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Bicester Heritage

New Technical Site, Bicester Heritage

Transport Statement

July 2018



Bicester Heritage

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Transport Statement

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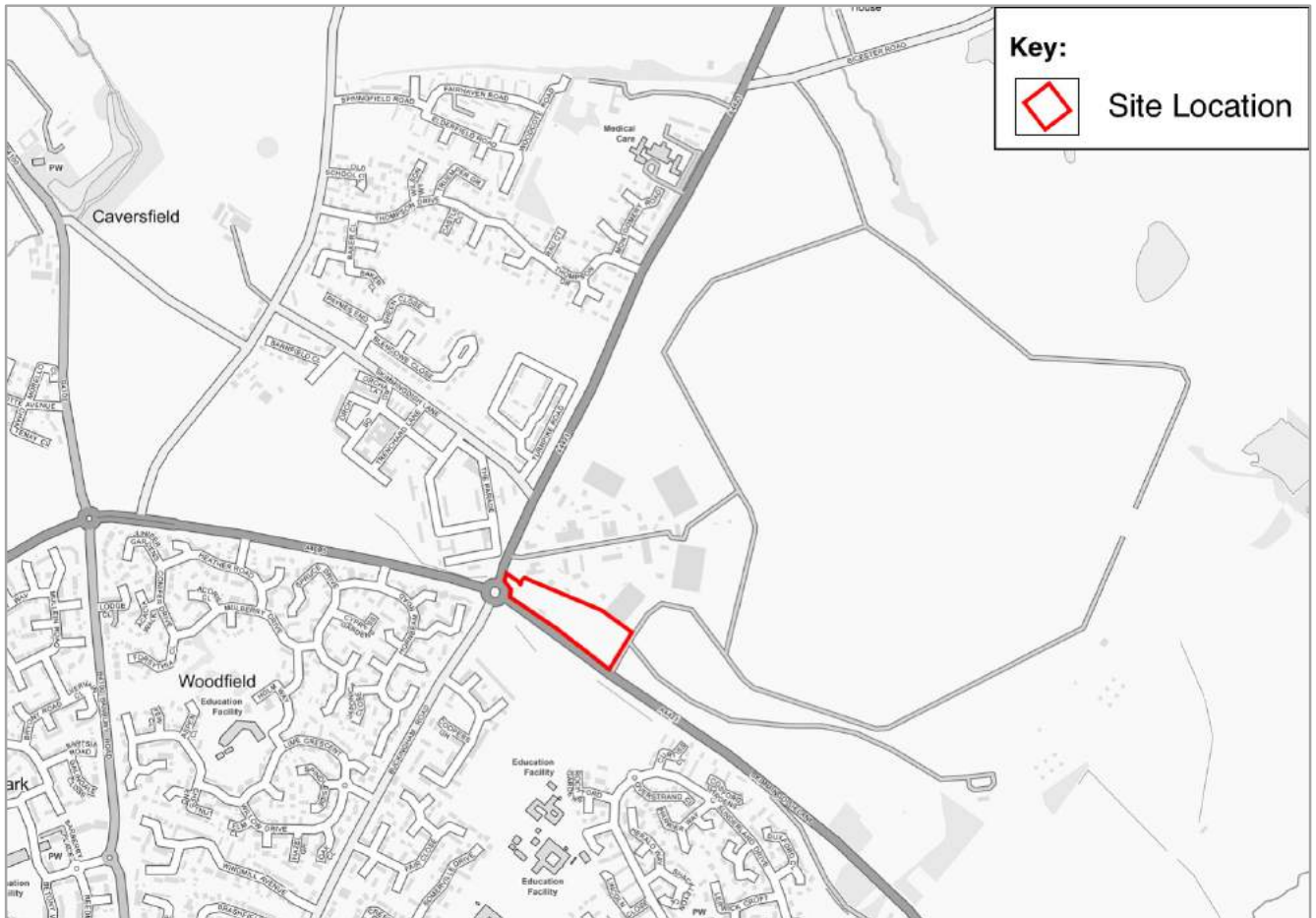
1 Introduction

1.1 General Overview

1.1.1 mode transport planning (mode) has been appointed by Bicester Heritage (BH) to prepare a Transport Statement (TS) to accompany a full planning application for an extension to the existing Technical Site to provide new employment units comprising flexible B1(c) light industrial, B2 (general industrial), B8 (storage or distribution) uses with ancillary offices, storage, display and sales, together with associated access, parking and landscaping.

1.1.2 The site location is shown in **Figure 1.1**.

Figure 1.1: Site Location



1.1.3 The new extension of the Technical Site will offer a combination of B1c Light Industrial B2 General Industrial, B8 Storage/Warehousing and sui generis floor space totalling 6,530m² (including mezzanine) and will be accessed from the A4421 Buckingham Road, via the existing main access to Bicester Heritage.

1.1.4 This Transport Statement (TS) will consider the traffic impacts of the proposed development on the local highway network. It will also consider the suitability of access to the site for sustainable modes of transport, private vehicles and service vehicles.

- 1.1.5 A pre-application meeting exercise was undertaken with the local Highway Authority, Oxfordshire County Council (OCC), in May 2018, who have confirmed the information they would like to see submitted within the TS supporting the planning application and the proposed access arrangements. A copy of the Minutes of the Pre-Application Meeting, including OCC's formal highways response is attached in **Appendix A**, for reference. The subsequent TS reflects these discussions.
- 1.1.6 This TS has been prepared in accordance with OCC's 'Transport for New Developments: Transport Assessment and Travel Plans Guidance' (March 2014) document and in alignment with the principles set out within the National Planning Policy Framework (NPPF).

1.2 Report Structure

- 1.2.1 Following this introduction, the TS will be structured as follows:
- **Chapter 2** sets out the relevant national and local transport policy context;
 - **Chapter 3** describes the existing site and highways situation, including a description of the surrounding transport facilities;
 - **Chapter 4** outlines the development proposals including access and parking;
 - **Chapter 5** considers the transport impacts of the development, including trip generation; and,
 - **Chapter 7** summarises and concludes the TS.

2 Policy Review

2.1 Introduction

2.1.1 This chapter considers the relevant transport and land use policies as they relate to the development proposals and will review the following documents:

- National Planning Policy Framework (NPPF) (2012);
- Draft revised National Planning Policy Framework (NPPF) (2018);
- National Planning Practice Guidance (NPPG) (2014);
- Adopted Cherwell Local Plan 2011-2031 Part 1;
- Saved Policies – The 1996 Cherwell Local Plan;
- Oxfordshire Local Transport Plan (LTP4), 2015 – 2031; and
- Oxfordshire Local Transport Plan (LTP4), 2015 – 2031: Active & Healthy Travel Strategy.

2.2 National Planning Policy Framework (NPPF) (Adopted 2012)

2.2.1 The NPPF was published in March 2012 in order to streamline the national planning policies set out in previous policy guidance notes and statements and a number of related circulars. These have been combined into a single document to make the planning system less complex and more accessible, whilst still protecting the environment and promoting sustainable growth.

2.2.2 As a part of the Framework, Chapter 4 (Paragraphs 29 - 41) of the NPPF sets out the Government's planning policies for 'Promoting sustainable transport' in England and how these are expected to be applied, stating that as a priority for developers:

“all developments that generate significant amounts of movement should be supported by a Transport Statement (TS) or TA, alongside a Travel Plan (TP)”.

2.2.3 Furthermore, Chapter 4 advises that:

“Plans and decisions should take account of whether:

- *The opportunities for sustainable 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 refused on transport grounds where the residual cumulative impacts of the development are severe.”*

2.2.4 Also, Paragraph 34 of 'Promoting sustainable transport' notes that “plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised”.

2.2.5 Paragraph 35 discusses the design of development by identifying that, where practical, developments must:

- *“Accommodate the efficient delivery of goods and supplies;*

- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and,*
- *Consider the needs of people with disabilities by all modes of transport.”*

2.2.6 Whilst Paragraphs 36 and 39 of the document indicate that, where appropriate, Travel Plans (TP) and parking standards should be considered as part of the transport planning process.

2.2.7 Paragraph 36 of the NPPF states that “All developments which generate significant amounts of movement should be required to provide a Travel Plan”.

2.2.8 Furthermore, Paragraph 39 of the NPPF outlines matters that should be taken into account when determining parking standards; including:

- *“The accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and,*
- *an overall need to reduce the use of high-emission vehicles.”*

2.3 Draft revised National Planning Policy Framework (NPPF) (2018)

2.3.1 On 5th March 2018, the Ministry of Housing, Communities and Local Government (MHCLG) published a Draft revised NPPF to incorporate policy proposals previously consulted on in the ‘Housing’ White Paper and ‘Planning for the right homes in the right places’ consultation in 2017.

2.3.2 In relation to transport, Chapter 9 ‘Promoting sustainable transport’ of the revised document retains a number of the points made in the current NPPF. Also, the publication has three notable changes which are:

- A new emphasis on reducing vehicle emissions and improving air quality (P.103);
- A softening in the stance towards the adoption of maximum parking standards (P.107); and
- A greater onus on developers and local authorities to ensure that:

“any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety can be cost effectively managed to an acceptable degree” (P.108).

2.3.3 On the 10th May 2018, the consultation for the draft revised NPPF ended; and feedback from the consultation is being analysed prior to the full package of documents being considered for adoption.

2.4 Planning Practice Guidance (PPG) (Adopted 2014)

2.4.1 From 2014 onwards, Planning Practice Guidance (PPG) has been published to provide an accessible guide on specific elements of the planning system.

2.4.2 In transport terms, the updated guidance aims to support local authorities in how they assess and reflect strategic transport needs in Local Plan making. Further to this, the guidance provides advice on when TAs, TPs and TSs are required, and what they should contain.

2.4.3 PPG provides a general definition of TPs, TAs and TSs and states that:

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements”.

2.4.4 The guidance independently outlines the purpose, requirements and inter-relationship of the aforementioned documents and identifies the principles and importance of each within development proposals.

2.5 Adopted Cherwell Local Plan, 2011-2031: Part 1

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

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

- *“When considering development proposals, the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*
- *Planning applications that accord with the policies in this Local Plan (or other part of the statutory Development Plan) will be approved without delay unless material considerations indicate otherwise.*
- *Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:*
 - *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
 - *Specific policies in the Framework indicate that development should be restricted”.*

2.5.3 **Policy SLE4:** Improved Transport and Connections:

- *“The Council will support the implementation of the proposals of the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.*
- *We will support key transport proposals including:*
 - *Transport Improvements at Banbury, Bicester and the Former RAF Upper Heyford in accordance with the County Council’s Local Transport Plan and Movement Strategies;*

- *Projects associated with East-West rail including new stations at Bicester Town and Water Eaton;*
- *Rail freight associated development at Graven Hill, Bicester; and,*
- *Improvements to M40 junctions.*
- *New Development in the District will be required to provide financial and/or in-kind contribution to mitigate the transport impacts of development.*
- *All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling.*
- *Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have severe traffic impact will not be supported”.*

2.5.4 **Policy Bicester 8:** Former RAF Bicester:

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

2.6 Adopted Cherwell Local Plan 1996

2.6.1 The Adopted Cherwell Local Plan (1996) comprises of saved policies (27 September 2007) that have not been replaced by policies within the Adopted Cherwell Local Plan 2011-2031 (Part 1). The policies of relevance for this application are:

2.6.2 **Policy TR1:** Transportation Funding

“Before proposals for development are permitted the Council will require to be satisfied that new highways, highway improvement works, traffic management measures, additional public transport facilities or other measures that would be required as a consequence of allowing the development to proceed will be provided”.

2.7 Cherwell District Council, RAF Bicester Planning Brief (Sept 2009)

2.7.1 The RAF Bicester Planning Brief sets out the planning parameters and guidance for the future redevelopment of the Bicester Airfield site. This document was subject to a public consultation, amended as appropriate and approved by CDC’s Executive. It is generally considered within the determination of planning applications on the airfield site. Whilst the RAF Bicester Planning Brief pre-dates the Local Plan 2031, the advice and guidance within the document is recommended to be referred to in this context. The key guidance in relation to transport, and in particular, this application, includes:

- Vehicular Access to the Technical Site - *“The existing (gated) access serving the technical site is located just off the roundabout of the A4421/A4095 & Skimmingdish and is unsuitable for any significant increase in traffic movements”.*
- Transport Assessment – *“Oxfordshire County Council will require a robust Transport Assessment to accompany a Planning application for development, which must consider the following:*
 - *Detailed information of the level of traffic generated by the site’s existing uses;*
 - *Site history;*
 - *Traffic generation for the proposed development(s);*
 - *Assessment of existing public transport, pedestrian and cycle links;*
 - *Accident records (previous 5 years);*
 - *Provisions of off-site infrastructure and financial contributions towards enhancing local services and towards the Bicester Integrated Transport Strategy; and,*
 - *Travel Plan for site.”*

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

2.8.1 Since the Oxfordshire Local Transport Plan 2011 – 2030 was adopted in 2011, the funding mechanisms for transport in Oxfordshire have changed. In response, to ensure that the County’s transport systems are fit to support the population and economic growth, OCC has developed the 4th ‘Local Transport Plan: Connecting Oxfordshire’. This plan was updated in 2016 to strengthen the emphasis on improving air quality and make better provisions for walking and cycling.

2.8.2 The following policies are of relevance to the development proposal:

2.8.3 Policy 03:

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

2.8.4 Policy 04:

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

2.8.5 Policy 17:

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

2.8.6 Policy 34:
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- *“Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:*
 - *Secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective Travel Plans, financial contributions from developers or direct works carried out by developers;*
 - *Identify the requirement for passenger transport services to service the development and negotiate the provision of these passenger transport services with the developer;*
 - *Ensure that developers promote and enable cycling and walking for journeys associated with the new development, including through the provision of effective travel plans;*
 - *Require that all infrastructure associated with the developments is provided to appropriate design standards and to appropriate timescales;*
 - *Set local routing agreements where appropriate to protect environmentally sensitive locations from traffic generated by new developments;*
 - *Seek support towards the long-term operation and maintenance of facilities, services and selected highway infrastructure from appropriate developments, normally through the payment of commuted sums;*
 - *Secure works to achieve suitable access to and mitigate against the impact of new developments in the immediate area, generally through direct works carried out by the developer.”*

2.9 Connecting Oxfordshire: Oxfordshire LTP4, 2015-2031: Active & Healthy Travel Planning

2.9.1 This updated plan has brought active and healthy travel modes together as an Active & Healthy Travel Strategy. This builds on what was already in the original LTP4. It updates the LTP4 cycling strategy and adds new sections on walking and Door to Door integrated journeys, which covers longer journeys undertaken by cycling or walking in combination with bus or rail.

2.9.2 The Active & Healthy Travel Strategy aims to contribute to reducing pressure on the road network, contribute to economic growth and the reduction of emissions, quality of life and health, and link active travel with bus and rail options by enabling sustainable door to door journeys combining cycling or walking with public transport.

2.9.3 In terms of new development, the report states that:

“It is essential that new developments are planned with cycling in mind and with facilities to make cycling both convenient and safe. Designing new developments so that cycling is the most convenient transport method for the majority of trips will naturally increase the proportion of journeys made in this way.”

2.10 Summary

- 2.10.1 In summary, the national and local planning policy above, aims to ensure that good development takes place within the County of Oxfordshire. More specifically, a key theme within transport policy is for new developments to be as sustainable as possible in terms of pedestrian, public transport and cycle movements.
- 2.10.2 Application sites should evolve to integrate with existing and proposed transport infrastructure; encouraging the use of sustainable modes to ensure that all occupants and visitors are provided with genuine modal choice.
- 2.10.3 Furthermore, the planning policy considered requires that sites are completed to appropriate timescales and design standards.
- 2.10.4 This TS has been prepared in line with current best practice guidance and methodology.

3 Existing Situation

3.1 Introduction

3.1.1 This chapter provides an overview of the site; explaining the site location, land use, existing highway network and sustainable transport infrastructure.

3.2 Land Use and Site Location

3.2.1 The application site is located at the south of land owned by Bicester Heritage and currently consists of a small number of disused MoD buildings/storage bunkers and vacant land.

3.2.2 The perimeter of the site is bounded by the A4421 Skimmingdish Lane to the south, the A4421 Buckingham Road to the west, Bicester Airfield to the east and by the existing Bicester Heritage Technical Site to the north.

3.2.3 The site location is illustrated in **Figure 1.1**; and the site forms part of the wider Bicester Airfield, formerly RAF Bicester, which is an airfield that is located on the outskirts of the town of Bicester in Oxfordshire. The airfield and the majority of the listed buildings within the site generally remain in an unmodified condition from their original RAF use.

3.2.4 In 2003, Bicester Airfield was acquired from the MOD by Bicester Heritage Limited, who use the site as an area to store, restore and maintain vintage and classic motorcars, motorcycles and aeroplanes. The main Bicester Heritage site is accessed via the existing gated entrance from the A4421 Buckingham Road in the vicinity of the roundabout junction of Buckingham Road/Skimmingdish Lane.

3.3 Local Highway Network

3.3.1 As aforementioned, the main vehicular access to the site will be taken via the existing access to Bicester Heritage from the A4421 Buckingham Road.

3.3.2 To the southwest of the site, the A4421 Buckingham Road provides a route for vehicles travelling between the town centre of Bicester and the Bicester Heritage site. North from the site, the A4421 Buckingham Road provides a link from Bicester's local highway network past the airfield, to the built-up area of Caversfield and onwards towards the villages of Stratton Audley, Fringford, Finmere and into Buckinghamshire.

3.3.3 Approximately 50m to the south of the proposed site access on the A4421 Buckingham Road, the A4421 Buckingham Road forms a four-arm roundabout junction with the A4421 Skimmingdish Lane, the A4095 Southwold Lane and Buckingham Road.

3.3.4 The roundabout facilitates southwest, southeast and westbound vehicle movements from the application site to the centre of Bicester and around its northern perimeter.

3.3.5 The local highway network within the vicinity of the site; including the A4421 Buckingham Road, the A4095 Southwold Lane and the A4421 Skimmingdish Lane are all subject to a 50mph speed limit and incorporate street lighting.

3.3.6 From the southwest arm of the roundabout junction, Buckingham Road is subject to a 40mph speed limit and a 7.5 tonne weight restriction.

3.3.7 Baseline traffic flow surveys (Automatic Traffic Counts (ATCs)) were undertaken on Buckingham Road, during July 2016; the results indicate that the two-way 24-Hour Annual Average Daily Traffic (AADT) flows are c.15,480. Full traffic data is contained in **Appendix B**, for reference.

3.4 Highway Safety

3.4.1 Personal Injury Accident (PIA) data has been obtained from OCC for the most recent five-year period available between 01/01/2013 and 31/12/2017 for a study area comprising of the following junctions and links:

- A4421 Buckingham Road;
- A4421 Buckingham Road/A4421 Skimmingdish Lane/A4095 Southwold Lane/Buckingham Road Roundabout;
- A4421 Skimmingdish Lane/Launton Road/A4421 Roundabout;
- A4095 Lords Lane/B4100 Banbury Road/A4095 Southwold Lane Roundabout; and
- Buckingham Road

3.4.2 Full details of the accident data including the study area, the severity and location of the accidents are attached as **Appendix C**.

