	EVENING	SUNDAY
London Marylebone	55 - 75 mins	3-4 per hour	3-4 per hour	2-4per hour
High Wycombe	20 -30 mins	3-4per hour	3-4 per hour	2-4 per hour
Birmingham Snow Hill	66 mins	Hourly	Hourly	Hourly
Warwick	34 mins	2 per hour	2 per hour	2 per hour
Leamington Spa	29 mins	2 per hour	2 per hour	2 per hour
Banbury	12 mins	2 per hour	2 per hour	2 per hour
Stratford-on-Avon	63 mins	Every two hours	1 service	Every two hours

- 3.18 Bicester Town is located approximately 3.5 kilometres walk or cycle distance to the south of the centre of the site. This can be accessed in about a 25 minute journey time by bus service 22 and 23 (both allowing for walking and waiting times). Service 22 calls at the Station forecourt once in the morning (arriving at 07.55) and once in the evening (departing at 18.25), calling at stops on London Road for the remainder of the day along with Service 23 approximately 150 metres from the Station platforms or by taxi and there is a taxi rank located outside of the station. The station is also accessible by bicycle (11 minute cycle) and there is secure cycle storage located at the station on Station Approach.

- 3.19 Bicester Town is on the Oxford to Bicester branch line. A summary of the key destinations is provided in **Table 3.5** below.

Table 3.5 Summary of Existing Rail Services – Bicester Town

DESTINATION	TYPICAL JOURNEY TIME	FREQUENCY		
		DAYTIME	EVENING	SUNDAY
Islip	11 mins	90 minutes	90 minutes	90 minutes
Oxford	26 mins	90 minutes	90 minutes	90 minutes

**Access**

3.20 The following is agreed with respect to access:

- (i) the primary access to the site will be from Fringford Road via a new priority junction; and is illustrated on **Figure SCG/2**. This will provide a junction visibility splay to the nearside edge of the Fringford Road carriageway of 2.4m x 75.8m to the north and 2.4m x 120m to the south, which are considered acceptable in light of the speed survey data provided. The primary site access arrangements will include the provision of a pedestrian refuge island on Fringford Road to the north of the site access and the provision of a signal controlled crossing to the south of the proposed site access are appropriately located on pedestrian desire lines to and from the site, provide a safe facility for pedestrians to cross Fringford Road and provide a traffic calming feature;
- (ii) that the existing site access with the unnamed road will revert to a footway/cycleway and is suitable as a vehicular access in an emergency as illustrated on **Figure SCG/3**.

3.21 The speed survey results on Fringford Road are included as **Appendix SCG/A**.

**4.0 TRANSPORT ASSESSMENT**

- 4.1 It is agreed that the development is anticipated to generate the vehicle trips in the am and pm peak hours as set out in **Table 4.1**. It is also agreed that this does not take into account the impact of any Travel Plan or sustainable transport measures.

Table 4.1 Forecast Development Vehicular Trips

AM			PM		
Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
<b>27</b>	<b>62</b>	<b>89</b>	<b>68</b>	<b>45</b>	<b>113</b>

- 4.2 The trips generated by the development were broadly distributed onto the local highway network using a gravity model which identified the number of trips expected to travel to Bicester town centre and trips which would travel outside of Bicester. This methodology is broadly agreed and is not a matter for dispute.
- 4.3 The Transport Assessment assessed a number of junctions on the local highway network including:
- (i) Bucknell Road/A4095 Howes Lane priority junction;
  - (ii) Bucknell Road/A4095 Howes Lane roundabout;
  - (iii) A4095/B4100 Banbury Road roundabout;
  - (iv) B4100 Banbury Road/Unnamed Road priority junction;
  - (v) Fringford Road/Skimmingdish Lane priority junction;
  - (vi) Fringford Road/Unnamed Road priority junction;
  - (vii) Fringford Road/A4095 priority junction;
  - (viii) A4095/A4421 Buckingham Road roundabout;
  - (ix) A4421 Buckingham Road/Skimmingdish Lane priority junction.

This assessment work is agreed.

- 4.4 It is agreed that the development will have an impact on various strategic junctions in the vicinity of Bicester. It is considered that the impact of the development trips on the highway network is immaterial further to works to be secured by a reasonable financial contribution in accordance of Chapter 19 of Cherwell Local Development Framework document 'Planning Obligations Draft Supplementary Planning Document' dated July 2011. Mitigation measures are described in section 6.0.

**Parking**

4.5 The following is agreed in respect of parking:

- (i) residential parking provision will be provided in accordance with the Oxfordshire County Council's 'Parking Standards for New Developments', adopted October 2011;
- (ii) car parking for other land uses will be provided in accordance with the Adopted Oxfordshire County Council car parking standards October 2002. This will ensure that the parking provision at the community village hall / shop will be in keeping with the scale of the proposed development, suitable for its needs whilst encouraging sustainable travel;
- (iii) cycle parking will be provided in accordance with Oxfordshire County Council's Cycle Parking Standards – minimum levels, adopted October 2002.

## 5.0 FUTURE DEVELOPMENTS

5.1 Bicester is the subject of extensive future development scheduled to be built by 2031. Some of this future development is subject to planning consent.

5.2 In the vicinity of the Appeal Site, the most relevant future developments are as follows:-

- (i) North West Bicester Eco Town. This is located to the west of the appeal site and will provide for up to 6000 new dwellings. Phase 1 of this development, known as Exemplar, benefits from planning consent and according to the committee report, will provide 394 dwellings, a primary school, a convenience store, a post office and pharmacy, 2900sq.m GFA of B1 office accommodation, public house and community centre and new bus service. It will also provide footway/cycleways adjacent to either side of the B4100 to connect with the existing footway/cycleways adjacent to either side of the A4095. Toucan crossings will also be provided across the B4100 and the A4095. The eastern boundary of the phase 1 is a 750 metre walk and cycle distance from the centre of the appeal site;
- (ii) DLO Caversfield. This is located to the east of the appeal site, south of Skimmingdish Lane. It benefits from planning consent and Phase 1 of this development has already been completed. Phase 2 is under construction. When completed, the overall development will provide 195 dwellings and a shop/cafe. The northwestern boundaries of the phase 1 and phase 2 sites are a 700 and 500 metre walk and cycle distance from the centre of the appeal site respectively;
- (iii) RAF Bicester. This is located to the east of the appeal site, east of Buckingham Road. A planning application was submitted in November 2013 for the change of use of one of the building from a Fire Party building to B1 use. The long term aspirations for the site are for it to be redeveloped into a business park dedicated to motoring and aviation. The western boundary of the site is a 950 metre walk and cycle distance from the centre of the appeal site; and
- (iv) NE Bicester Business Park. This is located to the southeast of the appeal site, north of A4421 Skimmingdish Lane. It is identified for future employment development as Bicester 11 the Cherwell District Council Proposed Submission Local Plan. The western boundary of the site is a 2.2 kilometre walk and cycle distance from the centre of the appeal site.

5.3 Figure **SCG/4** illustrates the location of these future developments with reference to the Appeal Site.

## 6.0 MITIGATION MEASURES

- 6.1 The Transport Assessment and subsequent work identified the need for a range of mitigation measures including the provision of a Travel Plan, a number of physical junction and transport infrastructure improvements delivered by the appellant and other financial contributions paid to OCC by the appellant towards improving transport infrastructure and services
- 6.2 The impact of development traffic on the local transport and highway networks has been assessed and agreed. As a result a range of mitigation measures have been prepared. It is agreed that each element of these measures has been developed in accordance with the tests set out in paragraphs 204 and 206 of NPPF and also within the CIL regulations.
- 6.3 With the agreed package of highway and transportation measures in place, it is agreed that the appeal proposal complies with policy TR4 of the adopted Cherwell Local Plan, policy INF1 of the Proposed Submission Local Plan Incorporating Changes March 2013 and government guidance contained within the National Planning Policy Framework.
- 6.4 The following measures have been agreed in order to mitigate the highway and transportation impacts of the development and will be secured either by a planning condition and planning obligations, as appropriate:

### Residential Travel Plan

- (i) A robust Residential Travel Plan in accordance with OCC and DfT guidance to be secured by planning condition. A contribution of £900 will be provided to meet OCC's reasonable costs associated with monitoring the Travel Plan.

### Highway Improvements

- (i) the provision of a pedestrian refuge island on Fringford Road to the north of the site access and the provision of a signal controlled crossing to the south of the proposed site access are appropriately located on pedestrian desire lines to and from the site, provide a safe facility for pedestrians to cross Fringford Road and provide a traffic calming feature (**Figure SCG/2**);
- (ii) the provision of a physical bus stop comprising a bus stop flag, bus shelter and a board for printed timetable information on the eastern side of Fringford Road and the provision of a bus stop flag on the western side of Fringford Road contained fully within the extent of highway maintainable at public expense will enhance public transport infrastructure and will encourage trips to be made by bus by both future residents of the appeal site and also existing residents in the vicinity of the appeal site (**Figure SCG/2**);

- (iii) the provision of a junction improvement scheme at the Unnamed Road junction with Fringford Road to enhance junction visibility achieved by building out the Unnamed Road into Fringford Road by 0.2 metres (**Figure SCG/5**);
- (iv) the widening of the existing footway adjacent to the eastern side of Fringford Road between the existing speed limit gateway feature and the A4095 to provide a 3m wide shared footway/cycleway contained fully within the extent of highway maintainable at public expense will enhance pedestrian and cycle infrastructure and will encourage trips to be made on foot and by cycle: by both future residents of the appeal site and also existing residents in the vicinity of the appeal site (**Figure SCG/6**);
- (v) the provision of dropped kerbs and tactile paving at the Skimmingdish Road junction with Fringford Road to enhance facilities for partially sighted pedestrians, pedestrians with pushchairs and also wheelchair users which will enhance pedestrian infrastructure and will encourage trips to be made on foot by both future residents of the appeal site and also existing residents in the vicinity of the appeal site (**Figure SCG/1**);
- (vi) the provision of an extended street lighting system on Fringford Road to include the site access and development frontage, although the precise scheme and extent should be subject to planning condition for agreement at the reserved matters stage.