3.4.3 **Figure 3.1** overleaf illustrates the extent of the study area that has been considered for PIA analysis in relation to the application site.

Figure 3.1: PIA Study Area



PIA Totals and Severities

3.4.4 To analyse the accident data, the overall study area has been separated into individual areas including junctions and links. A PIA summary is provided in **Table 3.1**.

Table 3.1: PIA Summary

Junction (J) / Link (L)	Accident Severity			Sensitive Users	
	Slight	Serious	Fatal	Peds	Cyclists
(J) A4421 Skimmingdish Ln/Launton Rd/A4421 Charbridge Ln R'bout	3	0	0	0	1

Junction (J) / Link (L)	Accident Severity			Sensitive Users	
	Slight	Serious	Fatal	Peds	Cyclists
(J) A4095 Lords Ln/B4100 Banbury Rd/A4095 Southwold Ln R'bout	3	0	0	0	1
(J) A4421 Buckingham Rd/A4421 Skimmingdish Ln/Buckingham Rd/A4095 Southwold Ln R'bout	3	0	0	0	1
(J) A4421 Buckingham Road J/W Thompson Drive (Priority)	2	0	0	0	0
(J) A4421 Buckingham Road/Churchill Road Mini-R'bout	2	0	0	0	1
(J) A4421 Buckingham Road J/W Skimmingdish Lane (Priority)	1	0	0	0	0
(J) A4095 Southwold Lane J/W Hornbeam Road (Priority)	1	2	0	0	1
(J) A4095 Southwold Lane J/W Heather Road (Priority)	1	0	0	0	0
(L) B4100	0	1	0	0	0
(L) A4421 Buckingham Road	0	2	0	1	0
(L) A4095 Southwold Lane	0	2	0	1	0
(L) A4421 Skimmingdish Lane	1	0	0	0	0
(L) Buckingham Road	0	1	0	0	0
TOTAL	17	8	0	2	5

3.4.5 As summarised above, 25 accidents were reported in the study area, between 01/01/2013 and 31/12/2017 of which 17 were classified as 'slight' in severity, 8 were classified as 'serious' in severity and there were no fatalities.

3.4.6 The highest number of PIAs within the study area were recorded at the A4421 Skimmingdish Lane/Launton Road/A4421 roundabout, the A4095 Lords Lane/B4100 Banbury Road/A4095 Southwold Lane roundabout and the A4095 Southwold Lane priority junction with Hornbeam Road.

3.4.7 At each of these cluster sites, three PIAs were reported during the past five years and the A4095 Southwold Lane priority junction with Hornbeam Road had the worst severity record with two 'serious' incidents and one 'slight' PIA being noted.

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

Sensitive Highway Users

3.4.9 Overleaf, **Figure 3.2** illustrates the locations of all PIAs within the study area and classifies where incidents involving sensitive highway users took place.

Figure 3.2: PIA Locations Map (Inc. Sensitive Users)



- 3.4.10 As demonstrated above, all PIAs are dispersed throughout the study area. In total, five cyclists were involved in PIAs over the past five years and also, two incidents impacted on pedestrians.
- 3.4.11 Additionally, no more than one PIA involving a sensitive user was reported at any separate junction within the study area, and the A4095 Southwold Lane has the highest PIA record for pedestrian and cycle users, with one pedestrian and one cycle PIA on the link – this is considered a low accident rate for sensitive road users, and the two incidents along Southwold Lane were remote from each other.
- 3.4.12 It should be noted that zero accidents have been recorded within the immediate vicinity of the proposed site access location.
- 3.4.13 Overall, the available data suggests that there is no strong correlation in how incidents occurred or are dispersed throughout the study area. Indeed, the PIA record for highways within the vicinity of the site suggests that there will be no need for any specific road safety issues to be addressed as a part of the development.

3.5 Sustainable Travel/Access

Walking and Cycling

- 3.5.1 The surrounding local highway network offers pedestrian connectivity to nearby residential areas and amenities, including Bicester Heritage and Bicester Town Centre.
- 3.5.2 There is a 2.5m shared use footway/cycleway which runs parallel to the application site boundary on the western side of Buckingham Road; this route extends from Thompson Drive to the north towards the A4421 Buckingham Road/A4095 Southwold Lane/A4421 Skimmingdish Lane/Buckingham Road roundabout to the south.
- 3.5.3 The existing footway network follows pedestrian desire lines and includes uncontrolled crossings with dropped kerbs at the Skimmingdish Lane and Thompson Drive priority junctions along the western side of Buckingham Road; however, there is currently no footway provision along the eastern side of the carriageway.
- 3.5.4 At the roundabout to the south, pedestrian crossing points are provided via splitter islands on the southern (Buckingham Road) and western (A4095) arms. At the A4095 arm of the junction, there is a controlled toucan crossing that provides a link to the existing shared footway and cycleway infrastructure that abuts the southern side of the A4095 carriageway, to provide a convenient walking/cycling route westbound in the direction of Southwold (as shown in **Figure 3.3**, overleaf).
- 3.5.5 At the Buckingham Road (southern) arm of the roundabout, the splitter island provides an informal crossing with dropped kerbs and tactile paving to enable pedestrian travel along the A4421 Skimmingdish Lane, the A4095 Southwold Lane and Buckingham Road, towards Bicester Town Centre.

Figure 3.3: Existing Toucan Crossing

- 3.5.6 To the east of the roundabout, the A4421 Skimmingdish Lane has a street-lit, shared use footway/cycleway on the southern side of the carriageway.
- 3.5.7 From the southwest arm of the junction, Buckingham Road benefits from footways on both sides of the carriageway which provide a walking route to the wider local area.
- 3.5.8 As aforementioned, the extant cycle infrastructure within the vicinity of the site includes a shared use footway/cycleway opposite the application site along the western side of the A4421 Buckingham Road, providing a north-south connection towards Bicester Town Centre.
- 3.5.9 Approximately 30m to the north of the proposed site access, sheltered cycle parking is provided on the western and eastern side of the carriageway of the A4421. Four Sheffield cycle stands (eight spaces) are on the western side of the carriageway and three Sheffield cycle stands (six spaces) are on the eastern side; immediately next to the southbound sheltered bus stop.
- 3.5.10 Additionally, there are dedicated shared cycleway/footways on carriageway along the A4421 Skimmingdish Lane and the A4095 Southwold Lane.
- 3.5.11 The shared footway/cycleway along Skimmingdish Lane (east/west-bound), provides a cycle connection with the Sustrans National Cycle Network (NCN) Route 51.

3.5.12 The NCN Route 51 is a long-distance route connecting major cities in the south of England (such as Milton Keynes), and more locally, connects Bicester Town Centre with Steeple Claydon and Winslow to the north and Weston-on-the-Green and Bletchington to the south.

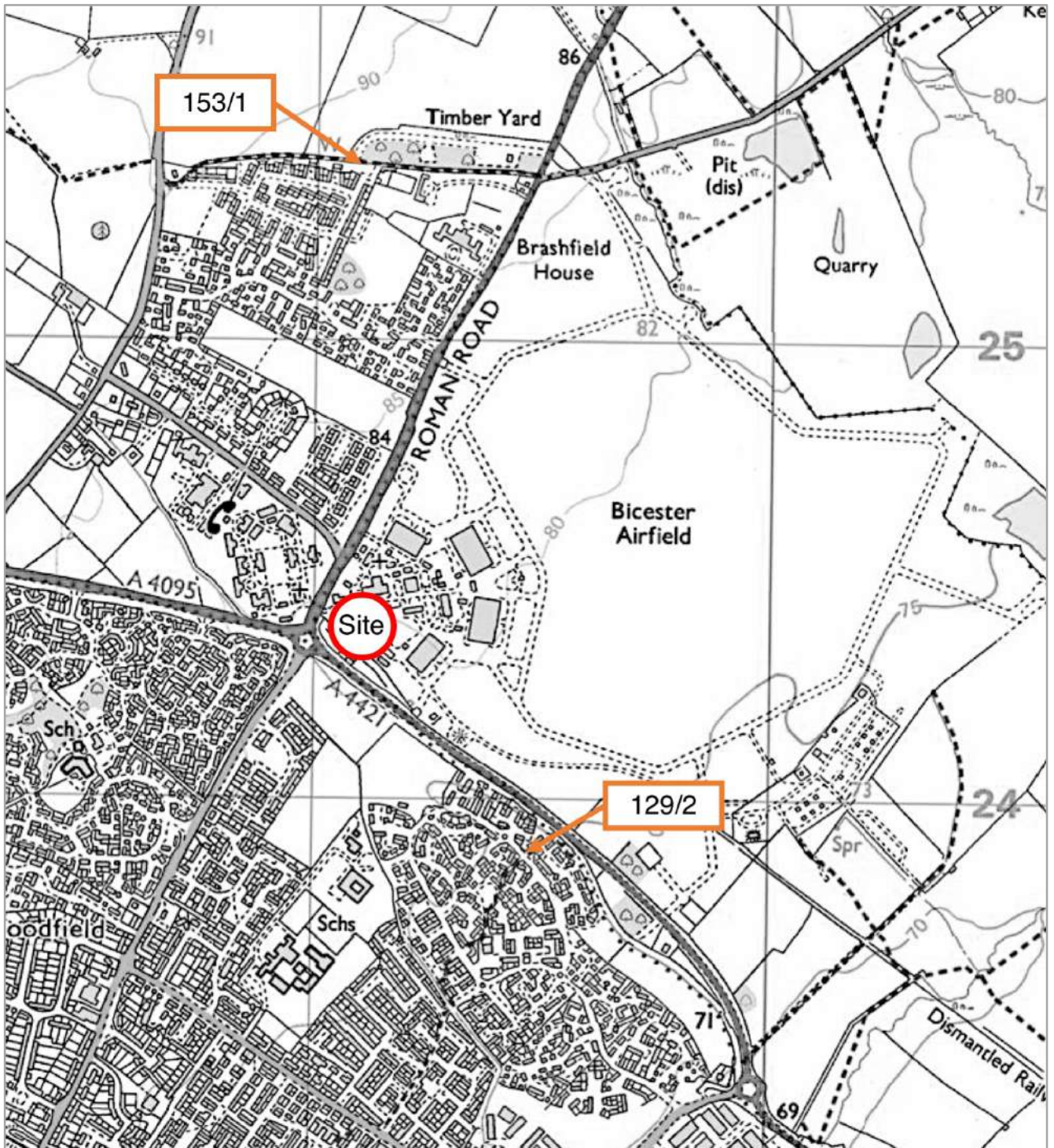
Public Rights of Way (PRoW)

3.5.13 There are two PRoWs within proximity of the wider airfield site. The closest PRoW is a public footpath (Route code 153/1) which runs west along the north of Caversfield to Fringford Road. The footpath provides access to countryside to the northwest of the development.

3.5.14 A second PRoW near to the proposed site is public footpath 129/2. The PRoW routes through the east of Bicester; from the A4421 Skimmingdish Lane via the built up residential area to the south, crossing the railway line and terminating at Mapel Road.

3.5.15 Both PRoWs are remote from the application site and will not be directly impacted on by development proposals. The nearest PRoWs to the application site are shown in **Figure 3.4**, overleaf.

Figure 3.4: PRow in the Vicinity of the Site



Bus Services

3.5.16 In January 2018, the Chartered Institution of Highways and Transportation (CIHT) published the guidance document, 'Buses in Urban Developments' which states the recommended maximum walking distances to bus stops for new developments.

3.5.17 **Table 3.2** shows the walking distances to bus stops that are required from developments in differing locational contexts.

Table 3.2: Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

3.5.18 The nearest bus stops (serving both northbound and southbound directions) are situated c. 30m to the north of the existing site's main access and are accessible via the footway along the western side of the A4421 Buckingham Road.

3.5.19 The southbound bus stop is in the form of a lay-by, shelter with a hard-standing waiting area, a flag, pole and timetable display cabinet. There are no footways or formal crossing points on this side of the A4421 Buckingham Road. The northbound bus stop benefits from a lay-by, flagpole and timetabling information.

3.5.20 Both bus stops fall within the maximum recommended walking distance for "core bus corridors", single "high frequency routes" and "less frequent routes" and a summary of the typical frequencies of bus services which route near to the site and serve the local area is provided in **Table 3.3**.

Table 3.3: Local Bus Services

Bus No	Bus Route	Typical Daytime Frequency		
		Weekday	Saturday	Sunday
18	Buckingham – Steeple Claydon - Bicester	1/day	-	-
X5	Cambridge – Bedford- Central Milton Keynes – Buckingham – Bicester – Oxford City Centre	2/hour	2/hour	2/hour

3.5.21 The southbound bus stop along Buckingham Road is served by the Stagecoach X5 service and the Langston & Tasker no. 18 service. The northbound bus stop along Buckingham Road is only served by the Stagecoach X5 service.

3.5.22 These services provide a public transport connection between the site, Bicester Village and Bicester town centre, and also link the development to key towns and cities such as Oxford, Cambridge, Milton Keynes and Buckingham.

Rail Services

3.5.23 The nearest railway station to the site is Bicester North Railway Station which is situated circa 2km to the south of the site. The railway station is located on the Chiltern Main Line which provides frequent direct services to and from key destinations around the country including Birmingham Snow Hill, Birmingham Moor Street, Banbury and London Marylebone via the following general frequencies:

- o Birmingham Snow Hill – Every hour

- o Birmingham Moor Street – Every hour
- o Banbury – Two per hour
- o London Marylebone – Two per hour

3.5.24 Also, the railway station is accessible from the A4421 Buckingham Road via the X5 direct bus service which routes along the A4421 (within a 2 to 5-minute bus journey), effectively acting as an ‘interchange’ between sustainable bus and rail travel modes.

3.5.25 Platforms 1 and 2 are both accessible for mobility impaired users via a lift which operates Monday to Friday from 0600 to 2300 (assistance can be requested outside these hours).

3.5.26 There are 65 secure and sheltered bicycle stands near the station, by the Bicester North Railway Station bus stop and also on the opposite side of the station approach.

3.5.27 Car parking provision at the station has capacity for 575 cars and operates over 24-hours. The weekday daily rate of parking is £7 and the off-peak rate is £4.50. Monthly and annual tickets can be purchased at reduced rates.

3.6 Summary

3.6.1 A review of the existing transport infrastructure within the vicinity of the site has demonstrated that the site is accessible by car and via the local highway network, with good links to the strategic road network.

3.6.2 The site is also accessible by sustainable modes of travel; with bus routes offering frequent services, within a short walk of the site. Pedestrian and cycle links surround the site and provide good connections with neighbouring residential areas and links to Bicester town centre.

3.6.3 In addition, analysis of the local highway network in the vicinity of the site has demonstrated that there are no existing safety concerns, and therefore, no highway safety issues that are likely to be exacerbated by the development proposals.

4 Development Proposals

4.1 Overview

4.1.1 This chapter summarises the development and access proposals for the application site; parking and sustainable travel measures incorporated within the design of the site are also specified.

4.2 Development Proposals

4.2.1 The development proposals as part of the application is for the extension to the existing Technical Site to provide new employment units comprising flexible B1(c) (light industrial), B2 (general industrial), B8 (storage or distribution) uses with ancillary offices, storage, display and sales, together with associated access, parking and landscaping.

4.2.2 The masterplan layout can be seen from RIDGE drawing 5002855_0003, included as **Appendix D**, for reference. The development schedule breakdown of Gross Floor Area (GFA) per unit is summarised below:

- Unit A – 570m² / Mezzanine – 325m² = 895m² total
- Unit B – 710m² / Mezzanine – 240m² = 950m² total
- Unit C – 570m² / Mezzanine – 250m² = 820m² total
- Unit D – 990m² / Mezzanine – 600m² = 1,590m² total
- Unit E – 550m² / Mezzanine – 320m² = 870m² total
- Unit F – 320m² / Mezzanine – 150m² = 470m² total
- Unit G – 90m² total
- Unit H – 485m² / Mezzanine – 360m² = 845m² total

4.2.3 The application site has a total Gross Floor Area (GFA) of 6,530m² (including mezzanine) and will add new light industrial/industrial, storage/warehousing and sui generis land uses at the southern extent of Bicester Heritage.

4.2.4 It should be noted that the operation of the proposed land uses, will not strictly replicate the traditional and typical use of B1c Light Industrial, B2 General Industrial and B8 Storage/Distribution; it is anticipated that the operation of the proposed buildings will be similar to the existing uses within the existing Technical Site, which are currently occupied by specialist vintage car maintenance and small workshop units. This rationalisation follows through within the methodology for the proposed traffic generation for the site in **Chapter 5.2**.

4.3 Access Proposals

4.3.1 Access to the new Technical Site will be taken via the existing priority junction with the A4421 Buckingham Road, which forms the main entrance to Bicester Heritage site. This access will continue to be controlled via the existing barrier gates and intercom system.

4.3.2 There are currently approved proposal plans (as part of planning application **17/01847/F**) to upgrade the existing main BH access junction on Buckingham Road. These are now to be considered and implemented as part this New Technical Site application. However, will be subject to further consultation with OCC Highways and detailed design works.

- 4.3.3 Furthermore, and as part of this planning application, the development proposals include the provision of a new footway and informal pedestrian crossing (tactile paving/dropped kerbs) to the south of the access, towards the roundabout with Skimmingdish Lane. Also, a new footway link is proposed from the north of the access junction towards the existing bus stop on the eastern side of Buckingham Road. The proposals are illustrated on preliminary drawing no. **J32-3568-PS-001**, contained in **Appendix E**, for reference. This drawing also, includes a sketch overlay of the proposed access arrangements as part of the previous planning application, aforementioned; which will now be implemented as part of the New Technical Site development – subject to further consultation with OCC and detailed design works.
- 4.3.4 OCC have approved the access requirements for the New Technical site in principle and it was agreed (at the pre-application meeting) that, since the proposal is essentially an extension to the existing Technical Site, and considering initial trip generation estimates for the proposals, the preferred option would be to access the proposed development via the current Technical Site access from Buckingham Road. (as referenced within **Appendix A**)
- 4.3.5 The benefit of this access option helps to limit the impact of additional accesses (Inc. emerging/diverging traffic) onto the strategic highway network (Skimmingdish Lane) in the vicinity of the site.
- 4.3.6 It is proposed and accepted (by OCC) that the two existing gated access junctions from the site onto Skimmingdish Lane will be retained. BH propose to use these for special event days and as the wider Bicester Heritage allocation site progresses as a whole, and also for emergency access.
- 4.3.7 These accesses on Skimmingdish Lane would not be open for pedestrians or cyclists, who would be directed to the main site access on Buckingham Road. Therefore, appropriate signage will be provided for cyclists in order to direct them towards the main access gate on Buckingham Road (to be determined during detailed design works).

OCC's Infrastructure Improvements

- 4.3.8 It is acknowledged that OCC's LTP 4 Bicester Area Strategy includes aspirational proposals for improvements to the eastern peripheral corridor to which the Bicester Heritage site lies to the north of; i.e. along the A4421 Skimmingdish Lane. Stating:
- “Eastern peripheral corridor: upgrade to dual carriageway on the A4421 between the Buckingham Road and Gavray Drive to complement the transport solution at the railway level crossing at Charbridge Lane and facilitate development in the area. This scheme will improve the operation of this section of the eastern perimeter road and enhance the integration of the North-East Bicester Business Park site with the rest of the town. This will include improvements to the Buckingham Road / A4221 junction to provide the necessary capacity for the additional trips generated from nearby employment and residential development, as well as support the heritage tourism development of the neighbouring Former RAF Bicester site.”*
- 4.3.9 Furthermore, Cherwell District Council's (CDC) Infrastructure Development Plan (IDP) supporting the Cherwell Local Plan states that, for Skimmingdish Lane, dualling and signalisation of various junctions along the corridor, including improvements to the strategic highway capacity are prioritised as critical in the medium to long term.

- 4.3.10 Mode and BH have requested OCC to provide details of any proposals during the pre-application process (since May 2018). In the most recent correspondence received from OCC (**Appendix A**) there is a note on the potential acquisition of land relating to the proposed scheme, detailed above; this is the first time this information has been informed to BH during the pre-application on the project. Subsequently, BH has received very limited information in relation to design, location and timescales.
- 4.3.11 In terms of timescales, OCC are unable at present to indicate precisely when these improvements are likely to come forward; and as such, it is considered that this will be sometime within the end of the local plan period at 2031. In addition, it is understood that there are currently no route alignment options or proposal plans, which would inform the impact on surrounding land/local development; therefore, it is considered that the planned infrastructure improvements cannot preclude or notably determine the outcome of any development planning application.
- 4.3.12 Given that the New Technical Site development is proposed to take its main access from the existing junction on Buckingham Road, and only utilise the existing accesses along Skimmingdish Lane for special event days/emergency access; it is considered that there is no significant impact on the future dualling proposals of the A4421 (provided this can be delivered within public highway land).
- 4.3.13 Therefore, and in summary, it is considered that the impact of the proposed development in terms of OCC's infrastructure aspirations along Skimmingdish Lane are not significant and/or material.

4.4 Parking

Car Parking

- 4.4.1 The car park layout for the development has been designed following CDC's Local Plan (Appendix B) and advice provided during pre-application discussions with OCC; and has been calculate based on the parking standards illustrated in **Table 4.1**.

Table 4.1: CDC Maxima Parking Standards

Use Class	Car Parking Standard (Maximum)
B2 – General Industrial	One space per 50m ²
B8 – Storage and Distribution	One space per 200m ²

- 4.4.2 Resultantly, as shown by **Appendix D**, 125 car parking spaces will be provided at the development, thereby according to the maximum standards specified by OCC/CDC. This level of parking provides 1 space per c.52m² GFA ratio and when considered in relation to the standards set out in **Table 4.1** is considered to be acceptable. It should be noted that the parking provision has been calculated based on the whole site being classed as B2 'General Industrial' land use, and is therefore considered to be suitable to accommodate demand without overspill of parking into the wider area.
- 4.4.3 Within the car parking layout, 6 spaces (5% of the total) will be allocated as disabled parking bays in order to meet the OCC parking standard which was agreed during pre-application discussions as being 5% of the total capacity.
- 4.4.4 Electric Vehicle (EV) charging points will also be provided alongside 2 parking bay spaces within the car parking area – this would equate to 1 EV charging unit/post which would have the capability of

simultaneously charging two vehicles at once; in the absence of specific OCC and CDC policy/guidance, this is considered to be an appropriate level in order to accommodate sustainable EV provision. Furthermore, underground ducting/space may be safeguarded, which would allow the retrofitting of additional equipment and charging units if considered necessary in the future and if the EV charging spaces were observed to be highly utilised.

4.5 Cycle Parking

- 4.5.1 Cycle parking will be provided to accommodate up to 14 cycles within the development, at a ratio of 1 space per 500m². Cycles will be parked in a covered bicycle shed, which will enable them to be securely chained and protected from the elements.
- 4.5.2 The cycle parking will be located in the centre of the site, between Units A & B (as shown on masterplan in **Appendix D**), which will offer a convenient parking location for all units.
- 4.5.3 This level of cycle parking complies with the 'Minimum Cycle Parking Standards' that were discussed during pre-application scoping with OCC, as summarised in **Table 4.2**.

Table 4.2: OCC – Minimum Cycle Parking Standards

Use Class	Cycle Parking Standard
B2 – General Industrial	One space per 350m ²
B8 – Storage and Distribution	One space per 500m ²

- 4.5.4 The level of cycle parking provision has been calculated using the slightly lower B8 standard. The 14 cycle spaces proposed, however, are considered suitable for the level of development, and will aim to encourage cycling as a mode of travel for both staff (occupants) and visitors of the site.
- 4.5.5 Cycle parking will be monitored, as part of the Travel Planning for the site, and should it transpire that the demand exceeds supply – additional levels of cycle parking storage can be supplied/provided in future.

4.6 Sustainable Travel Measures

- 4.6.1 The proposed scheme will provide a suite of measures to increase the sustainability of the site and increase non-car travel. These include the following:
- A new pedestrian (2m wide) footway south of the existing site access, extending to the splitter island at Buckingham Road;
 - A new pedestrian (2m wide) footway north of the existing site access, extending to the existing southbound bus stop on Buckingham Road;
 - Provision of informal crossing point, across Buckingham Road (north of roundabout), comprising of dropped kerbs and tactile paving; and,
 - A 14-space cycle storage facility within the site.
- 4.6.2 The measures detailed above will increase the permeability of the site for employees and visitors and will help encourage employees, where possible, to consider making journeys by non-car and sustainable travel options.

5 Development Impact / Travel Demand

5.1 Overview

5.1.1 This chapter details the traffic impacts of the application site and considers by a first principles approach, the peak hour trip generation by all vehicles. It also includes junction capacity assessment for the main access proposal at Buckingham Road.

5.2 Vehicular Trip Rates / Traffic Generation

5.2.1 The traffic generation for the proposed development has been calculated using a first principles approach; this has been forecast by surveying the existing trips to the currently occupied units within the Technical Site.

5.2.2 Surveys were undertaken at the main site access junction on Buckingham Road on 8th July 2018, during a neutral weekday; the surveys were then used to generate an associated trip rate by applying the currently occupied total GFA (of all units, excluding main storage hangarsⁱ) to the traffic in and out movements. The baseline MCC junction count surveys are contained in **Appendix B**, for reference.

5.2.3 The (surveyed) trip rates for the existing Technical Site and proposed trips generation associated with the proposed Technical Site Extension are summarised in **Table 5.1**.

Table 5.1: Trip Rates & Traffic Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	2-Way	In	Out	2-Way
Surveyed Trip Rates						
Trips (from Survey)	38	5	43	4	35	39
Trip Rates (5,533m ² Existing)	0.687	0.090	0.777	0.072	0.633	0.705
Proposed Trips (based on extension of 6,530m ² of Technical Units)						
Trips (based on 6,530m ²)	45	6	51	5	41	46

5.2.4 The proposed New Technical Site extension is forecast to generate 51 and 46 two-way vehicular trips in the AM and PM peak hours, respectively. This equates to less than one additional vehicle movement every minute, which is considered to be non-material in terms of local highway impact.

5.2.5 Furthermore, the additional forecast development traffic falls within the highest level of daily (weekday) variation of 2-way traffic currently travelling along Buckingham Road; which, according to the ATC surveys (**Appendix B**) is c.250 movements in the AM peak hour and c.100 movements in the PM peak hour. Therefore, it is considered that no further off-site junction assessments are required as part of the application.

ⁱ B8 storage hangar GFAs have been excluded, as these land uses were observed to be a low and negligible trip generator; therefore, the assessment has been based on a worst-case assumption that all traffic will be associated with the B1c/B2 units (resulting in a higher trip rate/generator).

5.2.6 It should also be noted that the traffic generation calculated above, is a robust assessment, given that this includes an element of traffic associated with the storage hangars and management office functions within the Bicester Heritage site, which would not necessarily be replicated as part of the New Technical Site extension.

5.2.7 The full trip rate calculation sheet for the proposals and access junction survey data can be found in **Appendix F**, for reference.

5.3 Access Capacity Assessment

5.3.1 In order to assess the likely operation of the existing Buckingham Road priority access junction, capacity assessments have been undertaken using industry standard software package, Junctions 9 (PICADY).

5.3.2 Future baseline (2026) traffic flows along Buckingham Road have been taken from OCC's SATURN model outputs; the forecast development traffic (as per **Table 5.1**) including the existing traffic entering and exiting the Bicester Heritage main access junction have all been tested within the assessment.

5.3.3 Capacity assessments have been undertaken for the following scenario during the AM and PM peak hours:

- o 2026 Future Year + Development

5.3.4 Network flow diagrams showing the traffic flows for the above scenario are provided in **Appendix G**, for reference.

5.3.5 The distribution of development trips has been based on the existing turning proportions of traffic flows taken from the baseline (2018) MCC survey at the Buckingham Road access junction, as summarised in **Table 5.2**.

Table 5.2: Distribution of Development Trips

Peak Hour	Buckingham Road Distribution %'s			
	In		Out	
	(from) North	(from) South	(to) North	(to) South
AM (08:00-09:00)	21%	79%	0%	100%
PM (17:00-18:00)	25%	75%	26%	74%

5.3.6 A summary of the capacity assessment for the Buckingham Road access junction is provided in **Table 5.3**, and full model output results are contained in **Appendix H**, for reference.

Table 5.3: Buckingham Road Access Assessment, 2026 + Development

Arm	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	RFC	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)
Development Access (BH)	0.00	0.0	0.00	0.47	0.8	139.53
Buckingham Road	0.32	1.2	5.73	0.17	0.5	2.92

- 5.3.7 The results above demonstrate that the main Buckingham Road access to the site will operate with significant reserve capacity during the 2026 plus development scenario; with no queueing on both the development access arm and Buckingham Road.

6 Summary & Conclusion

6.1 Summary

- 6.1.1 This Transport Statement has been prepared by mode transport planning on behalf of Bicester Heritage; it is anticipated to accompany a full planning application for an extension to the existing Technical Site to provide new employment units comprising flexible B1(c) light industrial, B2 (general industrial), B8 (storage or distribution) uses with ancillary offices, storage, display and sales, together with associated access, parking and landscaping.
- 6.1.2 An analysis of the existing transport infrastructure within the vicinity of the site has demonstrated that the site is highly accessible by car via the local highway network, with links to the wider strategic road network.
- 6.1.3 Traffic surveys undertaken on Buckingham Road, during July 2016 demonstrate that the two-way 24-Hour Annual Average Daily Traffic (AADT) flows along Buckingham Road are c.15,480 vehicles.
- 6.1.4 Analysis of the accident records for the local highway network surrounding the development site has concluded that there are no historic or existing safety concerns, and therefore, no highway safety issues that might be exacerbated by the development proposals.
- 6.1.5 The site is adequately accessible by sustainable modes of travel; existing pedestrian and cycle links are located within close proximity of the site and provide good connections with local facilities/amenities in the local area and towards Bicester town centre.
- 6.1.6 Bus stops are situated circa 30m (within a 2-min walk) to the north of the existing Bicester Heritage development access; the local bus services provide a public transport connection between the site, Bicester Village and Bicester Town Centre, and also link the development to key towns and cities such as Oxford, Cambridge, Milton Keynes and Buckingham. The X5 route provides a frequent half hourly (Mon-Sun) service.
- 6.1.7 Vehicular access to the New Technical Site will be provided from the existing Bicester Heritage priority access junction on Buckingham Road; there are currently approved proposal plans (as part of planning application *17/01847/F*) to upgrade the existing main Bicester Heritage access junction on Buckingham Road.
- 6.1.8 Furthermore, and as part of this planning application, the development proposals include provision of a new footway and informal pedestrian crossing (tactile paving/dropped kerbs) to the south of the access, towards the roundabout with Skimmingdish Lane; and also, a new footway link towards the existing bus stop on the eastern side of Buckingham Road.
- 6.1.9 The two existing gated access junctions from the site onto Skimmingdish Lane will be retained only for special event days (vehicular access, as existing), and also for emergency access; they will not be open for pedestrians or cyclists, who would be directed to the main site access on Buckingham Road.
- 6.1.10 The development site will provide 125 car parking spaces in accordance with the maximum standards specified by OCC/CDC. This level of parking will provide 1 space per c.52m² GFA of employment, and when considered in relation to the standards is considered to be acceptable.

- 6.1.11 Within the car parking layout, 6 spaces (5% of the total) will be allocated as disabled parking bays in order to meet the OCC parking standard which was agreed during pre-application discussions as being 5% of the total capacity.
- 6.1.12 Electric Vehicle (EV) charging points will also be provided alongside 2 parking bay spaces within the car parking area – this would equate to 1 EV charging unit/post which would have the capability of simultaneously charging two vehicles at once.
- 6.1.13 Cycle parking will be provided to accommodate up to 14 cycles within the development, at a ratio of 1 space per 500m². Cycles will be parked in a covered bicycle shed, which will enable them to be securely chained and protected from the elements. The cycle parking will be located in the centre of the site, which will offer a convenient parking location for all employees/users.
- 6.1.14 A travel demand review has been undertaken which indicates that the site extension is forecast to generate 51 and 46 two-way vehicular trips during the weekday AM and PM peak hours, respectively. This is the equivalent to less than one additional vehicle movement every minute, which is considered to be non-material in terms of local highway impact. Furthermore, the additional forecast development traffic falls within the highest level of daily (weekday) variation of 2-way traffic currently travelling along Buckingham Road.
- 6.1.15 A capacity assessment of the main Bicester Heritage Buckingham Road access junction has been undertaken, and concludes that the existing access will operate with significant reserve capacity in a 2026 Future Year scenario; it was also noted that no queueing on both the development access arm and Buckingham Road will result from its operation.

6.2 Conclusion & Recommendation

- 6.2.1 On the basis of the information presented in this report it is considered that the proposed development can be accommodated within the local area. As such, there should be no reason why the application cannot be recommended in terms of highways and transportation.
- 6.2.2 It is therefore concluded that the proposed development will not have a significant adverse impact on the operation of the existing and proposed access junction and surrounding highway network when compared with the 2026 future year (Inc. proposed development), and therefore, in accordance with the NPPF, the proposal should be considered acceptable in transport terms.

APPENDICES

APPENDIX A – Pre-Application Scoping (OCC)

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

Location: Bicester Heritage, Buckingham Road, Bicester

Proposal: Pre-application advice for a Transport Statement alongside a planning application for a new Technical Site at Bicester Heritage.

Response date: 6th June 2018

Transport Pre-application Advice

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

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

We can also point you to guidance which is contained on the web, and the following links will direct you to a lot of the basic information needed to assist in the highway and transport consideration of many proposals.

County Council Transport Guidance for new developments

<https://www.oxfordshire.gov.uk/cms/content/transport-new-developments>

County Council Walking Design Standards

<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/WalkingStandards.pdf>

County Council Cycling Design Standards

<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/CyclingStandards.pdf>

Local Planning Guidance and Information

Cherwell

Newly adopted Cherwell Local Plan 2011-2031 Part 1:

[Cherwell District Council - Local Plan Development Framework](#)

[Cherwell District Council - Planning advice and guidance](#)

There are also references on these websites to other documentation and advice which may assist you in formulating a viable proposal.

Application No: 18/CH0006/Preapp

Location: Bicester Heritage, Buckingham Road, Bicester.

Transport Strategy Comments

Please note that the Local Transport Plan for Oxfordshire contains a strategy for Bicester, which includes dualling of A4421 between Buckingham Road and Gavray Drive.

Oxfordshire county council's Local Transport Plan 4 Bicester Area Strategy includes proposals for improvements to the Eastern peripheral corridor to which the site connects. It states:

“Eastern peripheral corridor: upgrade to dual carriageway on the A4421 between the Buckingham Road and Gavray Drive to complement the transport solution at the railway level crossing at Charbridge Lane and facilitate development in the area. This scheme will improve the operation of this section of the eastern perimeter road and enhance the integration of the North-East Bicester Business Park site with the rest of the town. This will include improvements to the Buckingham Road / A4221 junction to provide the necessary capacity for the additional trips generated from nearby employment and residential development, as well as support the heritage tourism development of the neighbouring Former RAF Bicester site.”

The Cherwell District Council Infrastructure Development Plan supporting the Cherwell Local Plan states that, for Skimmingdish Lane dualling and signalisation of junctions, the improvements to strategic highway capacity are prioritised as critical in the medium to long term.

The planned scheme to increase capacity on the A4421 will require land to widen the road and accommodate the improved junction. OCC may therefore seek to safeguard a strip of land within the application site and are currently undertaking work to establish the extent that would be required.

Intensification of access from Skimmingdish Lane would not be desirable, due to the strategy to increase the capacity of the road. In these circumstances the junction could only be left-in, left-out, with appropriate acceleration and deceleration flares or may not even be possible at all depending on the eventual scheme layout (see further detailed comments in the Transport Development Control response below).

The site abuts the highway boundary and therefore full consideration needs to be given to the future impact of plans to increase the capacity of the road on the site or visibility from a site access onto Skimmingdish Lane. If the applicant is minded to pursue access from Skimmingdish Lane, they should consider relocating the build area in light of the dualling scheme, reducing the potential visibility constraint between the access and Skimmingdish Lane.

Officer's Name: Ben Smith

Officer's Title: Senior Transport Planner

Date: 04 June 2018

Application No: 18/CH0006/Preapp

Location: Bicester Heritage, Buckingham Road, Bicester.

Transport Development Control

Detailed comments

Traffic Generation / Trip Rates

The proposal for trip rates to be derived from updated surveys taken at the existing Technical Site access is acceptable on the understanding that the permitted use of the New Technical Site would be limited to purposes associated with the operation of the site as a campus dedicated to motoring and aviation, as per the condition attached to the existing Technical Site and as permitted by Policy Bicester 8 of the Cherwell Local Plan.

It was also discussed that separate trip rates for the B8 and B2 uses on the current site could be derived by surveying the B8 units separately. The trips rates for the two uses can then be applied to the proposed breakdown of B8 / B2 floor area in the New Technical Site accordingly.

Access

We discussed the access requirements for the new site and it was agreed that, since the proposal is essentially an extension to the existing Technical Site, and considering initial trip generation estimates for the proposals, the preferred option would be to access the New Technical Site via the current Technical Site access from Buckingham Road. However, this would be subject to a junction capacity analysis using the updated trip rates.

The benefit of this option would be to limit the impact of additional accesses onto the strategic highway network in the vicinity of the site.

It is proposed that the two existing gated access junctions from the site onto Skimmingdish Lane will be retained for special events as the wider Bicester Heritage allocation site progresses as a whole and for emergency purposes. These accesses would not be open for pedestrians or cyclists, who would be directed to the main site access on Buckingham Road.

The county council considers that the primary access for the operation of the New Technical Site should be taken from the Buckingham Road access and any intensification of use of these gated accesses onto Skimmingdish Lane as a result of the current proposal should be avoided. This is particularly the case for the gated access which is closest to the Buckingham Road roundabout.