The highways improvements identified in (i) to (vi) are agreed subject to S278 Agreement and detailed design.

#### Non Motorised Users

6.5 It is agreed that the development would result in an increase in Non-Motorised Users to the south and east of the site, and in the future, the west of the site and that accessibility improvements will be required. It is also agreed that in addition to the measures identified in paragraph 6.4 (i to vi) the following measures are agreed to safely and appropriately accommodate forecast non-motorised demand arising as a result of the Appeal Proposal:

- (i) the provision of a reasonable financial contribution of £15,000 (index-linked) towards Public Rights of Way and more specifically the provision of enhanced access to Caversfield Footpath No.1;
- (ii) the provision of a reasonable financial contribution of £200,000 (index-linked) and on the basis of £1,000 per dwelling) towards sustaining and or enhancing the existing financially assisted No22/23 service; and



- (iii) the provision of a reasonable financial contribution of £80,000 (index-linked) towards improved crossing facilities for pedestrians across Buckingham Road. The contribution could be used to fully fund the Puffin crossing works identified on **Figure SCG/7** 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.

#### Traffic Regulation Order

- 6.6 The Appellant has agreed to provision of a reasonable financial contribution of £2,500 (index-linked) towards the highway authority's reasonable legal, and administration costs associated with the processing of the Traffic Regulation Order associated with the reduction in speed limit on Fringford Road from 40mph to 30mph in the vicinity of the Appeal Site provided the success of the Traffic Regulation Order is not tied to the occupation of the Appeal Proposal. It is agreed that the speed limit change to 30mph alleviates the highway authorities concerns in relation to the constrained junction visibility at the Unnamed Road junction with Fringford Road.

#### Cherwell LDF Planning Obligations

- 6.7 It is agreed that the provision of a reasonable financial contribution in accordance of Chapter 19 of Cherwell Local Development Framework document 'Planning Obligations Draft Supplementary Planning Document' dated July 2011 mitigates this impact. Cherwell District Council has developed this contribution to deal with the general impact of developments on the wider transport network, where it is not possible to make a direct link to provision of site specific infrastructure. It is designed to mitigate impacts that often arise because of the cumulative impacts of small scale development. It will be used to contribute towards planned transport and access measures which will be undertaken by public authorities some time during the plan period. Where transport requirements are dealt with in site specific planning obligations, there will be no requirements for general financial contributions.
- 6.8 The Strategic Transport contribution is £180,968 (index-linked), based on the indicative housing mix we have used for the non-transport S106 items (6 x 1-bed, 69 x 2-bed, 98 x 3-bed, 27 x 4+ bed). Should the housing mix change under a reserved matters application, this S106 contribution request would be varied appropriately.

**7.0 SUMMARY**

- 7.1 The impact of development trip on the local transport and highway networks has been assessed and agreed. As a result a range of mitigation measures have been prepared and agreed. It is agreed that each element of these measures has been developed in accordance with the tests set out in paragraphs 204 and 206 of NPPF and also within the CIL regulations.
- 7.2 With the agreed package of highway and transportation measures in place, it is agreed that the appeal proposal complies with policy TR4 of the adopted Cherwell Local Plan, policy INF1 of the Proposed Submission Local Plan Incorporating Changes March 2013 and government guidance contained within the National Planning Policy Framework.
- 7.3 The site access proposals including the proposed pedestrian crossings and bus stops, the proposed junction build out at the Unnamed Road and the proposed shared use footway/cycleway on Fringford Road has been independently audited to a Stage 1 Road Safety Audit, which has not identified any unsurpassable concerns and as such are considered by OCC as local highway authority to be acceptable. It is agreed that the site accesses and the access strategy proposed are in line with current design guidance and are therefore agreed.
- 7.4 An agreement has been reached on the level of Non-Motorised User contribution and the schemes that this contribution will be used to deliver. It is agreed that these measures, along with the provision of highway improvements by the appellant, fully mitigate the impact of the development to an acceptable level and would optimise the accessibility of the development by all modes of transport.
- 7.5 As a result of the provision of new bus stops and a shared use footway/cycleway on Fringford Road as well as contributions to off-site pedestrian improvements as well as wider strategic improvements, the development is significantly promoting alternative means of transport to the private car enhancing the sustainability of the Appeal Site. It is agreed that with the package of mitigation measures in place as well as the robust Residential Travel Plan, the proposed development makes the best possible use of opportunities to reduce reliance on the private car.
- 7.6 It is agreed that the proposals and agreed mitigation set out in this Statement of Common Ground appropriately mitigate the impact of the development and overcome reasons for refusal Nos. 3 and 4.
- 7.7 All areas are now agreed and OCC no longer rely on reasons for refusal 3 and 4.



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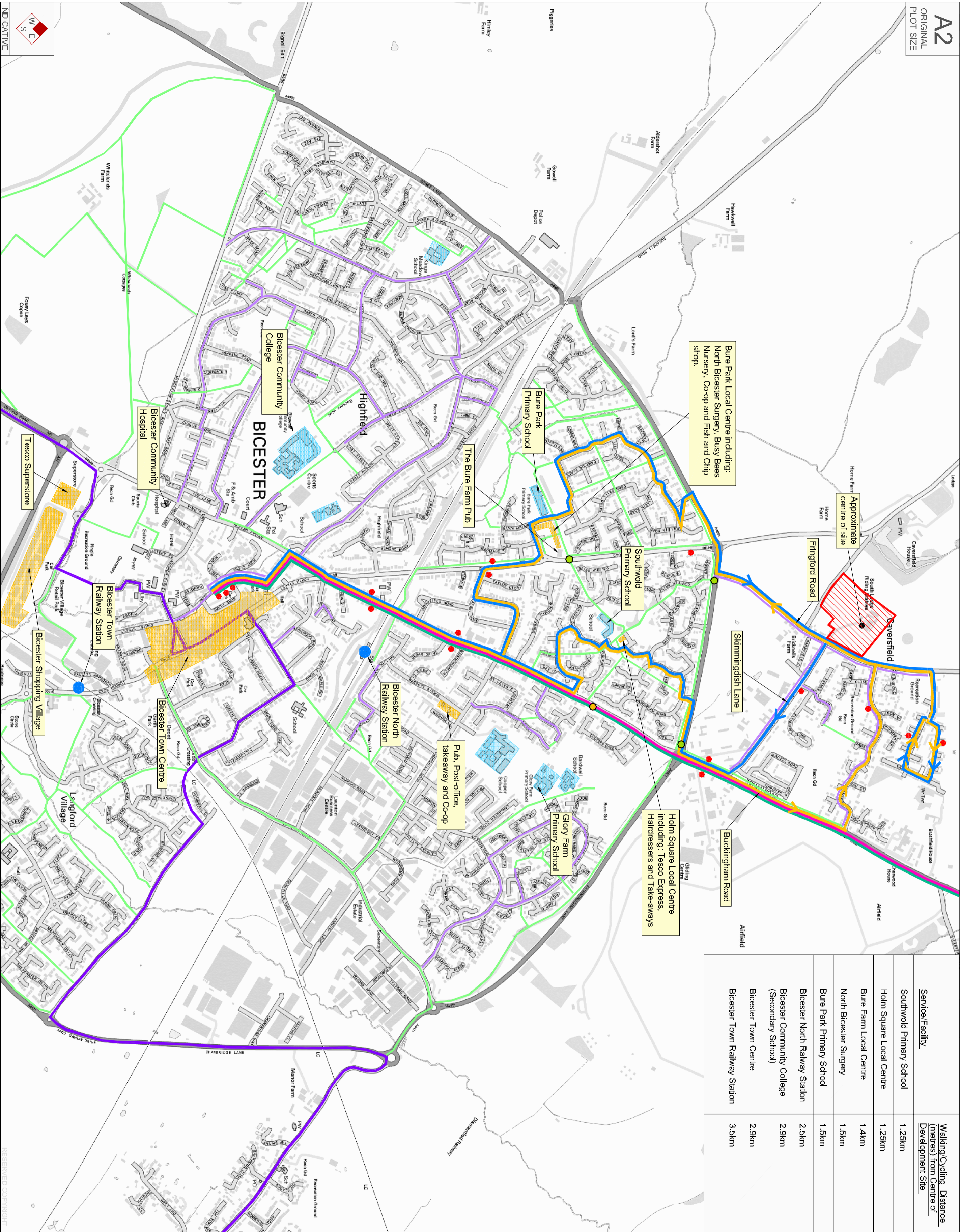
Judy Kelly, Oxfordshire County Council, 25 February 2014



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Michael Fuller, Transport Planning Associates (signed on behalf of the appellant) on 25 February 2014

## FIGURES



Service/Facility	Walking/Cycling Distance (metres) from Centre of Development Site
Southwold Primary School	1,25km
Holm Square Local Centre	1,25km
Bure Farm Local Centre	1,4km
North Bicester Surgery	1,5km
Bure Park Primary School	1,5km
Bicester North Railway Station	2,5km
Bicester Community College (Secondary School)	2,9km
Bicester Town Centre	2,9km
Bicester Town Railway Station	3,5km

- KEY**
- Approximate site boundary
  - Bus stop
  - Railway Station
  - Bus Route 8
  - Bus Route 22
  - Bus Route 23
  - Bus Route 35
  - National Cycle Network - Route 21
  - On-road cycle route (Sustrans)
  - Traffic-free off-road cycle route (Sustrans)
  - Education
  - Shops
  - Toulon Crossing
  - Palfon Crossing

**NOTES:**  
1. Bus routes south of town centre not shown for clarity.

NO	DATE	SCALE	ISSUED BY	DATE	ISSUED BY
1	24/07/14	1:10,000	WHP	24/07/14	WHP



**Bristol**  
Cambridge  
Clifton  
Bristol  
Winton Garden City  
21 Berkeley Square  
Clifton  
Bristol  
BS8 1HP  
0117 925 9400  
[www.tpa.co.uk](http://www.tpa.co.uk)



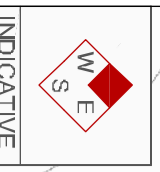
**CLIENT:**  
CALIA

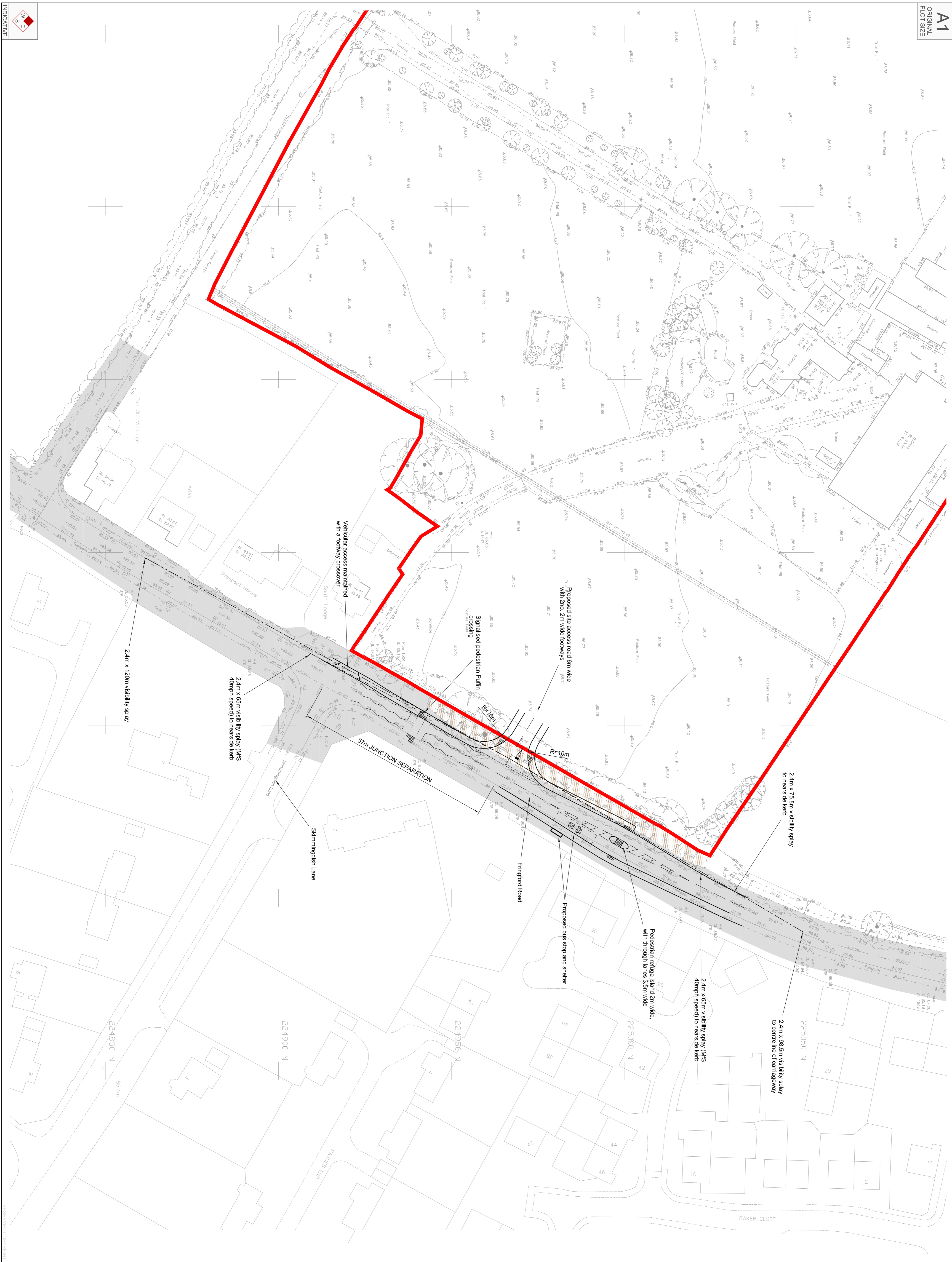
**PROJECT:**  
FRINGFORD ROAD,  
BICESTER

**TITLE:**  
Local Highway Network,  
Facilities and Amenities

**STATUS:**

INFORMATION			
SCALE	DATE	DRAWN	CHECKED
1:10,000	06.11.13	JAN	MFF
JOB NO.	DRAWING NO.	SCG/1	REVISION:
1301-30			A





**NOTES:**  
1. The extent of adopted highway has been taken from unsealed coloured highway record plans received from Oxfordshire County Council and based on Ordnance Survey base data and further email correspondence in November 2013.

**KEY**

- Approximate site boundary based on H.M. Land Registry title plan number ON211024 dated June 1999
- Approximate extent of adopted highway maintainable at public expense by Oxfordshire County Council
- Approximate extent of adopted highway subject to ditch rule

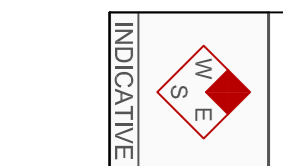
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1:500	28.01.14	PSW	MFF	MFF
JOB NO:	1301-30	DRAWING NO:	SCG2	REVISION:
RESERVED COMMENT				

PROJECT:	<b>FRINGFORD ROAD, BICESTER</b>
TITLE:	<b>Proposed Site Access Arrangement - Fringford Road</b>
CLIENT:	<b>CAVA HOMES</b>
CLIENT:	<b>tpa</b> Transport Planning Associates 21 Berkeley Square Cilton Bicester OX3 9JF 0117925 960 www.tpa.co.uk

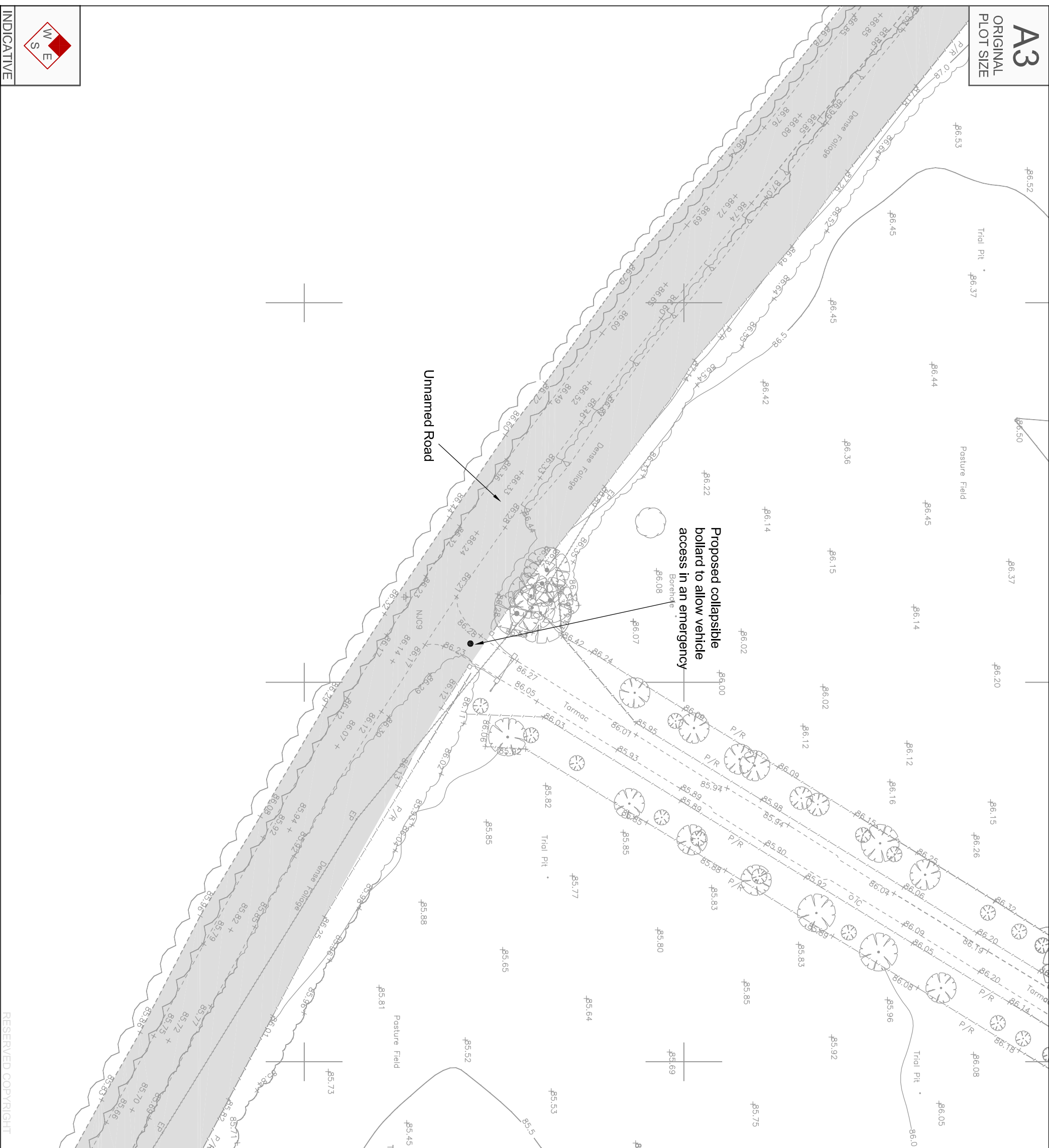
A	1/20/14	As per Site Plan	1	1	1
B	1/20/14	As per Site Plan	1	1	1