As stated in previous correspondence, any access proposed onto Skimmingdish Lane will need to consider planned strategic improvements for the dualling of Skimmingdish Lane. Any potential access on to Skimmingdish Lane would likely need to be left in / left out only.

Assuming that these accesses on Skimmingdish Lane are not to be used for pedestrian or cycle access and that pedestrian and cyclists are to be directed to the main site access on Buckingham Road, potentially through signage provided at the gates, there is unlikely to be a requirement for a new footway along the northern side of Skimmingdish Lane as a result of the proposed development in question.

A pedestrian and cycle access strategy will need to be considered alongside, and informed by, the overall access strategy for the wider allocation site as a whole.

Pedestrian access and footway requirement at Buckingham Road site access

We discussed the requirement for a footway provision along the eastern side of Buckingham Road either side of the site access.

I have discussed this requirement internally and we would request that the footway should extend northwards to tie in with the hotel site access. To the south, the county council would require that the footway should extend to a point adjacent to the splitter island on the Skimmingdish Lane arm of the A4421 / A4095 roundabout. Informal tactile crossing points would then be required over the splitter islands at the Buckingham Road N and Skimmingdish Lane arms of the roundabout to provide a link with the shared use footway / cycle lanes on the south side of Skimmingdish Lane and west side of Buckingham Road.

There will also be an increased need for a signalised pedestrian crossing on Buckingham Road near to the bus stops, just north of the site access, due to the anticipated increase in vehicle and pedestrian movements at the site access. The county council is likely to request an obligation to deliver a crossing in this point from the development, should this crossing not have been delivered beforehand.

Within the site, a direct footpath or footway connection along pedestrian desire lines should be provided to link the New Technical Site with the footway at the site access.

Public Transport

Improved infrastructure at the pair of bus stops on the Buckingham Road will be required to meet requirements set out under the NPPF and Oxfordshire County Council's Local Transport Plan, which require that developments are located where they can maximise and exploit opportunities for sustainable transport.

A continuous footpath to the southbound bus stop and crossing to the northbound stop will be required (as detailed in the section above). A bus shelter for the northbound stop on Buckingham Road and the provision of a pair of real-time information signs for both stops would be required. Financial contributions for these items would be secured through a Section 106 Agreement.

Capacity Assessments

It was agreed that, at this stage, it would not appear that wider off-site junction capacity assessments would be required, given the initial trip generation estimates. However, this will be determined once updated trip rates have been established and applied to the proposed floor areas.

It was also agreed that the site access junction should be assessed to determine its suitability for increased traffic movements as a result of the proposed development.

Parking

Car parking should be provided in line with the standards set out in Cherwell DC's Local Plan (Appendix B of the Interactive Local Plan, see attached link: <http://nonstatlocalplan.cherwell.gov.uk/written/cpt14.htm>). These standards were developed in consultation with the county council.

The relevant 'optimum' standard is one space per 200sqm of B8 floor area and one space per 50sqm of B2 floor area. 5% of the total number of spaces should be allocated as disabled / accessible parking spaces.

We discussed the layout of the car parking, which is currently proposed to be accommodated in a number of 'grasscrete' areas. In order to regulate the parking in these areas, and prevent inappropriate ad hoc parking which could result in obstructions, the county council would request that individual bays are indicated or demarcated in some way.

The county council's cycle parking standards set out that cycle parking should be provided at a level of one space per 500sqm of B8 GFA and one space per 350sqm of B2 GFA.

Consideration should also be given of the need to provide visitor cycle parking, particularly for any open days or events.

Cycle parking should be easily accessible and conveniently located. Long stay / staff cycle parking should also be covered.

PIA / Safety review

PIA data for the most recent 5-year period can be obtained by the county council. At this point it is anticipated that this should cover an area including;

- The A4421 / A4095 roundabout
- The first 50m of each arm adjacent to the roundabout
- Buckingham Road between the roundabout and junction with Bicester Road.

An analysis of this data should be included within the Transport Statement for the application. Please contact Christian.mauz@oxfordshire.gov.uk to request this data.

Construction Traffic

Due to the site's location on the strategic highway network, a Construction Traffic Management Plan will be required in order to minimise the impact of construction related traffic.

Travel Plan

A site-wide Framework Travel Plan will need updating to take account of the additional development at the site. This will need to meet the requirements set out in the Oxfordshire County Council guidance document, "Transport for New Developments; Transport Assessments and Travel Plans".

If any building exceeds the thresholds set out in "Transport for New Developments; Transport Assessments and Travel Plans" (see link below) an individual Travel Plan will need to be submitted and approved by the Local Planning Authority.

(<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/Travelplanrequirementsmonitoringfees.pdf>)

Legal agreement required to secure:

At this stage it is anticipated that the following legal agreements would be required:

A Section 278 Agreement will be required in order to provide the footway, and potential pedestrian crossing, on the eastern side of Buckingham Road.

The requirement to enter into a Section 278 Agreement with the county council must be secured through a Section 106 Agreement.

A Section 106 Agreement will be required to secure:

- contributions of £8,230 for a bus shelter at the northbound bus stop on Buckingham Road adjacent to the site access and £19,196 for the provision of real-time information displays for the pair of bus stops adjacent to the site access on Buckingham Road.
- safeguarding of a strip of land for the planned scheme to increase capacity on the A4421 (road widening and junction improvements) as required.

Travel Plan monitoring fees may also be required should any individual building exceed the threshold set out in the county council's "Transport for New Developments; Transport Assessments and Travel Plans" document (see link above).

Conditions:

The following conditions would likely apply:

Improved Site Access: Full Details

Prior to the commencement of the development hereby approved, full details of the improved means of access between the land and the highway on Buckingham Road including position, layout, and vision splays shall be submitted to and approved in writing by the Local Planning Authority. This improved means of access must incorporate

facilities for safe and convenient movement of pedestrians and cyclists at the site access itself and to and from the nearby bus stops and existing pedestrian and cycling facilities. Thereafter, and prior to the first occupation of any of the development, the means of access shall be constructed and retained in accordance with the approved details.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework

Car Parking

No building shall be occupied until car parking space(s) to serve that building have been provided according to details that have been submitted to and agreed in writing by the Local Planning Authority. All car parking shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter, unless otherwise agreed in writing beforehand by the local planning authority.

Reason: To ensure appropriate levels of car parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.

Cycle Parking

No building shall be occupied until cycle parking spaces to serve that building have been provided according to details that have been submitted to and agreed in writing by the Local Planning Authority. All cycle parking shall be retained unobstructed except for the parking of cycles at all times thereafter, unless otherwise agreed in writing beforehand by the local planning authority.

Reason: To ensure appropriate levels of cycle parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.

Drainage

No development shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features
- Sizing of features – attenuation volume
- Infiltration tests in accordance with BRE365
- Detailed drainage layout with pipe numbers
- SUDS Permeable Paving, Rainwater Harvesting
- Network drainage calculations
- Phasing plans

Reason - To ensure satisfactory drainage of the site in the interests of public health, to avoid flooding of adjacent land and property and to comply with Government guidance contained within the National Planning Policy Framework.

Framework Travel Plan

Prior to occupation, a Framework Travel Plan meeting the requirements set out in the Oxfordshire County Council guidance document, "Transport for New Developments; Transport Assessments and Travel Plans" shall be submitted to and approved in writing by the Local Planning Authority. If any building exceeds the thresholds set out in "Transport for New Developments; Transport Assessments and Travel Plans", an individual Travel Plan will need to be submitted and approved by the Local Planning Authority not longer than three months after the occupation of these buildings.

Reason – to encourage occupiers to use sustainable modes of transport as much as possible in line with the NPPF

Construction traffic management plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Construction Traffic Management Plan shall be implemented and operated in accordance with the approved details.

Reason - In the interests of highway safety and the residential amenities of neighbouring occupiers.

Chargeable Pre-application Highways Advice

If you need further assistance, either in the form of meeting, site visit, and or further written advice, we can provide that in accordance with our charging regime, which is also set out on Oxfordshire County Council web site <https://www.oxfordshire.gov.uk/cms/content/pre-application-highways-advice-major-planning-applications>

We do encourage this further input, as experience proves that well formulated plans prior to planning applications being made frequently produce better result for all parties.

If you need to discuss any of the above over the telephone, please do not hesitate to contact me.

Officer's Name: Tim Peart

Officer's Title: Senior Transport Planner

Date: 04 June 2018

Subject: RE: Pre-application Meeting - Bicester Heritage 18/CH0006/Preapp
Date: Friday, 1 June 2018 at 15:36:48 British Summer Time
From: Peart, Tim - E&E
To: Adrian Forte, ja@bicesterheritage.co.uk
CC: Elisabeth Clarke, White, Joy - E&E, Planning Consultations - E&E
Attachments: 04-TDC 18-CH0006-Preapp.docx

Dear Adrian, Jonty

Thank you for your notes below, which I believe provide a fair reflection of our recent discussion on this site.

Please see attached my written response to our recent meeting, which I hope addresses the actions that you have indicated below.

Jonty - I have also passed on your concerns (and recent photos / documentation) re the drainage issue at the site access to our drainage team and have requested that they follow this up with you directly.

Please let me know if you require anything further from me, or whether anything is unclear.

Kind regards

Tim Peart

Senior Transport Planner – Cherwell & West Oxfordshire
Communities
County Hall
New Road
Oxford
OX1 1ND
Email: timothy.peart@oxfordshire.gov.uk

From: Adrian Forte [mailto:adrianforte@modetransport.co.uk]
Sent: 29 May 2018 18:05
To: Peart, Tim - E&E <Timothy.Peart@Oxfordshire.gov.uk>
Cc: Marshall, Will - E&E <Will.Marshall@Oxfordshire.gov.uk>; Jonty Ashworth <ja@bicesterheritage.co.uk>; Elisabeth Clarke <elisabethclarke@modetransport.co.uk>; Ben Fairgrieve <benfairgrieve@modetransport.co.uk>
Subject: Re: Pre-application Meeting - Parking Query

Hi Tim,

I hope you are keeping well and enjoyed the long bank holiday weekend.

Thank you very much for hosting the Bicester Heritage New Technical Site pre-app/scoping meeting, on Tuesday morning, last week; it was very nice meeting with you, and we felt that this was very useful and informative. We look forward to working with you on this project and the various Bicester Heritage developments as part of the wider masterplan.

By way of review/summary, I thought I would share the salient meeting notes/initial actions that were discussed, for reference. Please see these summarised below:

Access:

- Previously, the main vehicular access was initially proposed to be taken from the existing priority access at the Gliding Club on Skimmingdish Lane, with secondary/emergency/event access at the additional existing priority access on Skimmingdish Lane c.100m to the east of the roundabout with Buckingham Road.
- You recommended that the existing main access off Buckingham Road should potentially be used to access to the New Technical Site – this would be the preferred and optimum access arrangement, as the New Technical Site is effectively an extension of the existing Bicester Heritage technical site area, which we all agreed – at this stage, it is considered that the impact/level of development traffic would not necessarily put a strain on the operation of the existing Buckingham Rd junction; however, this would be subject to further capacity analysis, in order to ensure that it would operate sufficiently. OCC are to discuss and consider this internally as a potential access option for this development.
- Any proposed access along Skimmingdish Lane, will need to consider the future aspirations (within the local plan period – up to 2031) for the dualling of the carriageway – although specific detail including alignment, widths and scheme plans etc. are not yet available.
- Potential left in/left out access arrangements along Skimmingdish Lane – ensuring that any development proposals will not preclude future infrastructure plans.
- Pedestrian and cycle accessibility will be informed by the overall access strategy.
- **OCC** to discuss internally and confirm the pedestrian access routes to and from the A4421, to the north and south of the main access junction on Buckingham Road.

Parking:

- Car parking will be provided in line with Cherwell's/Oxfordshire's recommended parking standards – these were confirmed as being 1 space per 50sqm of B2, and 1 space per 200sqm of B8. **OCC** to advise on the specific policy document in relation to parking.
- The general layout and arrangement in terms of car parking will be provided to OCC on an illustrative plan, once the final numbers and layout have been designed.
- An element of disabled parking spaces will also be allocated, **OCC** to advise what level this is to be provided at.

Traffic Generation / Trip Rates:

- The first principles methodology approach, as described within the scoping report, and previously developed and adopted as part of the larger technical site application, has been approved in principle by **OCC**.
- This will be updated with the most recent/updated occupied units, and associated GFAs, within the existing Bicester Heritage Site.
- An additional, more recent survey of the existing Bicester Heritage access junction on Buckingham Road will also be undertaken, in order to calculate/generate up-to-date and site-specific trip rates, to be applied to the New Technical Site development.

Capacity Assessments:

- At this stage, it is anticipated that the proposed development will generate a negligible level of additional traffic that will not warrant any off-site capacity assessments to be undertaken.
- This will be assessed further and determined once the revised trip rates have been calculated, as per the methodology, described above.
- The proposed development access junction will however be assessed to ensure its suitability from a capacity and safety perspective.

Safety Review:

- PIA data covering the most recent 5-year period will be obtained from OCC and reviewed as part of the

Transport Statement report; this will include the extent of highway within the immediate/close vicinate of the development site and proposed access.

I trust that the above covers all of the salient issues/points that we discussed during our meeting last Tuesday; and hopefully this will provide some reference in preparing your formal highways pre-application response, in relation to the development proposals.

I hope that this is acceptable and understandable; however, if you have any queries or require any further clarification, please do not hesitate to let me know.

We look forward to receiving your formal highways pre-app response, in due course.

Many thanks and kind regards,
Adrian

Adrian Forte BSc (Hons) MCIHT
Principal Transport Planner
mode transport planning

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be green, keep it on the screen!

From: "Peart, Tim - E&E" <Timothy.Peart@Oxfordshire.gov.uk>
Date: Tuesday, 22 May 2018 at 09:25
To: Elisabeth Clarke <elisabethclarke@modetransport.co.uk>, "Marshall, Will - E&E" <Will.Marshall@Oxfordshire.gov.uk>
Cc: Adrian Forte <adrianforte@modetransport.co.uk>
Subject: RE: Pre-application Meeting - Parking Query

Hi Elisabeth

In case you haven't left already, no there isn't any parking available at Speedwell House either. The closest car park would be the one at the Westgate which Will mentioned in his previous email.

Regards

Tim Peart

Senior Transport Planner – Cherwell & West Oxfordshire
Communities
County Hall
New Road
Oxford
OX1 1ND
Email: timothy.peart@oxfordshire.gov.uk

From: Elisabeth Clarke [<mailto:elisabethclarke@modetransport.co.uk>]
Sent: 21 May 2018 14:34
To: Marshall, Will - E&E <Will.Marshall@Oxfordshire.gov.uk>
Cc: Peart, Tim - E&E <Timothy.Peart@Oxfordshire.gov.uk>; Adrian Forte

APPENDIX B – Traffic Survey Data

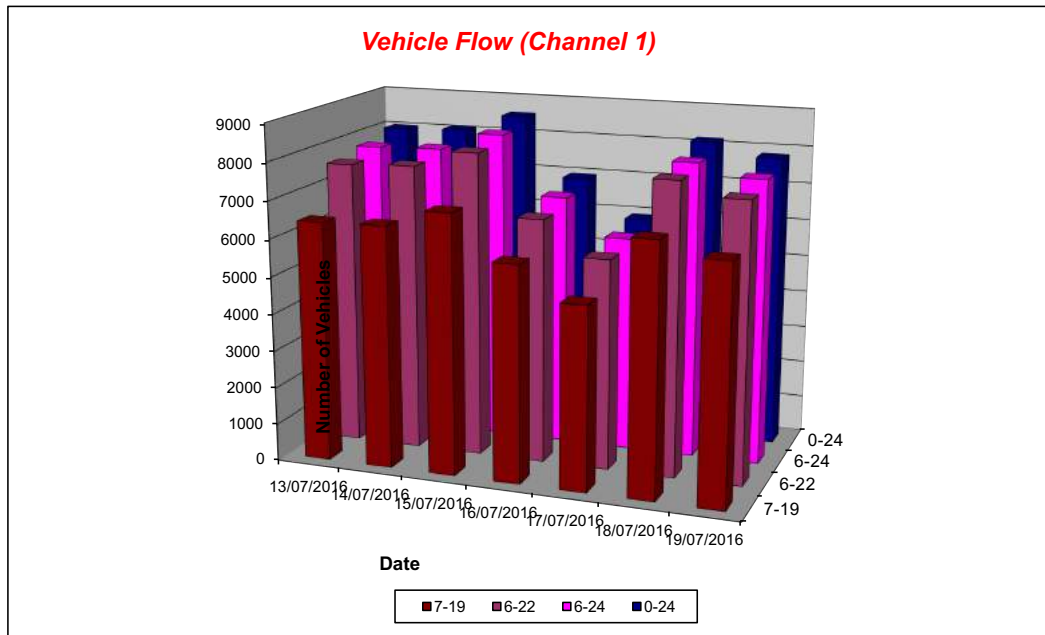
Bicester ATC 1, A4421 (Week 1)

Channel 1 - Southbound

Vehicle Flow

Week 1

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



Bicester ATC 1, A4421 (Week 1)

Channel 1 - Southbound

Average Speed

Week 1

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

7 Day Ave 45.6

Channel 1 - Southbound

85th Percentile

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

7 Day Ave 51.2

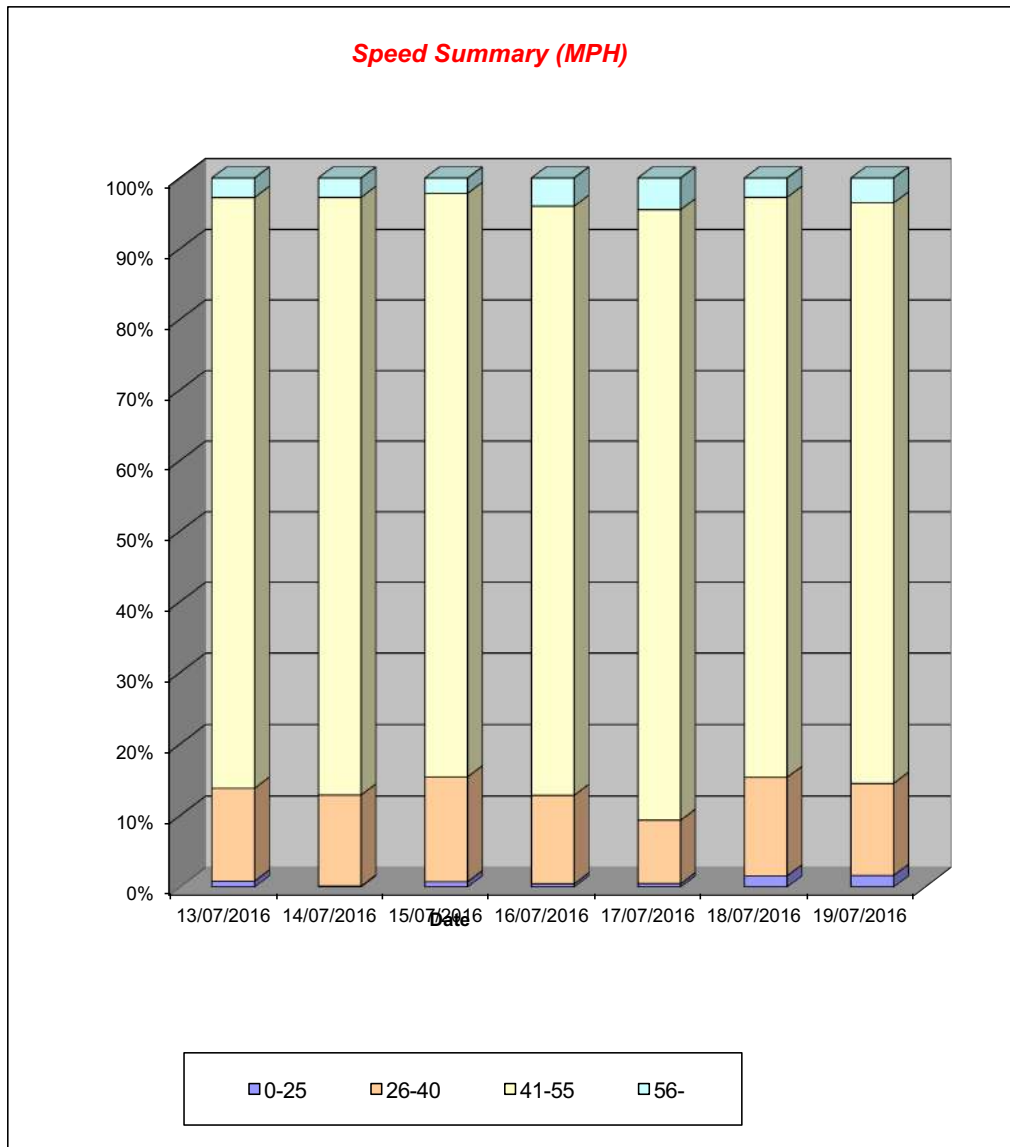
Bicester ATC 1, A4421 (Week 1)

Channel 1 - Southbound

Speed Summary

Week 1

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



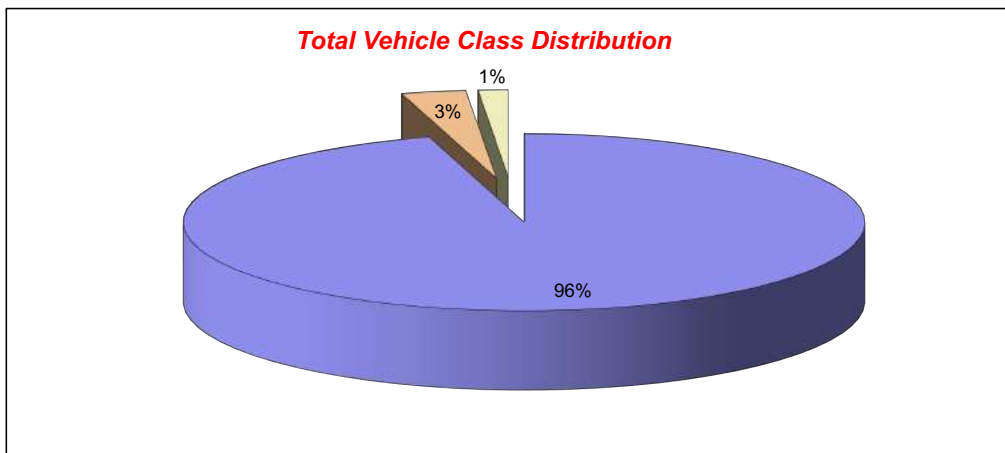
Bicester ATC 1, A4421 (Week 1)

Channel 1 - Southbound

Vehicle Class

Week 1

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



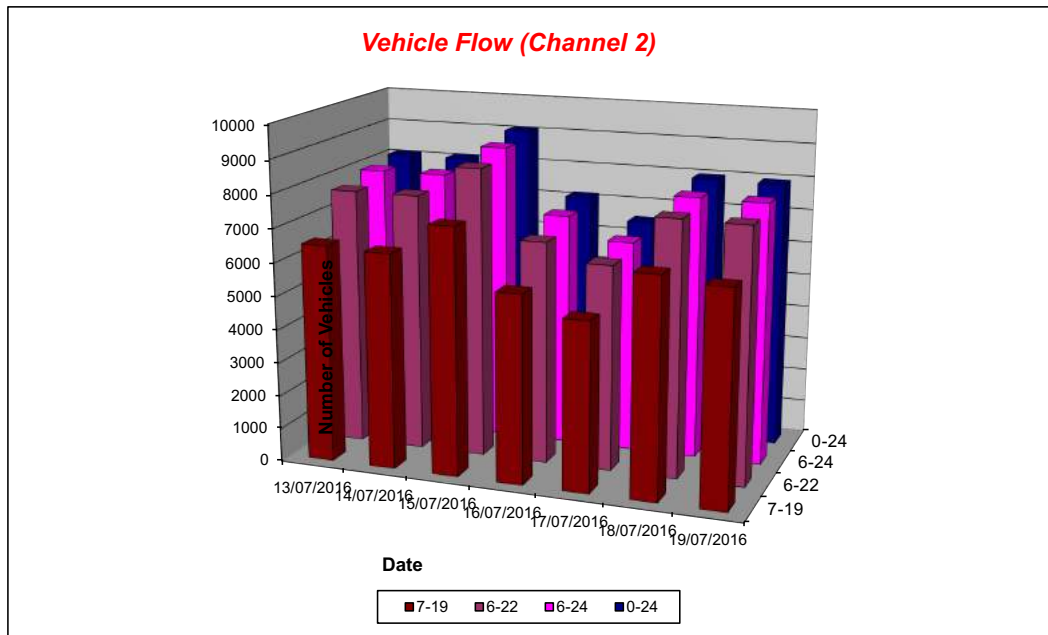
Bicester ATC 1, A4421 (Week 1)

Channel 2 - Northbound

Vehicle Flow

Week 1

Hr Ending	13/07/2016 Wednesday	14/07/2016 Thursday	15/07/2016 Friday	16/07/2016 Saturday	17/07/2016 Sunday	18/07/2016 Monday	19/07/2016 Tuesday	5 Day Ave	7 Day Ave
1	33	33	37	54	87	21	30	31	42
2	11	19	19	29	42	18	10	15	21
3	11	9	18	20	14	18	8	13	14
4	8	8	12	14	13	16	13	11	12
5	21	15	19	14	13	22	19	19	18
6	65	67	71	38	21	72	71	69	58
7	234	233	228	180	62	245	246	237	204
8	510	517	479	232	122	579	536	524	425
9	476	508	439	312	255	480	474	475	421
10	378	322	407	405	263	435	327	374	362
11	389	353	338	495	457	380	357	363	396
12	391	383	450	615	426	387	375	397	432
13	405	418	522	555	555	439	392	435	469
14	397	455	573	539	470	413	408	449	465
15	492	497	645	535	468	476	507	523	517
16	589	605	841	491	509	571	616	644	603
17	808	747	904	519	555	746	802	801	726
18	911	900	969	493	498	913	892	917	797
19	739	708	781	403	446	667	630	705	625
20	448	489	506	320	470	433	441	463	444
21	278	338	315	287	366	240	311	296	305
22	244	219	227	242	194	198	257	229	226
23	173	172	175	203	134	133	157	162	164
24	91	93	99	153	85	78	71	86	96
7-19	6485	6413	7348	5594	5024	6486	6316	6610	6238
6-22	7689	7692	8624	6623	6116	7602	7571	7836	7417
6-24	7953	7957	8898	6979	6335	7813	7799	8084	7676
0-24	8102	8108	9074	7148	6525	7980	7950	8243	7841



Bicester ATC 1, A4421 (Week 1)

Channel 2 - Northbound

Average Speed

Week 1

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

7 Day Ave 45.3

Channel 2 - Northbound

85th Percentile

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

7 Day Ave 53.3

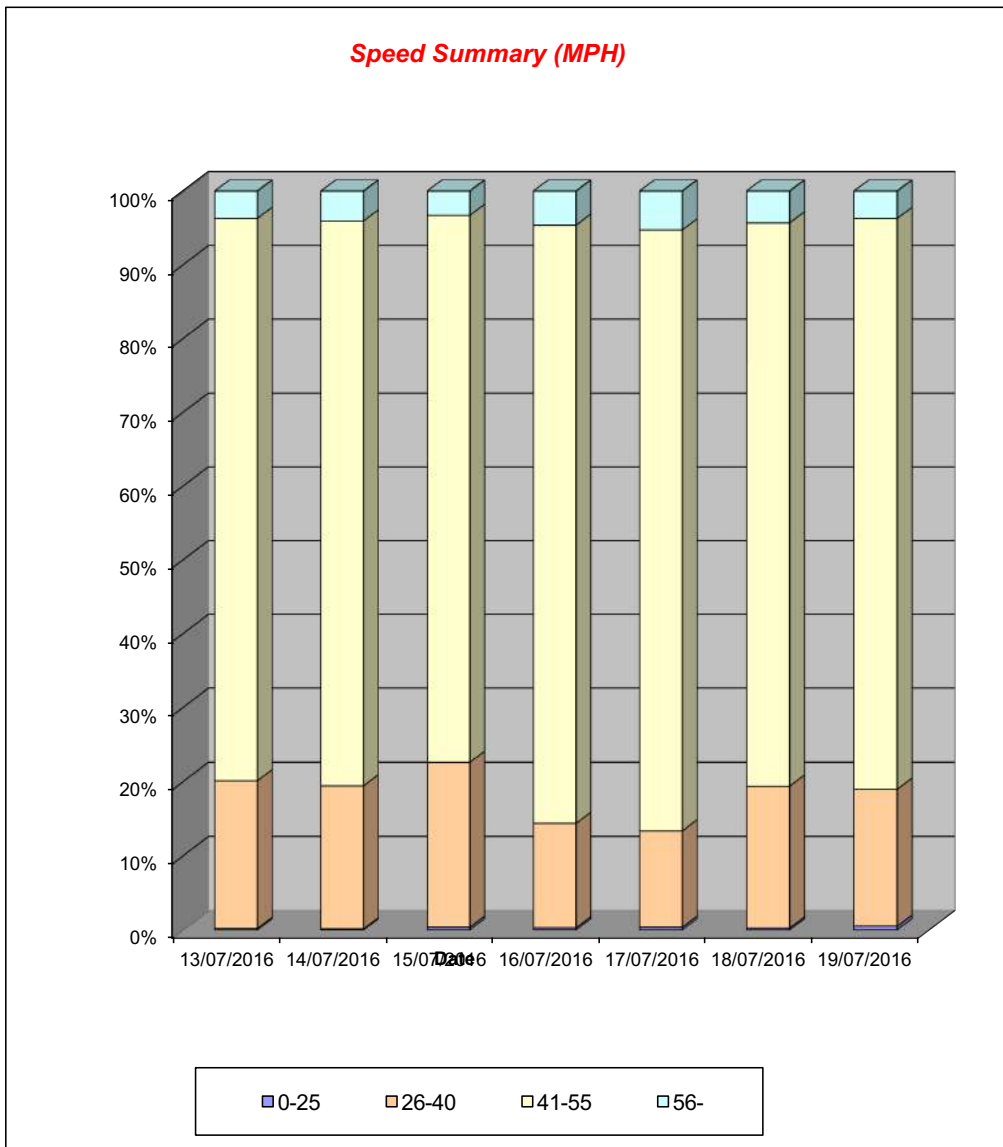
Bicester ATC 1, A4421 (Week 1)

Channel 2 - Northbound

Speed Summary

Week 1

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



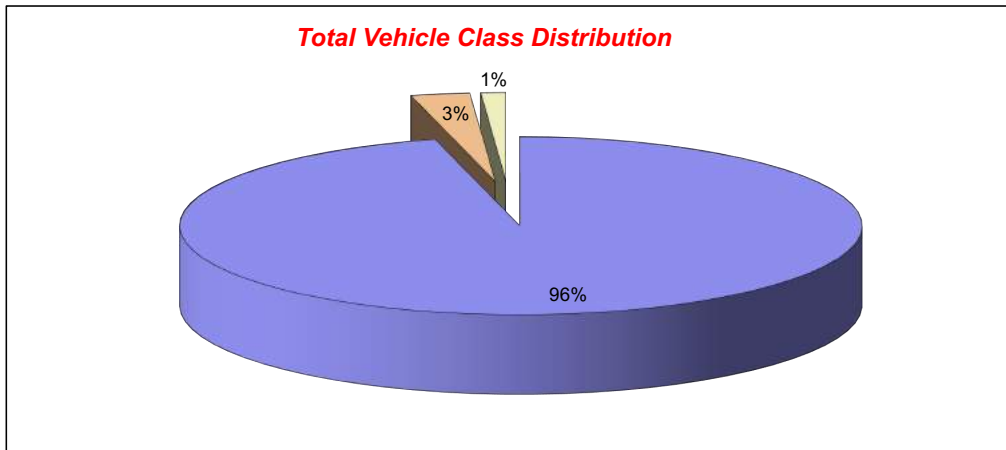
Bicester ATC 1, A4421 (Week 1)

Channel 2 - Northbound

Vehicle Class

Week 1

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



Buckingham Road, Bicester
Classified Junction Count

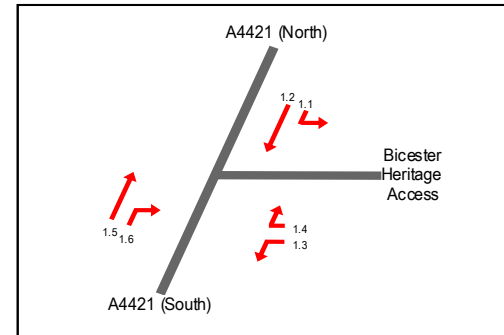
Site Plan

	Movement Number
	Number of Vehicles
	PCU Value

Network Peak Hour

07:45 - 08:45

1.2	1.1
6776	60
7009	63



1.4	28	29
1.3	159	162

Peak Hour

07:00 - 08:00

1.5	1.6
6799	146
7018	152

Network Peak Hour Generator
click on yellow cell to change Peak Hour parameters

Session: Weekday 12H Session

Vehicle Class: ALL

Start Time: 07:00

End Time: 07:00

Note: The site diagram is for reference purposes only and is not an exact representation of the site surveyed

Buckingham Road, Bicester
Classified Junction Count

Site 1 of 2
A4421 (North)
Bicester Heritage Access
A4421 (South)

Lat/Long
lat 51.915091° lon -1.143431°

Date
Tuesday 10 July 2018

Weather
Sunny Intervals
Temp: 20°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.1: Left from A4421 (North) to Bicester Heritage Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	0	0	1	0	1	0	2	3.30
Hourly Total	0	0	5	0	2	0	1	0	8	9.30
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.25	0.00	2.00	2.33
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	1	0	0	0	1	0	2	3.30
1030 - 1045	0	0	2	0	0	0	0	0	2	2.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	1	0	5	6.30
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.25	0.00	1.25	1.58
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	1	0	0	0	1	1.00
1230 - 1245	0	0	0	0	4	0	0	0	4	4.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	5	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.00	0.00	1.25	0.00	0.00	0.00	1.25	1.25
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	0	0	0	1	0	0	1	1.50
1330 - 1345	0	0	2	0	1	0	0	0	3	3.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	1	1	0	0	5	5.50
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.25	0.00	0.00	1.25	1.38
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1500 - 1515	0	0	1	0	1	0	0	0	2	2.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	0	0	1	0	0	0	1	1.00
1545 - 1600	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	5	0	3	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.25	0.00	0.75	0.00	0.00	0.00	2.00	2.00
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	43	0	14	1	2	0	60	63.10
Session Average	0.00	0.00	0.90	0.00	0.29	0.02	0.04	0.00	1.25	1.31

Buckingham Road, Bicester
Classified Junction Count

Site 1 of 2
A4421 (North)
Bicester Heritage Access
A4421 (South)