INDICATIVE

A3

ORIGINAL PLOT SIZE



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NOTES:

Row	Date	Details	Drawn By	Checked By	Approved By
A	24.02.14	Drawing Number Change	JAN	MFF	MFF

**Bristol**  
 Cambridge  
 Cardiff  
 London  
 Welwyn Garden City



21 Berkeley Square  
 Clifton  
 Bristol  
 BS8 1HP  
 0117 925 9400  
[www.tpa.uk.com](http://www.tpa.uk.com)

CLIENT:  
**CALA HOMES (MIDLANDS) LTD**

PROJECT:  
**FRINGFORD ROAD,  
 BICESTER**

TITLE:  
**Unnamed Road  
 Emergency Access**

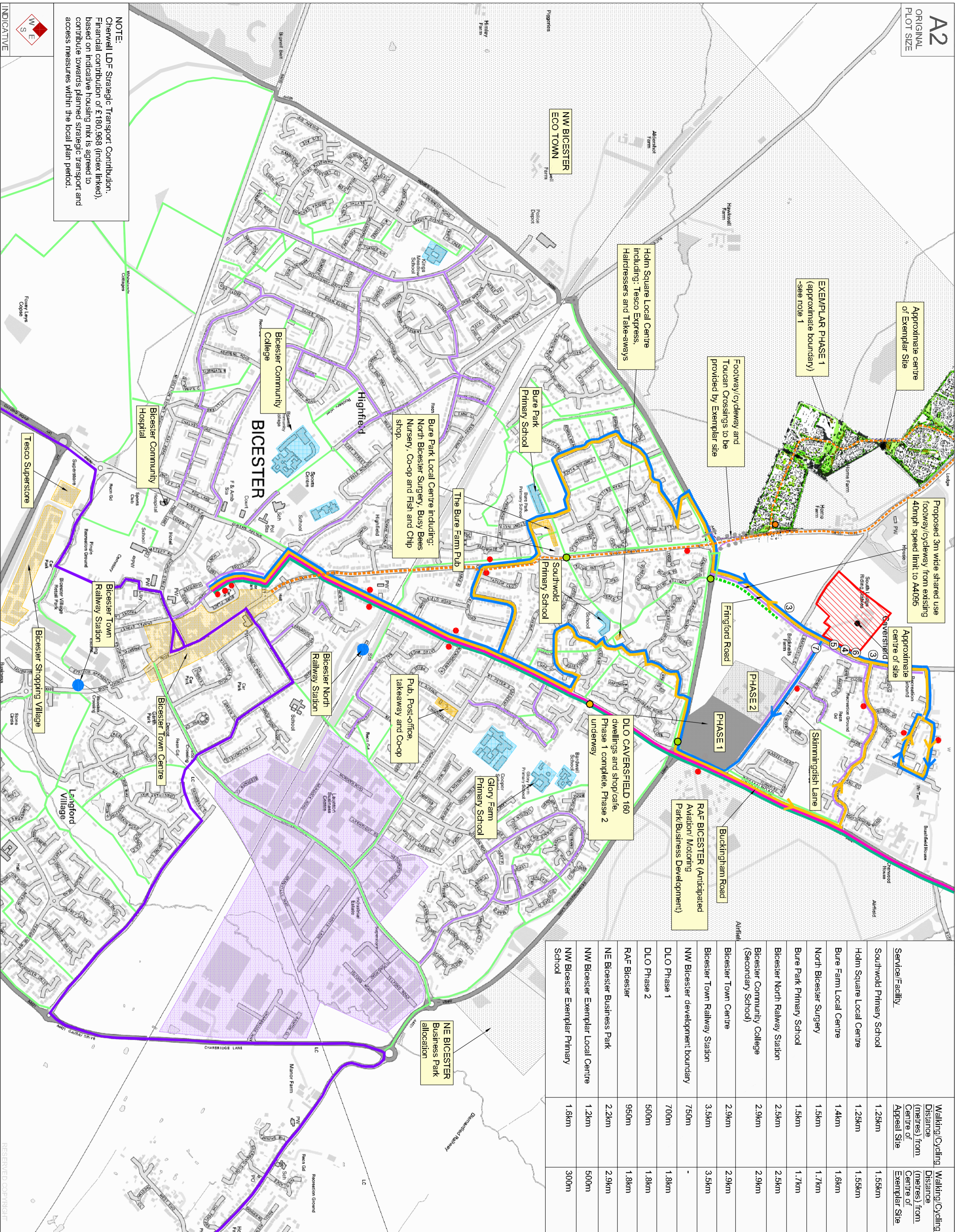
STATUS:  
**INFORMATION**

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	19.02.13	JAN	MFF	MFF
JOB NO:	DRAWING NO:		REVISION:	
1301-30	SCG 3		A	



INDICATIVE

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Service/Facility	Walking/Cycling Distance (metres) from Centre of Appeal Site	Walking/Cycling Distance (metres) from Centre of Exemplar Site
Southwold Primary School	1,25km	1,55km
Holm Square Local Centre	1,25km	1,55km
Bure Farm Local Centre	1,4km	1,6km
North Bicester Surgery	1,5km	1,7km
Bure Park Primary School	1,5km	1,7km
Bicester North Railway Station	2,5km	2,5km
Bicester Community College (Secondary School)	2,9km	2,9km
Bicester Town Centre	2,9km	2,9km
Bicester Town Railway Station	3,5km	3,5km
NW Bicester development boundary	750m	-
DLO Phase 1	700m	1,8km
DLO Phase 2	500m	1,8km
RAF Bicester	950m	1,8km
NE Bicester Business Park	2,2km	2,9km
NW Bicester Exemplar Local Centre	1,2km	500m
NW Bicester Exemplar Primary School	1,6km	300m

**NOTE:**  
Chemwell LDF Strategic Transport Contribution. Financial contribution of £180,968 (index linked), based on indicative housing mix is agreed to contribute towards planned strategic transport and access measures within the local plan period.



INDICATIVE

**KEY:**  
All site boundaries are shown approximately - Appeal Site boundary  
● Bus stop  
● Railway Station  
● Bus Route 8  
● Bus Route 22  
● Bus Route 23  
● Bus Route X5  
● NW Bicester Exemplar bus route  
● NW Bicester Exemplar bus stop  
● National Cycle Network - Route 21  
● On-road cycle route (Sustrans)  
● Traffic-free off-road cycle route (Sustrans)  
● Education  
● Shops  
● Employment  
● Toucan Crossing  
● Pelican Crossing

**NOTES:**  
1. C. 393 dwellings, Primary School, local shop, public house and Community Centre. Pre-Construction work to start early 2014. Granted planning consent July 2012.  
2. Bus routes south of town centre not shown for clarity.  
3. Financial contribution to amend TR0 to change speed limit from 40 to 30mph  
4. Proposed Puffing crossing  
5. Proposed pedestrian refuge island  
6. Proposed Northbound bus flag and Southbound bus stop and shelter  
7. tactile paving and dropped kerbs at Skinningfish Lane junction

NO	DATE	SCALE	DATE	SCALE	DATE	SCALE



21 Berkeley Square  
Clifton  
Bristol  
BS8 1HP  
0117 925 9400  
www.tpa3.com



**CLIENT:**  
CALA HOMES

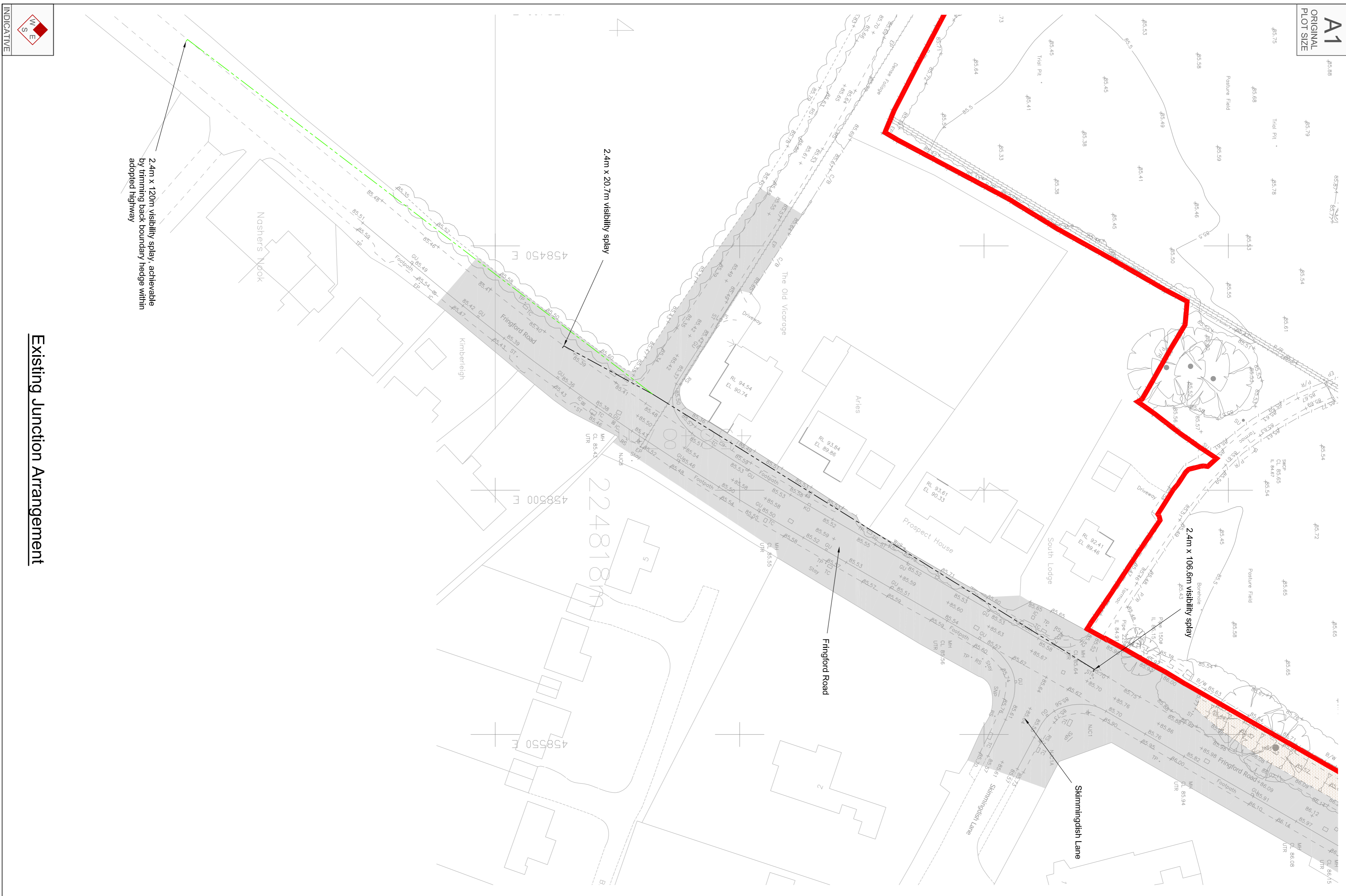
**PROJECT:**  
FRINGFORD ROAD,  
BICESTER