Lat/Long
lat 51.915091° lon -1.143431°

Date
Tuesday 10 July 2018

Weather
Sunny Intervals
Temp: 20°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 12: Southbound from A4421 (North) to A4421 (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	192	3	37	3	9	1	247	260.00
0715 - 0730	0	1	213	0	45	1	4	1	265	271.10
0730 - 0745	3	1	206	1	48	3	5	1	268	274.00
0745 - 0800	1	2	223	1	34	5	3	1	270	275.40
Hourly Total	4	6	834	5	164	12	21	4	1050	1080.50
Hourly Average	1.00	1.50	208.50	1.25	41.00	3.00	5.25	1.00	262.50	270.13
0800 - 0815	1	0	172	1	18	6	3	2	203	211.10
0815 - 0830	1	2	248	2	25	6	2	0	286	289.60
0830 - 0845	0	2	214	1	28	1	3	1	250	254.20
0845 - 0900	0	1	138	0	26	6	2	1	174	180.00
Hourly Total	2	5	772	4	97	19	10	4	913	934.90
Hourly Average	0.50	1.25	193.00	1.00	24.25	4.75	2.50	1.00	228.25	233.73
0900 - 0915	0	0	133	1	22	2	7	2	167	179.10
0915 - 0930	0	1	102	0	16	1	4	1	125	131.10
0930 - 0945	0	0	121	0	26	5	0	1	153	156.50
0945 - 1000	1	1	126	0	21	5	2	0	156	159.70
Hourly Total	1	2	482	1	85	13	13	4	601	626.40
Hourly Average	0.25	0.50	120.50	0.25	21.25	3.25	3.25	1.00	150.25	156.60
1000 - 1015	0	0	120	0	25	1	5	1	152	160.00
1015 - 1030	0	0	105	1	17	4	2	1	130	135.60
1030 - 1045	0	1	98	0	14	4	3	0	120	125.30
1045 - 1100	0	0	87	1	12	3	3	1	107	113.40
Hourly Total	0	1	410	2	66	12	13	3	509	534.30
Hourly Average	0.00	0.25	102.50	0.50	17.00	3.00	3.25	0.75	127.25	133.58
1100 - 1115	0	0	95	0	16	4	3	3	121	129.90
1115 - 1130	1	1	86	0	20	7	1	0	116	119.40
1130 - 1145	0	1	87	0	16	2	4	1	111	117.60
1145 - 1200	0	1	108	2	11	3	5	0	130	137.40
Hourly Total	1	3	376	2	63	16	13	4	478	504.30
Hourly Average	0.25	0.75	94.00	0.50	15.75	4.00	3.25	1.00	119.50	126.08
1200 - 1215	0	0	89	1	15	3	3	1	112	118.40
1215 - 1230	0	0	75	0	12	2	5	0	94	101.50
1230 - 1245	0	0	115	1	13	4	2	1	136	141.60
1245 - 1300	0	2	93	1	16	4	4	1	121	128.00
Hourly Total	0	2	372	3	56	13	14	3	463	489.50
Hourly Average	0.00	0.50	93.00	0.75	14.00	3.25	3.50	0.75	115.75	122.38
1300 - 1315	0	0	86	0	17	0	2	1	106	109.60
1315 - 1330	0	1	91	0	16	3	4	0	115	121.10
1330 - 1345	0	1	84	0	13	7	2	1	108	114.50
1345 - 1400	0	3	74	0	15	5	3	1	101	106.60
Hourly Total	0	5	335	0	61	15	11	3	430	451.80
Hourly Average	0.00	1.25	83.75	0.00	15.25	3.75	2.75	0.75	107.50	112.95
1400 - 1415	0	0	77	0	15	2	2	1	97	101.60
1415 - 1430	0	0	87	0	13	4	3	0	107	112.90
1430 - 1445	0	0	94	0	14	1	1	1	111	113.80
1445 - 1500	0	0	72	0	13	2	1	1	89	92.30
Hourly Total	0	0	330	0	55	9	7	3	404	420.60
Hourly Average	0.00	0.00	82.50	0.00	13.75	2.25	1.75	0.75	101.00	105.15
1500 - 1515	0	2	82	0	13	5	2	1	105	109.90
1515 - 1530	0	1	82	0	13	1	3	1	101	105.80
1530 - 1545	0	0	80	0	12	0	1	1	94	96.30
1545 - 1600	0	0	84	0	15	1	1	2	103	106.80
Hourly Total	0	3	328	0	53	7	7	5	403	418.80
Hourly Average	0.00	0.75	82.00	0.00	13.25	1.75	1.75	1.25	100.75	104.70
1600 - 1615	0	2	102	0	23	1	0	4	132	135.30
1615 - 1630	0	1	94	1	9	2	2	1	110	114.00
1630 - 1645	1	1	111	2	15	1	0	1	132	132.10
1645 - 1700	0	0	101	1	14	2	0	0	118	119.00
Hourly Total	1	4	408	4	61	6	2	6	492	500.40
Hourly Average	0.25	1.00	102.00	1.00	15.25	1.50	0.50	1.50	123.00	125.10
1700 - 1715	0	2	122	1	19	1	4	1	150	155.50
1715 - 1730	0	1	133	0	8	3	0	1	146	147.90
1730 - 1745	1	4	128	0	10	1	0	0	144	141.30
1745 - 1800	0	1	109	0	7	0	0	1	118	118.40
Hourly Total	1	8	492	1	44	5	4	3	558	563.10
Hourly Average	0.25	2.00	123.00	0.25	11.00	1.25	1.00	0.75	139.50	140.78
1800 - 1815	0	1	117	0	15	2	0	0	135	135.40
1815 - 1830	0	0	105	0	6	0	4	0	115	120.20
1830 - 1845	1	1	103	0	10	2	1	1	119	120.90
1845 - 1900	0	1	96	0	6	1	1	1	106	108.20
Hourly Total	1	3	421	0	37	5	6	2	475	484.70
Hourly Average	0.25	0.75	105.25	0.00	9.25	1.25	1.50	0.50	118.75	121.18
Session Total	11	42	5560	22	844	132	121	44	6776	7009.30
Session Average	0.23	0.88	115.83	0.46	17.58	2.75	2.52	0.92	141.17	146.03

Buckingham Road, Bicester
Classified Junction Count

Site 1 of 2
A4421 (North)
Bicester Heritage Access
A4421 (South)

Lat/Long
lat 51.915091° lon -1.143431°

Date
Tuesday 10 July 2018

Weather
Sunny Intervals
Temp: 20°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.3: Left from Bicester Heritage Access to A4421 (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	2	0	0	3	0	0	5	6.50
1030 - 1045	0	0	2	0	0	0	0	0	2	2.00
1045 - 1100	0	0	2	0	0	0	1	0	3	4.30
Hourly Total	0	0	7	0	0	3	1	0	11	13.80
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.75	0.25	0.00	2.75	3.45
1100 - 1115	0	0	5	0	1	1	1	0	8	9.80
1115 - 1130	0	0	2	0	0	0	0	0	2	2.00
1130 - 1145	0	0	1	0	2	0	0	0	3	3.00
1145 - 1200	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	11	0	3	1	1	0	16	17.80
Hourly Average	0.00	0.00	2.75	0.00	0.75	0.25	0.25	0.00	4.00	4.45
1200 - 1215	0	0	3	0	1	0	0	0	4	4.00
1215 - 1230	0	0	2	0	2	0	0	0	4	4.00
1230 - 1245	0	0	3	0	4	0	0	0	7	7.00
1245 - 1300	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	9	0	9	0	0	0	18	18.00
Hourly Average	0.00	0.00	2.25	0.00	2.25	0.00	0.00	0.00	4.50	4.50
1300 - 1315	0	0	2	0	1	0	0	0	3	3.00
1315 - 1330	0	0	3	0	0	0	0	0	3	3.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	13	0	2	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.25	0.00	0.50	0.00	0.00	0.00	3.75	3.75
1400 - 1415	0	0	1	0	1	1	0	0	3	3.50
1415 - 1430	0	0	2	0	2	0	0	0	4	4.00
1430 - 1445	0	0	0	0	2	0	0	0	2	2.00
1445 - 1500	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	5	0	7	1	0	0	13	13.50
Hourly Average	0.00	0.00	1.25	0.00	1.75	0.25	0.00	0.00	3.25	3.38
1500 - 1515	0	0	3	0	2	0	0	0	5	5.00
1515 - 1530	0	0	4	0	1	0	0	0	5	5.00
1530 - 1545	0	0	2	0	1	0	0	0	3	3.00
1545 - 1600	1	0	3	0	1	0	0	0	5	4.20
Hourly Total	1	0	12	0	5	0	0	0	18	17.20
Hourly Average	0.25	0.00	3.00	0.00	1.25	0.00	0.00	0.00	4.50	4.30
1600 - 1615	0	0	4	0	1	0	0	0	5	5.00
1615 - 1630	1	0	2	0	0	0	0	0	3	2.20
1630 - 1645	0	0	7	0	0	0	0	0	7	7.00
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	1	0	17	0	1	0	0	0	19	18.20
Hourly Average	0.25	0.00	4.25	0.00	0.25	0.00	0.00	0.00	4.75	4.55
1700 - 1715	0	0	12	0	2	0	0	0	14	14.00
1715 - 1730	0	1	3	0	0	0	0	0	4	3.40
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	1	23	0	2	0	0	0	26	25.40
Hourly Average	0.00	0.25	5.75	0.00	0.50	0.00	0.00	0.00	6.50	6.35
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	0	0	1	0	0	0	1	1.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	8	0	3	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.00	0.00	0.75	0.00	0.00	0.00	2.75	2.75
Session Total	2	1	116	0	33	5	2	0	159	161.90
Session Average	0.04	0.02	2.42	0.00	0.69	0.10	0.04	0.00	3.31	3.37

Buckingham Road, Bicester
Classified Junction Count

Site 1 of 2
A4421 (North)
Bicester Heritage Access
A4421 (South)

Lat/Long
lat 51.915091° lon -1.143431°

Date
Tuesday 10 July 2018

Weather
Sunny Intervals
Temp: 20°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.4: Right from Bicester Heritage Access to A4421 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	1	0	1	0	0	0	2	2.00
1130 - 1145	0	0	1	0	0	0	1	0	2	3.30
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	1	0	4	5.30
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.25	0.00	1.00	1.33
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	2	0	0	0	2	2.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	2	0	1	0	0	0	3	3.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	7	0	2	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.75	0.00	0.50	0.00	0.00	0.00	2.25	2.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	21	0	6	0	1	0	28	29.30
Session Average	0.00	0.00	0.44	0.00	0.13	0.00	0.02	0.00	0.58	0.61

Buckingham Road, Bicester
Classified Junction Count

Site 1 of 2
A4421 (North)
Bicester Heritage Access
A4421 (South)

Lat/Long
lat 51.915091° lon -1.143431°

Date
Tuesday 10 July 2018

Weather
Sunny Intervals
Temp: 20°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.5: Northbound from A4421 (South) to A4421 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	94	0	8	2	4	2	110	118.20
0715 - 0730	0	1	106	0	17	1	2	2	129	133.50
0730 - 0745	0	1	105	1	21	6	0	1	135	138.40
0745 - 0800	0	3	117	0	21	2	1	3	147	150.50
Hourly Total	0	5	422	1	67	11	7	8	521	540.60
Hourly Average	0.00	1.25	105.50	0.25	16.75	2.75	1.75	2.00	130.25	135.15
0800 - 0815	0	1	96	0	18	1	1	1	118	120.20
0815 - 0830	0	0	101	0	21	0	0	0	122	122.00
0830 - 0845	0	0	113	2	11	4	7	1	138	150.10
0845 - 0900	0	1	110	1	12	5	4	0	133	140.10
Hourly Total	0	2	420	3	62	10	12	2	511	532.40
Hourly Average	0.00	0.50	105.00	0.75	15.50	2.50	3.00	0.50	127.75	133.10
0900 - 0915	0	1	88	1	8	3	5	2	108	117.40
0915 - 0930	0	0	93	0	14	0	5	0	112	118.50
0930 - 0945	0	0	74	1	11	4	2	1	93	98.60
0945 - 1000	0	1	82	2	20	5	1	0	111	114.20
Hourly Total	0	2	337	4	53	12	13	3	424	448.70
Hourly Average	0.00	0.50	84.25	1.00	13.25	3.00	3.25	0.75	106.00	112.18
1000 - 1015	0	0	70	2	14	1	2	1	90	94.10
1015 - 1030	0	2	61	0	21	4	5	0	93	100.30
1030 - 1045	0	1	84	1	14	3	7	1	111	122.00
1045 - 1100	1	0	76	0	20	3	1	0	101	103.00
Hourly Total	1	3	291	3	69	11	15	2	395	419.40
Hourly Average	0.25	0.75	72.75	0.75	17.25	2.75	3.75	0.50	98.75	104.85
1100 - 1115	0	2	79	0	17	3	1	1	103	105.60
1115 - 1130	0	1	75	0	5	3	5	0	89	96.40
1130 - 1145	0	1	96	1	12	4	3	1	118	124.30
1145 - 1200	0	1	70	0	25	1	4	0	101	106.10
Hourly Total	0	5	320	1	59	11	13	2	411	432.40
Hourly Average	0.00	1.25	80.00	0.25	14.75	2.75	3.25	0.50	102.75	108.10
1200 - 1215	0	0	99	0	12	2	3	1	117	122.90
1215 - 1230	0	2	94	2	16	3	0	1	118	119.30
1230 - 1245	0	0	71	1	16	1	1	0	90	91.80
1245 - 1300	0	0	82	1	18	5	2	1	109	115.10
Hourly Total	0	2	346	4	62	11	6	3	434	449.10
Hourly Average	0.00	0.50	86.50	1.00	15.50	2.75	1.50	0.75	108.50	112.28
1300 - 1315	0	1	91	2	10	3	3	1	111	116.80
1315 - 1330	0	1	103	0	19	4	2	1	130	135.00
1330 - 1345	0	0	84	0	13	3	2	1	103	108.10
1345 - 1400	1	0	95	1	17	2	2	1	119	122.80
Hourly Total	1	2	373	3	59	12	9	4	463	482.70
Hourly Average	0.25	0.50	93.25	0.75	14.75	3.00	2.25	1.00	115.75	120.68
1400 - 1415	0	2	110	2	17	4	5	2	142	151.30
1415 - 1430	0	1	100	0	16	6	2	0	125	130.00
1430 - 1445	1	1	102	0	20	6	2	0	132	136.20
1445 - 1500	0	1	115	0	22	2	4	2	146	153.60
Hourly Total	1	5	427	2	75	18	13	4	545	571.10
Hourly Average	0.25	1.25	106.75	0.50	18.75	4.50	3.25	1.00	136.25	142.78
1500 - 1515	0	2	122	0	17	2	3	1	147	151.70
1515 - 1530	1	1	124	0	26	3	1	0	156	157.40
1530 - 1545	1	0	151	2	27	2	6	2	191	201.00
1545 - 1600	0	0	136	2	33	0	5	0	176	182.50
Hourly Total	2	3	533	4	103	7	15	3	670	692.60
Hourly Average	0.50	0.75	133.25	1.00	25.75	1.75	3.75	0.75	167.50	173.15
1600 - 1615	0	1	151	1	39	1	2	0	195	197.50
1615 - 1630	0	2	159	1	25	2	3	1	193	197.70
1630 - 1645	0	1	168	0	39	3	3	0	214	218.80
1645 - 1700	0	2	189	3	34	2	0	1	231	231.80
Hourly Total	0	6	667	5	137	8	8	2	833	845.80
Hourly Average	0.00	1.50	166.75	1.25	34.25	2.00	2.00	0.50	208.25	211.45
1700 - 1715	0	1	190	1	27	3	2	0	224	227.50
1715 - 1730	0	2	204	1	26	3	3	0	239	243.20
1730 - 1745	1	0	204	0	20	1	0	1	227	227.70
1745 - 1800	0	1	157	0	10	3	1	0	172	174.20
Hourly Total	1	4	755	2	83	10	6	1	862	872.60
Hourly Average	0.25	1.00	188.75	0.50	20.75	2.50	1.50	0.25	215.50	218.15
1800 - 1815	1	2	172	1	21	3	0	0	200	199.50
1815 - 1830	1	0	161	0	11	0	2	1	176	178.80
1830 - 1845	5	1	157	1	14	0	1	0	179	175.70
1845 - 1900	1	0	160	3	9	0	1	1	175	176.50
Hourly Total	8	3	650	5	55	3	4	2	730	730.50
Hourly Average	2.00	0.75	162.50	1.25	13.75	0.75	1.00	0.50	182.50	182.63
Session Total	14	42	5541	37	884	124	121	36	6799	7017.90
Session Average	0.29	0.88	115.44	0.77	18.42	2.58	2.52	0.75	141.65	146.21

Buckingham Road, Bicester
Classified Junction Count

Site 1 of 2
A4421 (North)
Bicester Heritage Access
A4421 (South)

Lat/Long
lat 51.915091° lon -1.143431°

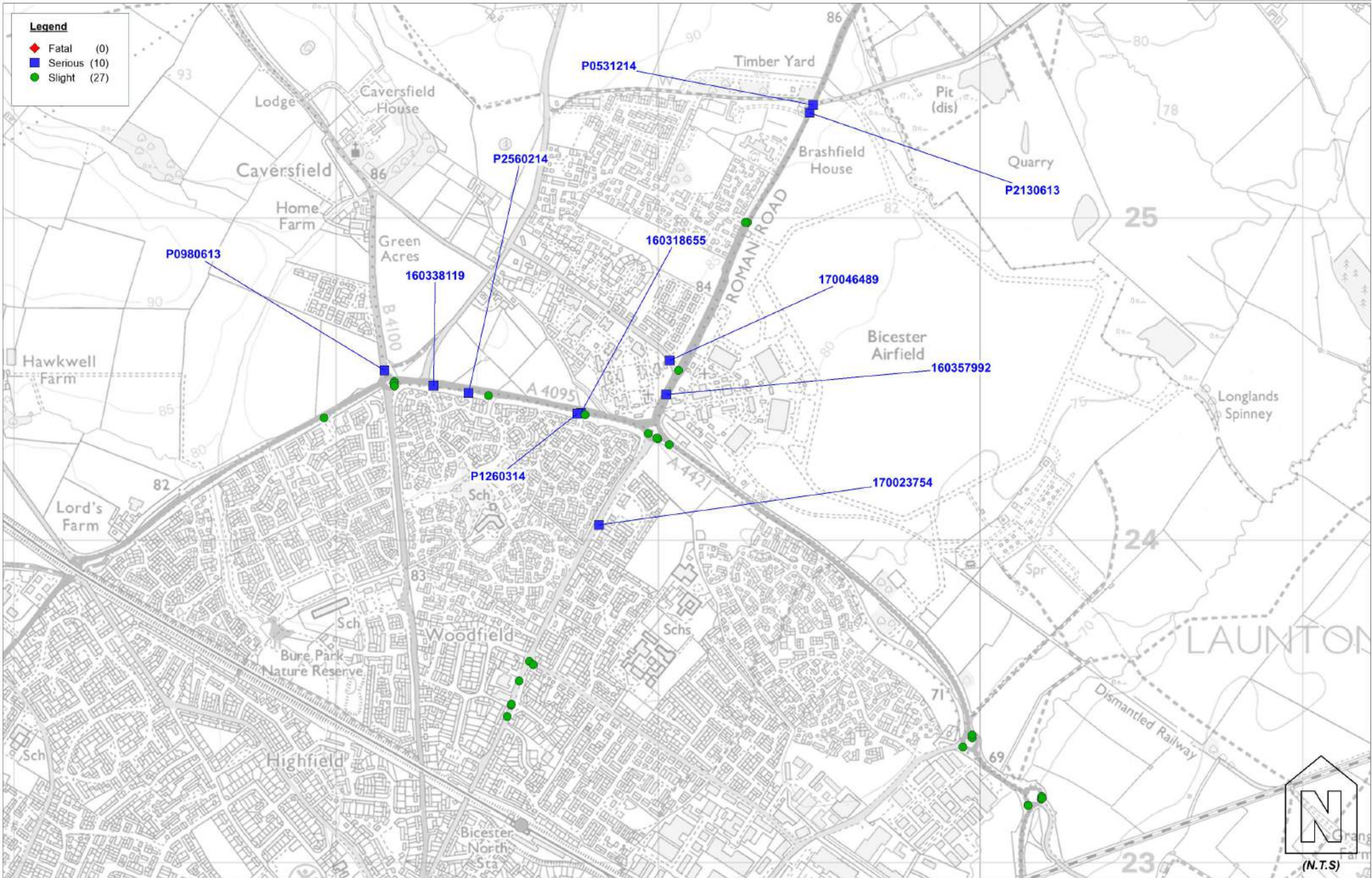
Date
Tuesday 10 July 2018

Weather
Sunny Intervals
Temp: 20°C

0700 - 1900 (Weekday 12H Session)

TIME	Movement 1.6: Right from A4421 (South) to Bicester Heritage Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	0	0	1	0	2	0	0	0	3	3.00
0730 - 0745	0	0	4	0	3	0	0	0	7	7.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	9	0	6	0	0	0	15	15.00
Hourly Average	0.00	0.00	2.25	0.00	1.50	0.00	0.00	0.00	3.75	3.75
0800 - 0815	0	0	4	0	0	0	0	0	4	4.00
0815 - 0830	0	0	8	0	1	0	0	0	9	9.00
0830 - 0845	0	0	8	0	0	0	0	0	8	8.00
0845 - 0900	0	1	6	0	2	0	0	0	9	8.40
Hourly Total	0	1	26	0	3	0	0	0	30	29.40
Hourly Average	0.00	0.25	6.50	0.00	0.75	0.00	0.00	0.00	7.50	7.35
0900 - 0915	0	0	4	0	0	0	1	0	5	6.30
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	3	0	0	1	0	0	4	4.50
0945 - 1000	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	14	0	0	1	1	0	16	17.80
Hourly Average	0.00	0.00	3.50	0.00	0.00	0.25	0.25	0.00	4.00	4.45
1000 - 1015	0	0	0	0	1	1	0	0	2	2.50
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	2	0	0	1	0	0	3	3.50
1045 - 1100	0	0	0	0	1	1	1	0	3	3.80
Hourly Total	0	0	3	0	1	3	1	0	8	10.80
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.75	0.25	0.00	2.00	2.70
1100 - 1115	0	0	3	0	1	0	0	0	4	4.00
1115 - 1130	0	0	0	0	2	0	0	0	2	2.00
1130 - 1145	0	0	1	0	2	0	0	0	3	3.00
1145 - 1200	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	6	0	6	0	0	0	12	12.00
Hourly Average	0.00	0.00	1.50	0.00	1.50	0.00	0.00	0.00	3.00	3.00
1200 - 1215	0	0	1	0	2	0	0	0	3	3.00
1215 - 1230	0	0	4	0	3	0	0	0	7	7.00
1230 - 1245	0	0	1	0	1	0	0	0	2	2.00
1245 - 1300	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	6	0	0	0	14	14.00
Hourly Average	0.00	0.00	2.00	0.00	1.50	0.00	0.00	0.00	3.50	3.50
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	3	0	0	0	0	0	3	3.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	6	0	3	0	0	0	9	9.00
Hourly Total	0	0	12	0	3	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.00	0.00	0.75	0.00	0.00	0.00	3.75	3.75
1400 - 1415	0	0	2	0	3	0	0	0	5	5.00
1415 - 1430	0	0	2	0	1	0	0	0	3	3.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	3	0	2	1	0	0	6	6.50
Hourly Total	0	0	9	0	6	1	0	0	16	16.50
Hourly Average	0.00	0.00	2.25	0.00	1.50	0.25	0.00	0.00	4.00	4.13
1500 - 1515	0	0	1	0	1	0	0	0	2	2.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	2	0	1	0	0	0	3	3.00
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	0	2	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.75	0.00	0.50	0.00	0.00	0.00	2.25	2.25
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	1	0	1	2.30
Hourly Total	0	0	1	0	0	0	1	0	2	3.30
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.83
Session Total	0	1	103	0	34	5	3	0	146	151.80
Session Average	0.00	0.02	2.15	0.00	0.71	0.10	0.06	0.00	3.04	3.16

APPENDIX C – Accident Data (PIA)



Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Sunday 12/05/2013 Time 1645 Slight at LAUNTON ROAD RBT J/W A4421 BICESTER

E: 459946 N: 223358 Junction Detail: Roundabout Control: Give way or controlled
 Raining with high winds Road surface Wet/Damp Daylight
 Vehicle Reference 1 Car Moving from SE to S Turning left On main carriageway
 Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from S to NE Going ahead but held up On main carriageway

Thursday 06/06/2013 Time 1715 Serious at B4100 APPROX 25M N OF RBT J/W A4095 SOUTWOLD LANE CAVERSFIELD

E: 458149 N: 224528 Junction Detail: Not within 20m of j Control:
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Car Moving from S to S U-turn On main carriageway
 Vehicle Reference 2 Motorcycle over 500 Moving from S to N Overtaking moving vehicle O/S On main carriageway
 Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Wednesday 26/06/2013 Time 0128 Serious at A4421 APPROX 25M S OF STRATTON AUDLEY TURN CAVERSFIELD

E: 459470 N: 225328 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to Parked On main carriageway

Sunday 13/10/2013 Time 2151 Slight at A4421 SKIMMINGDISH LANE RBT J/W LAUNTON ROAD LAUNTON

E: 459974 N: 223387 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

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

Casualty Reference: 1 Age: 54 Female Driver/rider Severity: Slight Injured by vehicle: 1

Tuesday 10/12/2013 Time 1310 Slight at A4095 SOUTWOLD LANE RBVT J/W B4100 BANBURY ROAD CAVERSFIELD

E: 458180 N: 224494 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from W to E Going ahead other On main carriageway

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Friday 13/12/2013 Time 1845 Slight at A4421 SKIMMINGDISH LANE RBT J/W LAUNTON ROAD BICESTER

E: 459974 N: 223396 Junction Detail: Roundabout Control: Give way or controlled
 Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from N to S Starting On main carriageway
 Vehicle Reference 2 Pedal Cycle Moving from S to SE Turning right On main carriageway
 Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 29/01/2014 Time 1635 Slight at A4421 BUCKINGHAM ROAD J/W THOMPSON ROAD CAVERSFIELD

E: 459276 N: 224987 Junction Detail: T or staggered junct Control: Give way or controlled
 Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from N to S Turning right On main carriageway
 Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from S to NE Going ahead other On main carriageway
 Casualty Reference: 2 Age: 43 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Sunday 16/02/2014 Time 1842 Slight at BUCKINGHAM RD J/W BUCKINGHAM CRESCENT BICESTER

E: 458531 N: 223454 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Darkness: street lights present and lit

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

Vehicle Reference 2 Car Moving from S to E Changing lane to right On main carriageway

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 26/02/2014 Time 1719 Serious at A4095 SOUTHWOLD LANE APPROX 80M W OF J/W HEATHER ROAD BICESTER

E: 458411 N: 224458 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Motorcycle over 500 Moving from E to W Overtaking moving vehicle O/S On main carriageway

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Car Moving from E to W Stopping On main carriageway

Vehicle Reference 3 Car Moving from E to W Stopping On main carriageway

Vehicle Reference 4 Car Moving from E to W Stopping On main carriageway

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Thursday 06/03/2014 Time 1440 Serious at A4095 SOUTHWOLD LANE J/W HORNBEAM RD BICESTER

E: 458754 N: 224392 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to E Turning right On main carriageway

Vehicle Reference 2 Motorcycle over 500 Moving from E to W Going ahead other On main carriageway

Casualty Reference: 1 Age: 64 Male Driver/rider Severity: Serious Injured by vehicle: 2

Friday 05/12/2014 Time 1904 Serious at A4421 J/W BICESTER RD TO STRATTON AUDLEY CAVERSFIELD

E: 459481 N: 225352 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1 Car Moving from S to NE Waiting to turn right On main carriageway

Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Slight Injured by vehicle: 1

Casualty Reference: 2 Age: 54 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 3 Age: 22 Female Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Wednesday 04/03/2015 Time 1835 Slight at BUCKINGHAM ROAD J/W GARAGE FORECOURT APPROX 65M NE OF J/W CEDAR DRIVE BICESTER

E: 458543 N: 223489 Junction Detail: Using private drive c Control: Give way or controlled

Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Van or Goods 3.5 to Moving from N to W Turning right On main carriageway

Vehicle Reference 2 Pedal Cycle Moving from S to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 03/05/2015 Time 2001 Slight at A4421 CHARBRIDGE LANE AT RBT J/W LAUNTON ROAD BICESTER

E: 460189 N: 223197 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from N to S Turning right On main carriageway

Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight Injured by vehicle: 1

Wednesday 03/06/2015 Time 1751 Slight at A4421 SKIMMINGDISH LANE RBT J/W A4421 BUCKINGHAM ROAD LAUNTON

E: 458999 N: 224316 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from SE to N Changing lane to right On main carriageway

Vehicle Reference 2 Pedal Cycle Moving from SE to N Overtaking moving vehicle O/S On main carriageway

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Saturday 13/06/2015 Time 1725 Slight at A4421 CHARBRIDGE LANE AT RBT J/W LAUNTON ROAD BICESTER

E: 460191 N: 223205 Junction Detail: Roundabout Control: Give way or controlled
 Fine without high winds Road surface Wet/Damp Daylight
 Vehicle Reference 1 Car Moving from N to S Going ahead right bend On main carriageway
 Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 13/08/2015 Time 1235 Slight at A4095 LORDS LANE J/W GERMANDER WAY BICESTER

E: 457962 N: 224381 Junction Detail: T or staggered junct Control: Give way or controlled
 Fine without high winds Road surface Wet/Damp Daylight
 Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway
 Vehicle Reference 2 Van or Goods 3.5 to Moving from S to NE Turning right On main carriageway
 Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Wednesday 26/08/2015 Time 1815 Slight at A4421 CHARBRIDGE LANE AT RBT J/W LAUNTON ROAD BICESTER

E: 460192 N: 223199 Junction Detail: Roundabout Control: Give way or controlled
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Car Moving from N to SE Overtaking moving vehicle O/S On main carriageway
 Vehicle Reference 2 Car Moving from N to SE Going ahead other On main carriageway
 Casualty Reference: 1 Age: 52 Female Driver/rider Severity: Slight Injured by vehicle: 2
 Vehicle Reference 3 Car Moving from N to SE Going ahead other On main carriageway

Wednesday 07/10/2015 Time 0710 Slight at BUCKINGHAM ROAD AT MINI RBT J/W CHURCHILL ROAD BICESTER

E: 458600 N: 223624 Junction Detail: Mini roundabout Control: Give way or controlled
 Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from SE to N Going ahead other On main carriageway
 Vehicle Reference 2 Pedal Cycle Moving from NE to S Going ahead other On main carriageway
 Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Friday 23/10/2015 Time 1038 Slight at A4421 CHARBRIDGE LANE AT RBT J/W LAUNTON ROAD BICESTER

E: 460148 N: 223178 Junction Detail: Roundabout Control: Give way or controlled
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Car Moving from S to N Starting On main carriageway
 Vehicle Reference 2 Taxi/Private hire car Moving from S to N Going ahead but held up On main carriageway
 Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 06/11/2015 Time 0855 Slight at BUCKINGHAM ROAD AT MINI RBT J/W CHURCHILL ROAD BICESTER

E: 458611 N: 223614 Junction Detail: Mini roundabout Control: Give way or controlled
 Fine without high winds Road surface Wet/Damp Daylight
 Vehicle Reference 1 Car Moving from S to SE Turning right On main carriageway
 Vehicle Reference 2 Car Moving from SE to N Going ahead other On main carriageway
 Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 10/11/2015 Time 0355 Slight at A4421 BUCKINGHAM ROAD RBT J/W A4095 SOUTHWOLD LANE BICESTER

E: 458969 N: 224332 Junction Detail: Roundabout Control: Give way or controlled
 Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway
 Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Wednesday 25/11/2015 Time 1832 Slight at A4095 SOUTHWOLD LANE J/W HORNBEAM ROAD BICESTER

E: 458764 N: 224392 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from W to S Turning right On main carriageway

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from E to W Going ahead other On main carriageway

Sunday 27/12/2015 Time 1645 Slight at A4095 SOUTHWOLD LANE J/W HEATHER ROAD BICESTER

E: 458473 N: 224450 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from S to E Turning right On main carriageway

Vehicle Reference 2 Car Moving from E to W Going ahead other On main carriageway

Casualty Reference: 1 Age: 53 Female Passenger Severity: Slight Injured by vehicle: 2

Tuesday 01/03/2016 Time 1332 Slight at BUCKINGHAM ROAD J/W CO OP STORE / KFC ACCESS BICESTER

E: 458567 N: 223564 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to S Turning right On main carriageway

Casualty Reference: 1 Age: 9 Male Pedestrian Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Wednesday 09/03/2016 Time 0805 Slight at BUCKINGHAM ROAD J/W GARAGE FORECOURT APPROX 65M NE OF J/W CEDAR DRIVE BICESTER

E: 458544 N: 223491 Junction Detail: Using private drive c Control: Give way or controlled

Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from N to W Turning right 9

Casualty Reference: 1 Age: 32 Female Pedestrian Severity: Slight Injured by vehicle: 1

Thursday 12/05/2016 Time 0023 Slight at A4421 BUCKINGHAM ROAD J/W THOMPSON ROAD CAVERSFIELD

E: 459270 N: 224988 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from W to S Turning right On main carriageway

Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Van or Goods 3.5 to Moving from S to NE Going ahead other On main carriageway

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Sunday 02/10/2016 Time 1212 Slight at A4421 SKIMMINGDISH LANE APPROX 40M SE OF RBT J/W A4421 BUCKINGHAM ROAD LAUNTON

E: 459034 N: 224298 Junction Detail: Not within 20m of j Control:

Fine without high winds

Road surface

Dry

Daylight

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

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 2 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 3 Age: 49 Female Driver/rider Severity: Slight Injured by vehicle: 3

Tuesday 25/10/2016 Time 0519 Serious at A4095 SOUTHWOLD LANE J/W HORNBEAM ROAD BICESTER

E: 458757 N: 224394 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds

Road surface

Wet/Damp

Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from S to E Turning right On main carriageway

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

Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Saturday 29/10/2016 Time 1751 Slight at A4421 CHARBRIDGE LANE AT RBT J/W BICESTER ROAD (FROM LAUNTON) BICESTER

E: 460149 N: 223177 Junction Detail: Roundabout Control: Give way or controlled
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Motor Cycle over 50 Moving from S to N Stopping On main carriageway
 Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 1

Friday 04/11/2016 Time 0852 Slight at A4095 SOUTWOLD LANE RBT J/W B4100 BANBURY ROAD CAVERSFIELD

E: 458179 N: 224488 Junction Detail: Roundabout Control: Give way or controlled
 Raining without high winds Road surface Wet/Damp Daylight
 Vehicle Reference 1 Motorcycle 50cc and Moving from N to S Going ahead other On main carriageway
 Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 26/11/2016 Time 1637 Serious at A4095 SOUTHWOLD LANE AT TOUCAN CROSSING APPROX 120M E OF JRBT J/W B4100 CAVERSFIELD

E: 458301 N: 224481 Junction Detail: T or staggered junct Control: Give way or controlled
 Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from W to E Going ahead other On main carriageway
 Casualty Reference: 1 Age: 50 Male Pedestrian Severity: Serious Injured by vehicle: 1

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Wednesday 07/12/2016 Time 2246 Serious at BUCKINGHAM ROAD AT TRAFFIC CALMING BUILD OUT APPROX 120M SW OF J/W COOPERS GREEN BICESTER

E: 458816 N: 224048 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Motor Cycle over 1 Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Serious Injured by vehicle: 1

Saturday 10/12/2016 Time 1845 Serious at A44421 BUCKINGHAM ROAD AT BUS STOP APPROX 100M N OF RBT J/W A4095 SOUTHWOLD LANE BICESTER

E: 459024 N: 224453 Junction Detail: Not within 20m of j Control:

Raining without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 16 Female Pedestrian Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Bus or coach Moving from NE to S Going ahead but held up On main carriageway

Tuesday 14/02/2017 Time 2030 Serious at SKIMMINGDISH LANE J/W TURNPIKE ROAD CAVERSFIELD

E: 459035 N: 224559 Junction Detail: T or staggered junct Control: Give way or controlled

Fine without high winds Road surface Dry Darkness: no street lighting

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

Vehicle Reference 2 Pedal Cycle Moving from SE to NE Turning right On main carriageway

Casualty Reference: 1 Age: 15 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Tuesday 16/05/2017 Time 1117 Slight at A4421 SKIMMINGDISH LANE RBT J/W BUCKINGHAM ROAD LAUNTON

E: 458995 N: 224318 Junction Detail: Roundabout Control: Give way or controlled
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Car Moving from NE to S Stopping On main carriageway
 Casualty Reference: 1 Age: 72 Female Driver/rider Severity: Slight Injured by vehicle: 1
 Casualty Reference: 2 Age: 72 Male Passenger Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from NE to S Starting On main carriageway

Friday 07/07/2017 Time 1922 Slight at A4095 RBT J/W B4100 BANBURY ROAD BICESTER

E: 458180 N: 224479 Junction Detail: Roundabout Control: Give way or controlled
 Other Road surface Dry Daylight
 Vehicle Reference 1 Car Moving from E to W Going ahead other On main carriageway
 Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other On main carriageway
 Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2013 and 31/12/2017 (60) months

Selection: Notes:

Selected using Manual Selection

Wednesday 29/11/2017 Time 1807 Slight at A4421 J/W SKIMMINGDISH LANE CAVERSFIELD

E: 459062 N: 224528 Junction Detail: T or staggered junct Control: Give way or controlled

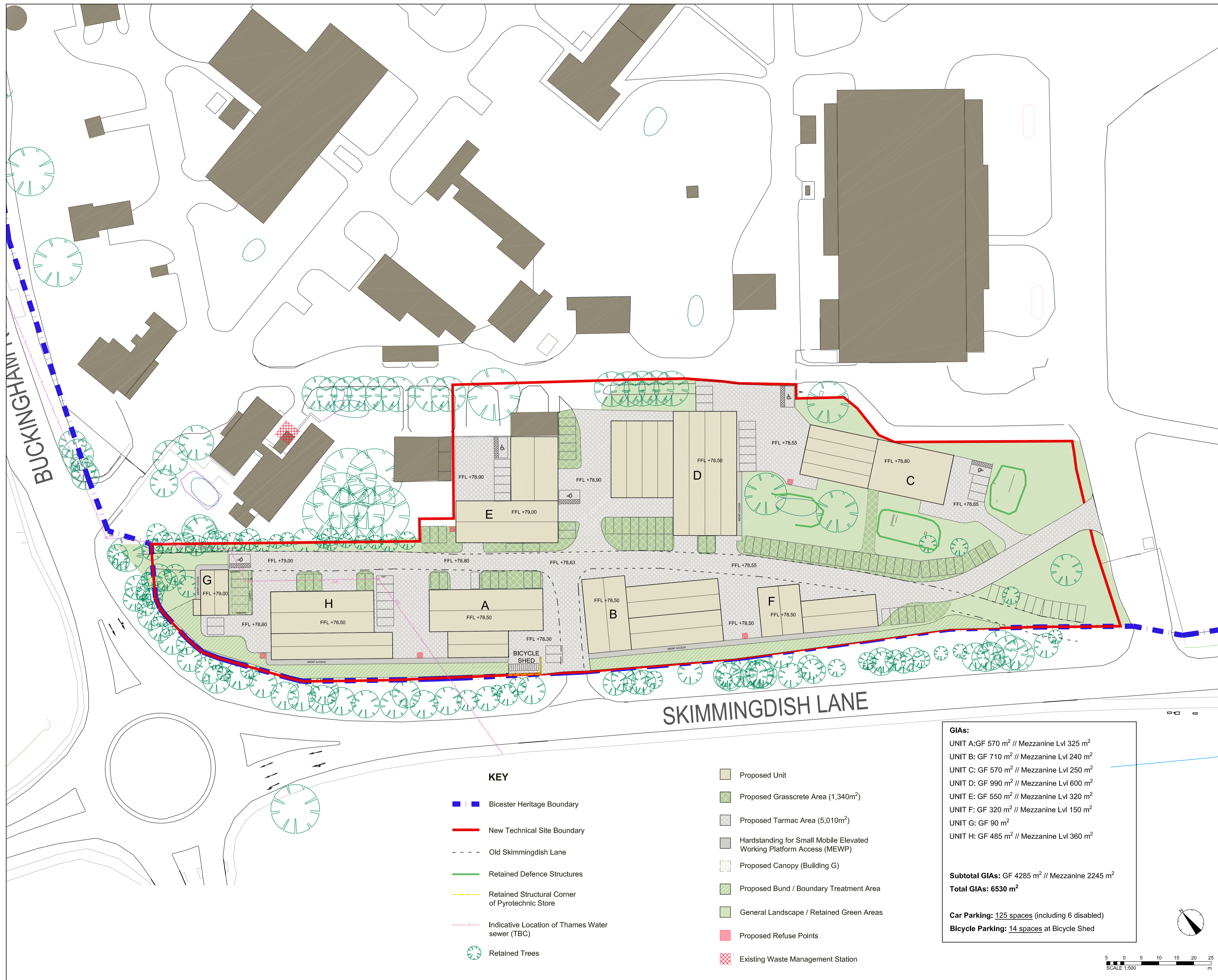
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from NE to S Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from NE to S Waiting to turn right On main carriageway

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 2

APPENDIX D – Masterplan Layout



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DRAWING NOTES:

CDM REGULATIONS 2015
 SIGNIFICANT OR NON-OBVIOUS RISKS AND RISKS WHICH ARE DIFFICULT TO MANAGE ARE IDENTIFIED ON THIS DRAWING USING THE FOLLOWING SYMBOL IDENTIFIED TO THE RIGHT WITH BRIEF ACCOMPANYING TEXT. FOR FURTHER DETAILS OF THE RISKS IDENTIFIED BY DESIGNERS, REFERENCE SHOULD BE MADE TO CDM HAZARD REGISTER.