**TITLE:**  
Local Highway Network, Local  
Facilities and Amenities -  
Future Development

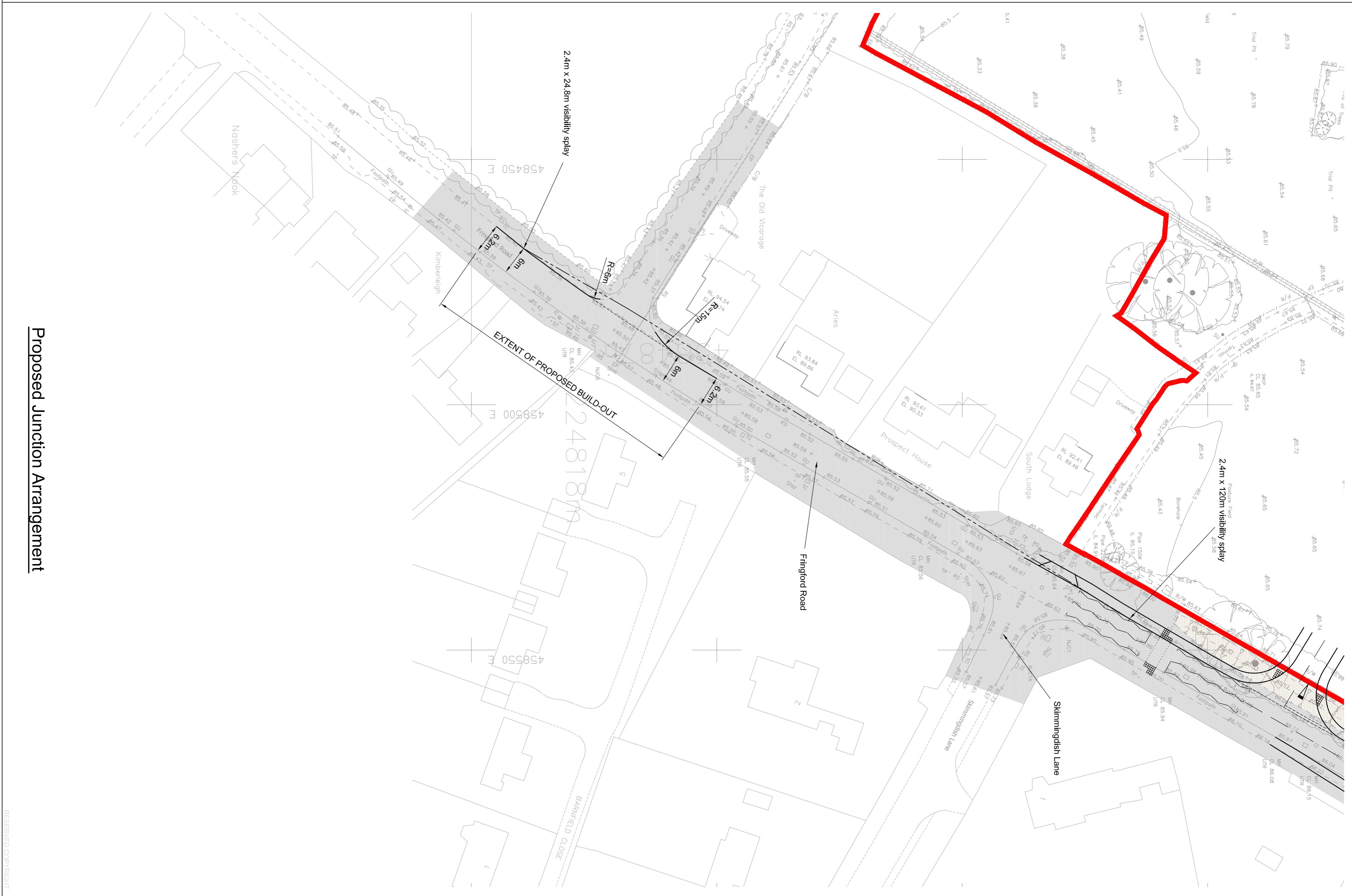
**STATUS:**  
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:10,000	24.02.14	JAN	MFF	PNE
JOB NO:	1301-30	DRAWING NO:	SCG 4	REVISION:





**Existing Junction Arrangement**



**Proposed Junction Arrangement**

**NOTES:**  
1. The extent of adopted highway has been taken from uncoloured highway record plans received from Oxfordshire County Council and based on Ordnance Survey base data and further email correspondence in November 2013.

**KEY**

- Approximate site boundary
- Approximate extent of adopted highway maintainable at public expense by Oxfordshire County Council
- Approximate extent of adopted highway subject to ditch rule

No.	Date	Revised	By	Checked	Approved

**Client:** **CAVA HOMES**

**Project:** **FRINGFORD ROAD, BICESTER**

**Title:** Existing Unnamed Junction With Fringford Road - Potential Junction Improvements

**Status:** **PRELIMINARY**

**Scale:** 1:500

**Date:** 24.02.14

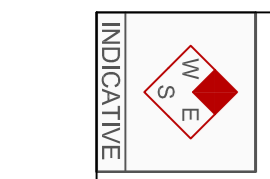
**Drawn:** PSW

**Checked:** MFF

**Approved:** PNE

**Job No:** 1301-30

**Drawing No:** SC0/5

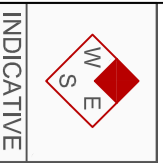


INDICATIVE

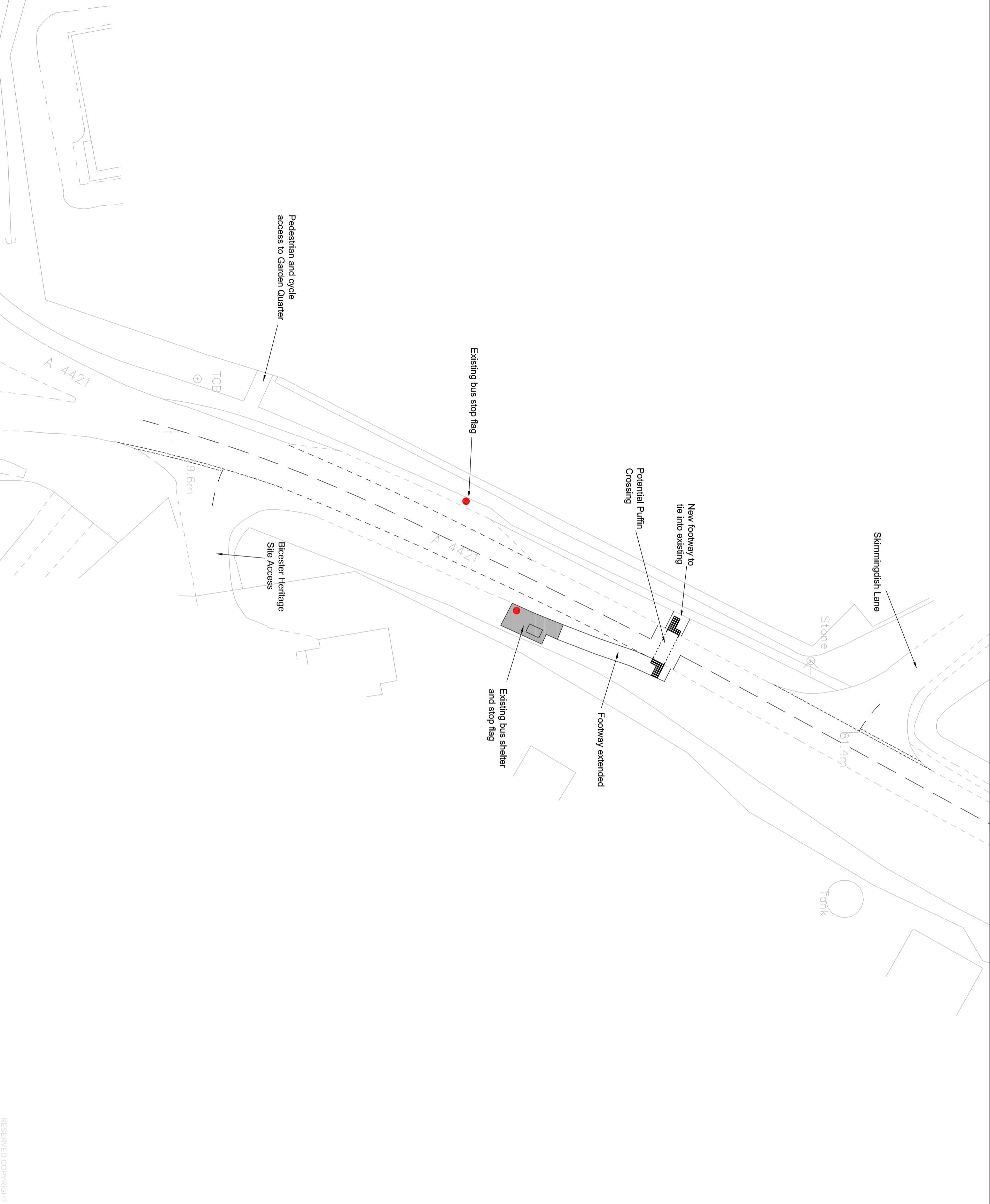
2.4m x 120m visibility splay achievable by turning back boundary hedge within adopted highway







INDICATIVE



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NOTES:

Bus stop flags and shelter locations approximate only. Existing footway/cycle link to Garden Quarters location approximate only.

Rev	Date	Details	Drawn By	Checked By	Approved By

**Bristol**  
Cambridge  
Gardiner  
Walsby  
Walsby Garden City

**tpa**  
Transport Planning Associates

21 Berkeley Square  
Clifton  
Bristol  
BS8 1HP  
0117 925 9400  
[www.tpa.co.uk](http://www.tpa.co.uk)

CLIENT: **CALA HOMES**

PROJECT: **FRINGFORD ROAD, BICESTER**

TITLE: **Potential Puffin Crossing, Buckingham Road**

STATUS: **INFORMATION**

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	24.02.14	JAN	MFF	MFF
JOB NO.:	DRAWING NO.:	REVISION:		
1301-30	SCG17			

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## APPENDIX



# Bicester ATC, Fringford Road

Data Presentation by 360 TSL

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	07/11/2013 Thursday	08/11/2013 Friday	09/11/2013 Saturday	10/11/2013 Sunday	11/11/2013 Monday	12/11/2013 Tuesday	13/11/2013 Wednesday
1	30.0	23.0	36.1	30.0	30.0	23.0	30.5
2	41.1	38.6	32.1	32.6	38.8	38.0	38.0
3	31.8	25.5	26.3	20.5	31.8	25.5	25.5
4	15.5	38.0	34.2	31.8	15.5	38.0	-
5	25.5	34.7	25.5	-	25.5	34.7	18.8
6	29.2	30.8	39.7	32.4	29.2	31.6	33.0
7	35.8	35.8	31.1	32.0	35.8	35.8	35.0
8	28.2	29.3	28.0	26.3	28.1	28.6	30.6
9	31.5	32.8	36.4	32.7	31.2	33.1	34.7
10	28.5	32.5	30.8	31.3	29.3	32.5	32.4
11	30.5	31.2	30.7	30.2	30.3	31.3	29.7
12	29.5	31.8	31.2	29.2	29.5	31.4	29.5
13	32.8	31.1	31.4	31.5	32.6	30.8	33.0
14	30.8	30.5	32.1	31.2	30.8	30.2	31.5
15	31.3	31.8	32.3	31.7	31.5	31.9	31.9
16	31.1	31.2	30.0	33.4	30.5	31.1	31.4
17	32.3	31.7	33.0	32.2	32.5	31.7	32.3
18	32.1	30.8	33.0	32.3	31.9	30.9	31.7
19	32.0	32.8	33.9	33.8	32.0	33.0	33.5
20	33.0	31.3	32.1	32.6	33.4	32.1	31.4
21	32.5	31.8	32.9	32.9	32.6	31.2	31.2
22	32.8	31.5	31.0	30.9	33.2	31.7	33.6
23	31.9	34.9	32.9	34.2	32.1	34.2	30.1
24	32.2	30.8	31.9	30.1	32.0	30.7	26.7
10-12	29.9	31.5	30.9	29.7	29.8	31.4	29.6
14-16	31.2	31.5	31.0	32.6	30.9	31.4	31.6
0-24	31.6	31.6	32.0	31.8	31.6	31.6	31.8

7 Day Ave 31.7

Channel 1 - Northbound

85th Percentile

Hr Ending	07/11/2013 Thursday	08/11/2013 Friday	09/11/2013 Saturday	10/11/2013 Sunday	11/11/2013 Monday	12/11/2013 Tuesday	13/11/2013 Wednesday
1	53.7	26.1	39.0	38.7	53.2	25.6	38.3
2	48.5	43.3	38.4	43.9	48.9	43.7	-
3	38.6	-	38.3	26.3	38.7	-	26.0
4	-	43.8	43.2	38.0	-	43.5	-
5	25.8	53.8	25.7	-	25.9	53.1	25.8
6	38.8	38.6	43.6	38.5	38.1	38.8	48.3
7	48.0	44.0	43.4	43.9	48.8	43.4	43.0
8	38.8	43.9	38.4	38.4	38.5	43.5	38.5
9	38.8	43.2	43.7	43.7	38.8	43.5	43.2
10	38.7	38.7	38.3	38.5	38.6	38.2	38.9
11	38.0	39.0	38.6	38.5	38.8	38.3	38.6
12	38.4	38.2	38.2	38.5	38.0	38.1	38.8
13	38.9	38.5	43.2	38.4	38.2	38.6	43.9
14	38.8	38.1	38.6	38.4	38.1	38.2	38.3
15	38.4	39.0	38.1	43.3	38.1	38.9	38.5
16	39.0	38.7	38.5	43.1	38.3	38.1	38.1
17	38.9	38.0	38.9	43.2	43.1	38.4	38.6
18	38.1	38.6	38.3	44.0	38.0	38.3	38.4
19	43.9	38.1	43.8	43.1	43.5	43.9	39.0
20	43.4	38.1	43.4	43.4	43.7	43.8	38.1
21	43.5	43.8	43.3	38.4	43.5	38.3	38.9
22	43.8	38.3	38.9	38.5	43.8	38.7	43.6
23	38.1	43.0	43.6	43.2	38.1	43.3	38.3
24	43.6	38.3	38.6	53.5	43.2	38.1	38.1
10-12	38.5	38.4	38.4	38.3	38.7	38.0	38.5
14-16	38.3	38.3	38.1	43.6	38.5	38.3	38.2
0-24	38.6	38.9	38.6	43.5	38.4	38.8	39.0

7 Day Ave 39.4

# Bicester ATC, Fringford Road

Data Presentation by 360 TSL

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	07/11/2013 Thursday	08/11/2013 Friday	09/11/2013 Saturday	10/11/2013 Sunday	11/11/2013 Monday	12/11/2013 Tuesday	13/11/2013 Wednesday
1	38.8	37.0	32.3	37.5	38.8	37.0	38.0
2	53.0	35.5	31.8	33.9	53.0	35.5	43.0
3	31.8	43.0	33.0	43.0	31.8	43.0	-
4	43.0	36.3	38.0	38.0	43.0	36.3	38.0
5	30.5	34.2	26.8	34.2	26.3	34.1	33.0
6	35.6	33.5	34.8	31.8	35.6	32.8	35.4
7	35.2	34.2	34.1	33.2	34.5	33.8	34.5
8	32.4	34.0	37.7	34.6	32.3	33.6	34.9
9	35.5	33.9	35.0	36.3	35.5	34.0	34.9
10	34.0	33.6	35.4	36.4	33.9	33.9	34.8
11	34.9	32.2	34.8	34.4	35.0	31.7	35.3
12	32.7	33.3	33.5	34.9	32.9	33.6	32.1
13	34.4	34.0	33.0	34.8	34.7	33.6	34.5
14	33.6	32.7	35.7	32.7	33.1	32.2	33.1
15	33.4	34.7	35.4	35.4	32.8	34.5	33.6
16	33.5	33.0	32.0	33.7	33.4	33.3	33.7
17	31.8	32.7	33.5	33.1	31.5	32.9	32.4
18	31.9	32.6	31.3	32.3	31.8	32.5	31.5
19	33.5	30.9	33.6	34.1	33.5	30.3	32.2
20	34.6	32.3	33.7	33.4	34.2	31.8	31.9
21	32.8	32.5	37.9	31.4	33.0	32.4	32.9
22	36.0	34.0	33.8	32.5	36.0	33.7	30.8
23	34.1	30.7	30.8	34.5	33.2	30.1	32.5
24	30.1	33.4	30.5	27.0	30.9	32.7	28.4
10-12	33.8	32.8	34.2	34.7	33.9	32.6	33.7
14-16	33.4	33.7	33.8	34.6	33.2	33.8	33.7
0-24	33.8	33.2	34.1	34.2	33.6	33.1	33.7

7 Day Ave 33.7

Channel 2 - Southbound

85th Percentile

Hr Ending	07/11/2013 Thursday	08/11/2013 Friday	09/11/2013 Saturday	10/11/2013 Sunday	11/11/2013 Monday	12/11/2013 Tuesday	13/11/2013 Wednesday
1	48.1	43.9	38.2	48.9	48.7	43.1	43.0
2	-	38.4	33.0	43.1	-	38.3	-
3	38.3	-	-	48.6	38.2	-	-
4	-	38.3	43.5	-	-	38.8	38.8
5	43.9	43.2	38.6	43.1	38.3	38.5	38.3
6	38.5	43.5	48.2	38.2	38.8	38.2	43.7
7	43.4	38.2	43.5	43.1	43.1	38.9	43.4
8	38.8	38.6	43.7	43.4	38.5	38.4	38.8
9	43.8	38.4	43.8	44.0	43.8	43.3	38.7
10	38.7	43.9	38.4	43.5	43.8	43.8	38.4
11	43.7	43.5	38.9	43.5	43.3	38.2	43.1
12	39.0	43.2	38.7	44.0	39.0	43.4	38.4
13	43.3	43.7	38.1	43.2	43.8	43.2	43.3
14	38.5	43.7	43.6	38.4	38.7	38.9	38.7
15	43.4	43.6	43.7	43.4	43.9	43.6	38.3
16	43.7	38.8	38.0	43.3	43.9	38.4	43.8
17	38.2	38.2	43.4	43.5	38.4	38.4	38.2
18	38.4	38.8	38.4	38.1	38.1	38.9	38.6
19	43.5	38.2	38.3	38.5	39.0	38.6	39.0
20	43.8	39.0	39.0	39.0	38.8	38.9	38.2
21	38.5	38.1	48.8	38.6	38.7	38.5	38.9
22	38.4	43.1	38.7	38.9	38.4	43.3	38.1
23	43.5	38.8	38.4	43.7	43.0	38.9	44.0
24	38.2	38.4	38.7	33.4	38.2	38.3	38.6
10-12	43.6	43.5	38.3	43.7	43.2	43.3	43.6
14-16	43.5	38.1	43.4	43.1	43.5	38.2	43.9
0-24	43.7	38.1	43.4	43.8	38.4	38.3	38.6

7 Day Ave 40.6

# Bicester ATC, Fringford Road (Southern Site)

Produced by The Paul Castle Consultancy

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	04/12/2013 Wednesday	05/12/2013 Thursday	06/12/2013 Friday	07/12/2013 Saturday	08/12/2013 Sunday	09/12/2013 Monday	10/12/2013 Tuesday
1	37.4	39.2	42.4	36.2	35.9	35.1	31.1
2	40.5	28.6	41.8	37.5	35.0	34.7	28.8
3	43.0	40.5	38.0	40.0	39.7	-	35.0
4	41.3	-	30.5	37.0	27.2	40.5	33.0
5	43.0	32.5	-	35.5	38.0	28.0	31.3
6	41.1	35.5	33.0	38.0	-	34.0	31.6
7	31.9	34.1	36.0	35.0	22.2	28.5	31.4
8	31.2	31.3	31.0	39.1	26.7	31.9	30.4
9	33.9	32.7	33.3	32.1	31.8	33.8	36.3
10	31.0	35.2	33.9	35.3	33.7	36.0	34.9
11	33.1	34.3	34.1	34.7	33.3	33.4	33.2
12	34.6	33.7	32.6	34.1	34.7	32.1	34.5
13	34.6	35.3	32.0	33.5	32.6	36.4	31.8
14	33.6	33.2	33.5	34.8	34.5	34.6	31.0
15	34.0	33.4	36.8	35.4	32.9	34.7	31.2
16	35.2	33.4	34.4	33.4	32.5	33.9	34.0
17	32.7	33.1	33.6	35.8	33.8	32.8	31.6
18	32.8	34.8	33.5	34.6	35.2	33.8	33.7
19	34.2	32.8	35.0	37.5	32.1	32.8	32.7
20	36.2	35.3	36.8	35.3	36.4	35.8	34.6
21	35.0	35.4	34.0	36.0	36.2	35.0	34.1
22	38.1	35.3	34.2	36.9	35.6	34.4	36.5
23	34.8	34.5	34.1	38.0	30.7	35.0	35.3
24	33.5	34.4	31.5	32.0	37.8	38.4	39.9

10-12	33.9	34.0	33.3	34.3	34.1	32.8	33.9
14-16	34.7	33.4	35.3	34.4	32.7	34.2	33.1
0-24	34.0	33.9	34.0	35.0	33.8	34.0	33.4

7 Day Ave 34.0

85th Percentile

Hr Ending	04/12/2013 Wednesday	05/12/2013 Thursday	06/12/2013 Friday	07/12/2013 Saturday	08/12/2013 Sunday	09/12/2013 Monday	10/12/2013 Tuesday
1	48.7	48.6	48.9	48.1	43.5	48.5	43.0
2	48.5	43.3	44.0	48.6	43.2	43.4	43.3
3	43.6	48.3	48.4	48.7	48.9	-	43.8
4	43.3	-	33.3	43.9	33.7	43.1	33.3
5	43.3	48.8	-	48.8	38.5	28.7	33.2
6	43.8	43.8	48.2	38.0	-	53.9	38.5
7	38.0	43.6	43.2	38.5	38.4	48.5	38.3
8	38.8	39.0	38.6	48.9	33.1	43.1	38.3
9	43.8	43.9	43.4	38.4	38.8	43.8	43.0
10	38.7	43.2	38.4	38.7	43.5	43.4	43.5
11	38.0	43.7	43.7	43.5	43.8	38.5	43.2
12	43.4	44.0	43.3	43.5	43.6	38.5	38.9
13	43.9	43.2	38.6	43.5	43.8	43.2	38.6
14	43.8	43.5	38.2	43.4	43.0	43.3	38.8
15	43.4	43.1	43.2	43.4	43.2	43.1	38.9
16	44.0	44.0	43.6	38.3	43.1	43.6	38.3
17	38.9	43.7	43.1	43.1	43.1	43.2	38.5
18	43.1	43.0	38.5	43.2	43.3	43.9	38.1
19	43.9	38.6	43.9	49.0	43.1	43.1	43.6
20	43.4	43.1	43.3	43.1	43.0	43.4	43.4
21	43.5	43.1	43.8	43.4	43.5	43.3	44.0
22	43.8	43.8	43.4	43.4	43.7	43.9	48.1
23	38.1	43.3	43.3	43.5	38.5	43.8	43.9
24	43.6	38.0	43.9	43.2	48.8	48.3	43.6

10-12	43.5	43.3	38.6	43.5	43.1	38.7	43.3
14-16	43.3	38.4	43.6	43.3	43.2	43.3	38.1
0-24	43.6	43.3	43.4	43.6	43.7	43.1	43.5

7 Day Ave 43.5



## Bicester ATC, Fringford Road (Southern Site)

Produced by The Paul Castle Consultancy

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	04/12/2013 Wednesday	05/12/2013 Thursday	06/12/2013 Friday	07/12/2013 Saturday	08/12/2013 Sunday	09/12/2013 Monday	10/12/2013 Tuesday
1	43.0	43.0	36.6	43.0	37.7	38.0	35.5
2	40.5	48.0	39.7	43.8	34.5	33.0	34.2
3	40.5	35.5	43.0	38.0	35.5	-	38.0
4	38.0	33.0	43.0	40.5	28.7	30.5	27.2
5	36.3	34.8	37.0	-	35.5	41.3	35.5
6	38.0	33.4	37.2	30.2	36.0	36.6	33.8
7	34.0	32.6	33.1	36.7	32.0	35.6	36.2
8	31.8	30.7	32.3	36.5	32.5	31.5	31.8
9	33.5	33.8	33.3	36.4	35.5	33.1	33.4
10	33.2	33.1	34.0	33.9	35.0	34.5	35.6
11	34.7	33.8	34.0	33.9	34.9	35.5	34.8
12	34.3	32.1	34.8	33.9	33.8	34.1	34.8
13	35.3	34.4	34.7	34.4	33.8	35.9	34.3
14	33.0	33.8	31.7	32.3	35.2	34.6	34.8
15	33.1	34.8	35.9	34.4	35.0	34.7	33.4
16	34.9	35.4	34.2	34.7	33.5	35.7	34.6
17	33.5	32.9	33.1	33.7	33.5	34.0	32.9
18	31.6	33.1	32.4	34.1	32.7	33.3	33.1
19	35.0	31.2	35.4	36.3	35.2	34.0	32.9
20	34.6	35.6	35.5	35.4	35.0	34.6	36.5
21	35.2	36.3	35.6	35.7	36.9	37.9	35.6
22	38.8	34.2	36.9	35.3	37.2	36.2	33.3
23	34.3	33.2	32.4	37.2	38.7	32.9	34.2
24	29.2	31.5	37.0	39.4	36.6	35.5	29.8
10-12	34.5	33.0	34.3	33.9	34.3	34.9	34.8
14-16	34.1	35.1	35.0	34.6	34.3	35.2	34.1
0-24	33.8	33.3	34.0	34.7	34.5	34.1	33.9

7 Day Ave      34.0

85th Percentile

Hr Ending	04/12/2013 Wednesday	05/12/2013 Thursday	06/12/2013 Friday	07/12/2013 Saturday	08/12/2013 Sunday	09/12/2013 Monday	10/12/2013 Tuesday
1	43.2	48.5	48.1	48.4	43.7	38.2	38.3
2	49.0	53.7	43.1	53.4	43.1	43.5	43.3
3	43.1	38.9	43.2	38.9	43.8	-	38.2
4	43.0	43.4	53.0	43.1	48.7	38.4	28.3
5	48.3	38.3	43.7	-	43.5	48.1	43.0
6	43.5	43.3	43.5	43.6	48.2	48.3	43.7
7	43.9	43.2	43.6	43.3	38.2	43.6	48.8
8	38.5	38.5	43.2	43.1	38.3	38.8	38.3
9	38.4	43.2	38.5	43.2	43.8	43.5	43.7
10	43.8	38.6	43.7	43.1	43.1	43.2	43.4
11	43.8	43.4	43.8	43.4	43.5	43.9	43.8
12	43.7	38.9	43.4	44.0	43.8	43.4	43.7
13	43.7	43.5	43.9	43.5	43.8	43.3	43.4
14	44.0	43.2	43.7	38.5	43.3	43.8	43.1
15	43.3	43.7	43.1	44.0	44.0	43.2	43.4
16	43.5	43.7	43.6	43.2	43.8	43.4	43.3
17	43.4	38.6	43.7	43.4	43.7	43.2	38.7
18	38.7	43.8	43.0	43.4	43.9	43.9	38.3
19	43.2	43.2	43.4	43.3	43.9	38.6	43.8
20	43.4	43.8	43.4	43.5	43.4	43.4	43.2
21	43.5	43.2	43.3	43.1	48.1	43.4	43.6
22	48.8	44.0	44.0	48.5	49.0	43.9	44.0
23	43.5	38.1	38.8	49.0	48.8	38.6	38.2
24	38.4	43.1	43.7	43.6	48.7	43.9	33.9
10-12	43.5	43.8	43.4	43.9	43.4	43.5	43.1
14-16	43.2	43.4	43.7	43.7	43.0	43.3	44.0
0-24	43.6	43.5	43.3	43.4	43.2	43.9	43.6

7 Day Ave      43.5

# Bicester ATC, Fringford Road (Northern Site)

Produced by The Paul Castle Consultancy

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	04/12/2013 Wednesday	05/12/2013 Thursday	06/12/2013 Friday	07/12/2013 Saturday	08/12/2013 Sunday	09/12/2013 Monday	10/12/2013 Tuesday
1	36.5	30.9	35.5	32.0	32.8	33.0	30.5
2	34.7	24.9	33.8	32.1	32.8	33.4	32.2
3	45.5	32.6	34.0	35.8	33.9	30.5	36.0
4	38.0	-	28.0	30.5	28.0	-	-
5	43.0	34.2	-	48.0	38.0	30.5	30.5
6	34.2	32.4	38.6	-	-	43.0	34.7
7	33.1	31.0	33.9	34.2	34.7	35.7	38.5
8	33.1	31.5	31.1	36.0	27.5	33.4	32.3
9	32.2	34.1	31.2	35.4	27.7	34.2	34.9
10	31.7	35.0	34.5	35.0	32.2	34.0	34.4
11	34.6	34.4	33.1	34.1	34.1	34.2	35.5
12	32.2	31.8	34.3	34.5	33.9	33.9	33.9
13	35.2	34.8	34.0	32.8	33.0	35.7	33.1
14	34.0	34.5	34.0	34.4	34.6	33.9	32.4
15	34.0	34.2	34.0	34.7	34.8	35.5	34.1
16	33.9	33.7	34.9	33.3	32.1	33.5	33.8
17	33.0	32.2	33.1	34.1	33.5	33.0	33.5
18	32.7	33.2	33.6	34.4	33.5	35.0	32.5
19	33.2	33.9	34.4	35.0	33.6	34.2	33.3
20	34.0	34.1	35.0	34.3	35.7	32.5	33.6
21	32.1	32.4	34.4	34.1	35.6	33.2	35.2
22	33.6	34.1	32.7	34.4	34.4	31.5	34.0
23	33.7	32.5	33.0	34.2	32.3	34.2	35.4
24	36.4	34.7	32.0	29.3	29.0	36.0	33.4

10-12	33.3	32.9	33.7	34.3	34.0	34.1	34.7
14-16	34.0	33.9	34.6	34.0	33.5	34.2	33.8
0-24	33.4	33.4	33.7	34.1	33.5	34.0	33.7

7 Day Ave 33.7

85th Percentile

Hr Ending	04/12/2013 Wednesday	05/12/2013 Thursday	06/12/2013 Friday	07/12/2013 Saturday	08/12/2013 Sunday	09/12/2013 Monday	10/12/2013 Tuesday
1	38.7	48.6	48.9	38.1	38.6	38.7	30.6
2	43.5	30.8	44.0	38.6	43.5	43.5	43.0
3	48.6	43.3	48.4	43.7	38.2	30.9	43.3
4	38.3	-	30.8	31.4	31.4	-	-
5	43.3	38.8	-	48.8	38.7	30.6	31.3
6	38.8	38.8	48.2	-	-	53.7	43.3
7	43.0	38.6	43.2	43.0	43.5	43.9	43.2
8	43.8	39.0	38.6	43.5	30.9	43.5	38.5
9	38.8	43.9	43.4	43.9	38.1	43.1	43.3
10	38.7	43.2	43.4	43.4	43.8	43.8	43.3
11	43.0	43.7	38.7	43.7	43.5	43.4	43.0
12	38.4	44.0	43.3	38.5	43.8	43.5	38.5
13	43.9	38.2	38.6	43.5	38.6	43.5	43.2
14	43.8	43.5	43.2	43.5	43.8	43.2	38.9
15	43.4	43.1	43.2	43.4	43.0	43.3	38.6
16	44.0	39.0	43.6	43.4	38.2	38.1	38.8
17	38.9	38.7	38.1	43.3	38.1	38.6	43.9
18	43.1	38.0	43.5	38.1	43.1	43.2	38.3
19	43.9	43.6	43.9	43.2	38.3	43.9	38.5
20	43.4	43.1	43.3	44.0	43.1	38.1	38.1
21	38.5	38.1	43.8	43.1	43.0	43.4	43.6
22	43.8	43.8	43.4	43.4	38.5	38.3	43.4
23	43.1	43.3	43.3	38.4	38.7	43.9	44.0
24	43.6	43.0	38.9	31.0	31.0	43.8	38.1

10-12	43.5	43.3	43.6	43.2	43.8	43.3	43.9
14-16	43.3	43.4	43.6	43.5	38.1	43.7	38.6
0-24	43.6	43.3	43.4	43.3	43.2	43.3	43.3

7 Day Ave 43.3

# Bicester ATC, Fringford Road (Northern Site)

Produced by The Paul Castle Consultancy

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	04/12/2013 Wednesday	05/12/2013 Thursday	06/12/2013 Friday	07/12/2013 Saturday	08/12/2013 Sunday	09/12/2013 Monday	10/12/2013 Tuesday
1	40.5	37.4	31.9	33.8	28.0	28.6	30.5
2	23.0	33.0	38.0	33.0	28.4	43.0	38.8
3	39.7	30.5	38.0	30.5	29.4	30.5	30.5
4	33.0	33.0	37.4	34.2	31.3	33.0	28.0
5	32.6	27.2	30.5	-	32.0	36.6	30.5
6	32.7	28.6	32.1	22.2	29.8	32.6	31.2
7	31.3	29.1	29.1	32.2	29.8	33.2	32.9
8	31.3	28.9	29.2	33.0	31.7	32.4	32.0
9	32.1	31.6	30.2	33.9	33.1	33.6	33.2
10	31.0	31.8	32.0	33.9	33.5	34.4	33.8
11	33.8	32.5	32.5	32.0	31.1	33.8	32.4
12	33.6	33.3	33.8	32.5	33.3	33.7	31.2
13	33.8	31.9	33.7	31.5	31.5	31.4	33.3
14	31.6	32.1	32.8	31.9	32.4	32.3	32.0
15	31.9	32.5	33.0	31.9	33.2	33.7	32.9
16	32.0	32.9	31.8	32.2	32.1	33.7	33.6
17	29.6	30.2	31.5	31.0	30.7	32.3	30.3
18	29.2	30.0	29.8	29.9	30.6	29.5	29.1
19	28.6	29.6	31.5	30.8	29.2	30.0	31.8
20	29.5	30.2	30.4	31.0	31.5	30.5	30.5
21	29.5	31.1	31.9	32.2	32.1	31.8	30.9
22	30.6	28.8	30.9	30.0	31.2	32.8	31.5
23	29.6	27.8	30.0	31.0	33.3	29.0	29.3
24	29.7	29.4	30.3	33.6	26.8	30.5	26.8

10-12	33.7	32.9	33.2	32.3	32.2	33.8	31.8
14-16	32.0	32.7	32.4	32.1	32.8	33.7	33.3
0-24	31.3	31.0	31.3	31.9	31.8	32.6	32.1

7 Day Ave 31.7

85th Percentile

Hr Ending	04/12/2013 Wednesday	05/12/2013 Thursday	06/12/2013 Friday	07/12/2013 Saturday	08/12/2013 Sunday	09/12/2013 Monday	10/12/2013 Tuesday
1	43.1	43.2	38.4	43.7	31.2	30.5	31.4
2	23.5	43.6	38.5	43.3	38.4	43.2	48.3
3	43.2	38.5	38.1	38.4	31.2	30.7	30.8
4	39.0	38.7	43.1	38.4	43.1	38.5	30.7
5	43.1	38.9	38.2	-	38.8	38.4	38.3
6	38.0	38.4	43.0	38.9	38.7	43.1	38.0
7	38.3	38.3	38.7	38.1	38.5	38.3	43.7
8	38.5	38.3	38.5	43.6	38.2	38.6	38.8
9	38.9	38.2	38.6	43.3	43.2	38.8	43.3
10	38.5	38.5	38.2	43.1	43.3	43.5	43.7
11	43.4	43.2	43.5	38.2	38.8	43.2	38.4
12	43.8	38.6	43.7	43.1	43.1	38.9	38.8
13	43.8	38.4	43.8	38.4	38.5	38.4	43.7
14	43.7	38.9	43.4	39.0	38.8	38.3	43.4
15	38.7	43.5	38.9	38.5	38.8	38.8	43.1
16	44.0	38.2	38.7	43.5	38.3	38.2	38.4
17	38.3	38.7	38.1	39.0	39.0	38.4	38.3
18	38.5	38.7	38.6	38.2	38.8	38.2	31.2
19	38.4	38.6	38.7	38.4	38.7	38.9	38.3
20	38.7	43.8	38.0	38.4	38.9	38.6	38.8
21	38.2	38.2	38.4	43.3	38.9	38.4	38.2
22	38.4	38.8	38.4	38.5	38.4	38.4	38.6
23	38.5	38.2	38.3	38.1	43.1	38.9	31.5
24	38.8	31.5	39.0	38.5	31.5	38.6	30.7

10-12	43.5	43.1	43.8	39.0	38.8	43.9	38.9
14-16	38.4	43.1	38.7	38.6	38.7	38.5	38.1
0-24	38.5	38.8	38.4	38.9	38.4	38.3	39.0

7 Day Ave 38.6