- Information Used:**
- Tree Constraint Plan (TCP) Sheet 1 of 4: 13109 // Innovation Group
 - Tree Constraint Plan (TCP) Sheet 2 of 4: 13109 // Innovation Group
 - Topographical Survey: 160019-RDG-XX-ST-PL-B-0003 // Ridge LLP
 - Topographical Survey: 160019-RDG-XX-ST-PL-B-0004 // Ridge LLP
 - Topographical Survey: S616/0328/P/0001 // Warner Surveys
 - Topographical Survey: S616/0328/P/0002 // Warner Surveys
 - OS MAP
 - Asset Location Search Sewer Map - ALS/ALS Standard/2018_3816510 - SP5924SW pdf (page 12 of 23)
 - Site Boundary is traced from pdf Map Search 25.11.2016 received from Brookstreet des Roches on 25.11.2016

D	Waste Management/Refuse Points // Building G Canopy	17/07/2018	IM	IM
C	Thames Water Sewer Overlay / MEWP ACCESS	16/07/2018	IM	IM
B	Car Parking // Grasscrete & Tarmac Areas	11/07/2018	IM	IM
A	Site Layout Plan // Split of Building A to A & H	06/07/2018	IM	IM
REV	DESCRIPTION	DATE	BY	CHKD

ORIGINATOR:

RIDGE
 PROPERTY & CONSTRUCTION CONSULTANTS

THE COWYARDS
 BLENHEIM PARK
 OXFORD ROAD
 WOODSTOCK, OX20 1QR

TEL: 01993 815000
 WWW.RIDGE.CO.UK

CLIENT:
Bicester Heritage

IN ASSOCIATION WITH:

PROJECT:
New Technical Site

TITLE:
Proposed Site Plan

DRAWN BY: IM SCALE: 1:500 @ A1
 CHECKED BY: IM DATE: 26/06/2018
 STATUS:

PLANNING

DRAWING No: 5002855-RDG-XX-ST-PL-A-0003-D

PROJECT:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
5002855	RDG	XX	ST	PL	A	0003	D

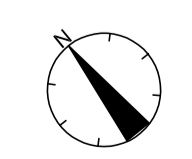
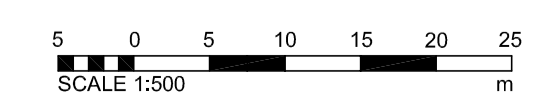
GIAs:

UNIT A: GF 570 m² // Mezzanine Lvl 325 m²
 UNIT B: GF 710 m² // Mezzanine Lvl 240 m²
 UNIT C: GF 570 m² // Mezzanine Lvl 250 m²
 UNIT D: GF 990 m² // Mezzanine Lvl 600 m²
 UNIT E: GF 550 m² // Mezzanine Lvl 320 m²
 UNIT F: GF 320 m² // Mezzanine Lvl 150 m²
 UNIT G: GF 90 m²
 UNIT H: GF 485 m² // Mezzanine Lvl 360 m²

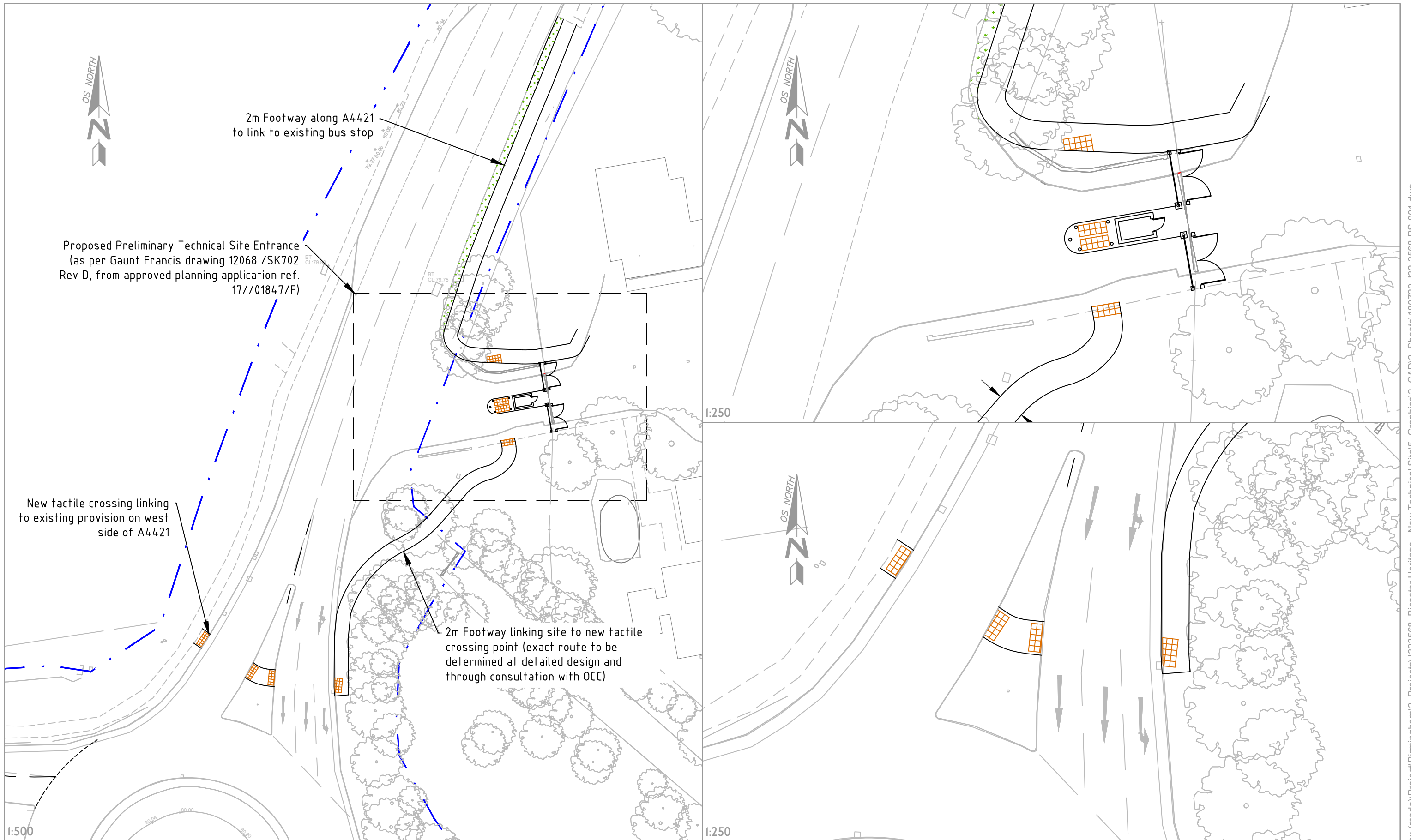
Subtotal GIAs: GF 4285 m² // Mezzanine 2245 m²
Total GIAs: 6530 m²

Car Parking: 125 spaces (including 6 disabled)
Bicycle Parking: 14 spaces at Bicycle Shed

- KEY**
- Bicester Heritage Boundary
 - New Technical Site Boundary
 - Old Skimmingdish Lane
 - Retained Defence Structures
 - Retained Structural Corner of Pyrotechnic Store
 - Indicative Location of Thames Water sewer (TBC)
 - Retained Trees
 - Proposed Unit
 - Proposed Grasscrete Area (1,340m²)
 - Proposed Tarmac Area (5,010m²)
 - Hardstanding for Small Mobile Elevated Working Platform Access (MEWP)
 - Proposed Canopy (Building G)
 - Proposed Bund / Boundary Treatment Area
 - General Landscape / Retained Green Areas
 - Proposed Refuse Points
 - Existing Waste Management Station



APPENDIX E – Access / Footway
Proposals



drawing title
Indicative Access Arrangement

Extent of Public Highway Boundary - - -

client
Bicester Heritage

job title
New Technical Site

mode transport planning
 Lombard House
 145 Great Charles Street
 Birmingham
 B3 3LP

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 w www.modetransport.co.uk

mode
 transport planning

scale **Varies@A3**

drawn **jwm**

checked **alf**

created **Jul '18**

rev	date	remarks
A	20-07-18	Issued
drawing no.		J32-3568-PS-001

APPENDIX F – Trip Rate Calculation

Current Tenancy Schedule - Inc Area (Acquired from BH)

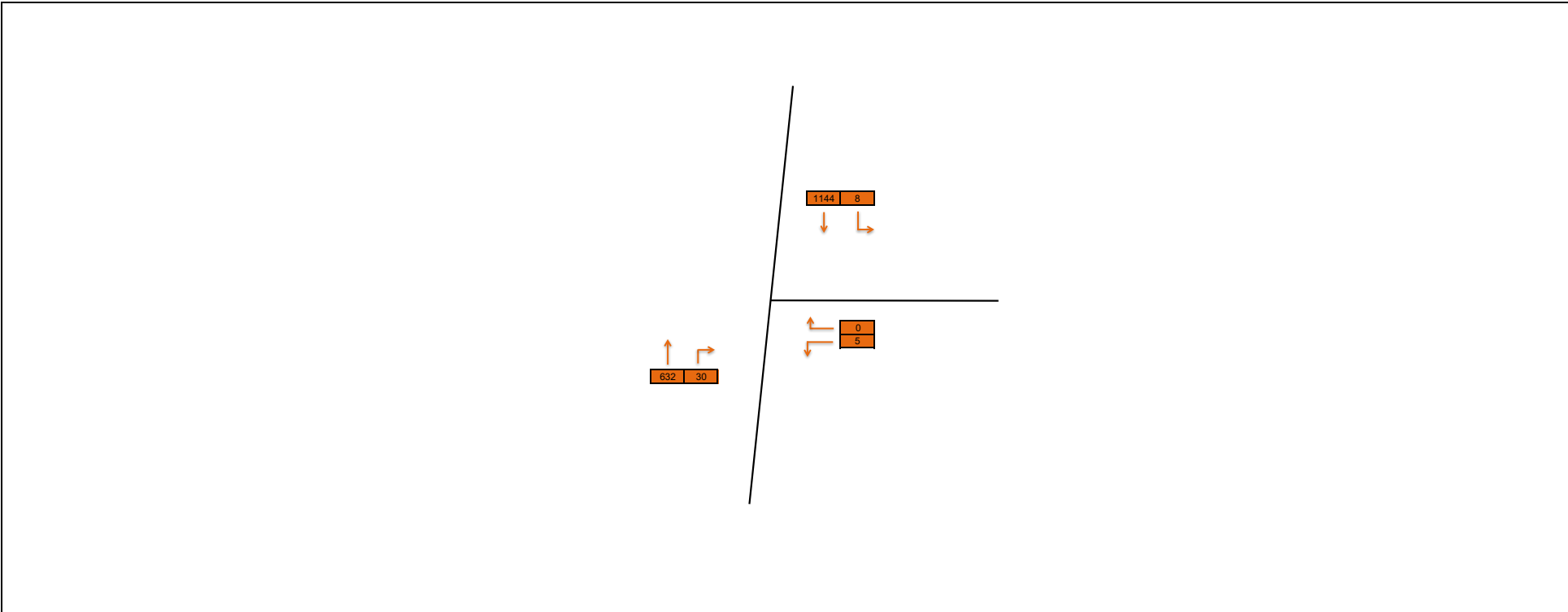
Unit	Tenant	FT2	SQM	Use Classification
79 -1	Brooklands Museum Trust Ltd	10,000	929	Storage
82	HERO	1735	161	Storage
87	Dick Lovett - Porsche Life Classic	1320	123	workshop and ancillary office
89-1	Retrotech	561	52	office
89-2	Brightwells	323	30	office
90 - A1	The MG Automobile Company	2340	217	workshop
90 - A2	Ryan Edwards Exhaust Fabrication Ltd	1425	132	workshop
90 A3	Heritage Skills Academy	1915	178	college and workshop
90-B	Heritage Engineering	2120	197	workshop
90 - C/D2	Classic Performance Engineering	7550	701	workshop
90 -D1	Blue Diamond Riley Services	1755	163	workshop
93	Pendine	2222	206	showroom
94 - 1	Harry Fraser Upholstery	400	37	workshop
94 - 2	Vintage Magnetos	400	37	workshop
94 - 3	Atalanta	400	37	showroom
96	Classic Oils	1495	139	Storage and ancillary offices
99 - 1	Kingsbury Racing	2785	259	workshop
99 - 2	The Vintage Car Radiator Co.	5762	535	workshop
102	Banbury and Bicester College	1724	160	college and workshop
105 - 2	Mission Motorsport	400	37	charity and workshop
108/113/79-2	Historit	136,500	12681	storage
111	SWB Motorsport	600	56	storage
Hangar 113 + 137 + 2 bays in Building 116	Bicester Gliding Club	13500	1254	Storage and ancillary offices
119	Mercedes-Benz GP / KWSP	9033	839	Storage and ancillary offices
123 - H	Historic Promotions	383	36	offices
123 - F	Autosport Media	1226	114	offices
129 - The MT Wash Bay	Auto Wax Works	990	92	workshop and ancillary coffee shop
129 - The Petrol Tanker Shed	Legends Automotive	801	74	showroom
129 - The Motor Bays	Robert Glover Ltd.	1200	111	showroom
130	Sports Purpose	1000	93	showroom
131	Sports Purpose	1526	142	showroom
131 - The MT Garage	Wiggly Monkey Brewery	1630	151	light industrial
133	Olliminium	684	64	workshop
135	The Motor Shed Ltd	1573	146	showroom / storage
137	Golden Age Cycles	660	61	storage
Storage Space				
79	Blue Diamond Riley Services	3000	279	additional storage
79	The Motor Shed	Parking	-	
86	Robert Glover Ltd	171	16	additional storage
97	VCRC	352	33	storage
97	Kingsbury Racing	360	33	additional storage
109	Finest Hour	60	6	storage
113	Historic Promotions	189	18	additional storage
118	Blue Diamond Riley Services	400	37	additional storage
Security Hut	Auto Wax Works	52	5	additional storage
122	Classic Oils	300	28	additional storage
202	Pendine	376	35	additional storage
Total GFA (sqm) - excluding areas highlighted orange			5,533	

Buckingham Road BH Access TRIP RATES				
Existing (from July 2018 Survey)				
	AM		PM	
	IN	OUT	IN	OUT
Existing Trips	38	5	4	35
Trip Rates	0.687	0.090	0.072	0.633
Proposed Trips				
	AM		PM	
	IN	OUT	IN	OUT
Proposed Trips	45	6	5	41

Total GFA 6530

= large storage areas/hangar excluded from trip rate calcs (providing a robust assessment)

APPENDIX G – Network Flow Diagrams (NFDs)



Notes:

0 Total Vehicles

Not to scale
Not all roads & routes are shown

Job Title:
Bicester Heritage New Technical Site

Job No:
J323568

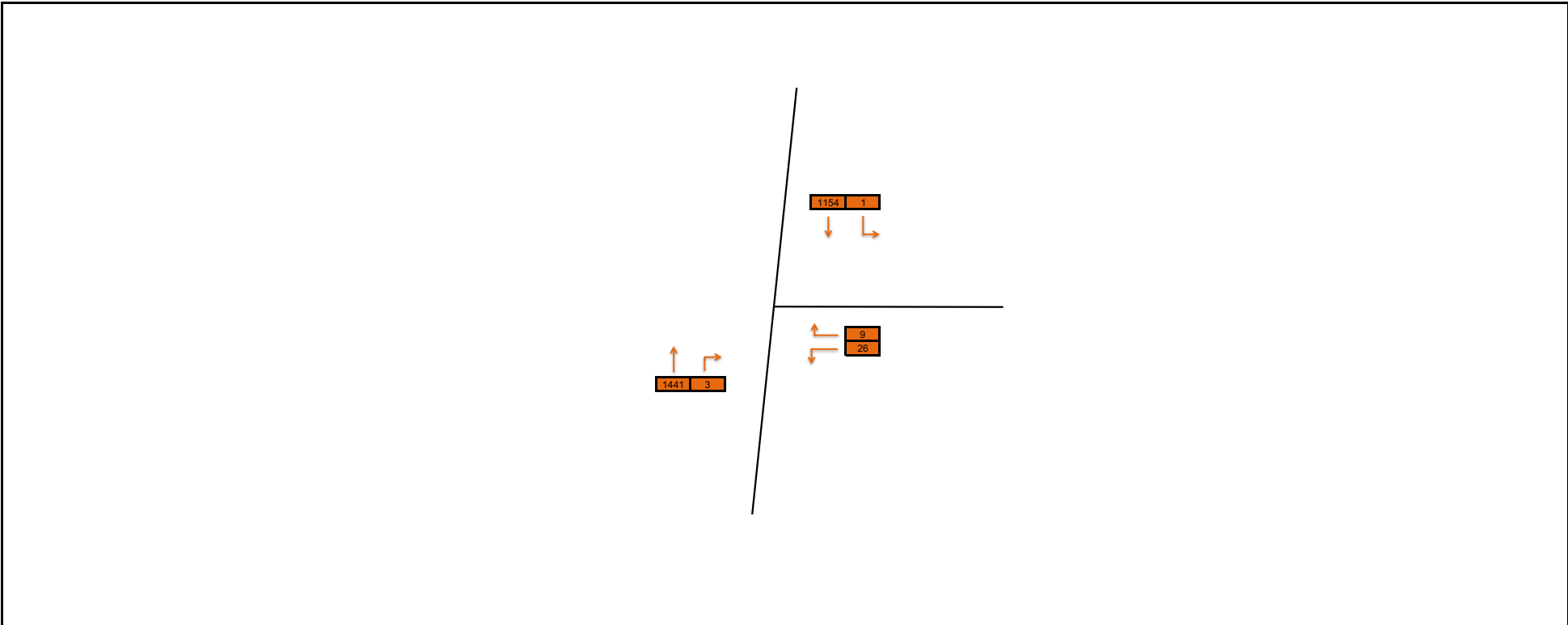
Drawing Title:
2026 AM Base

Date:
18/07/2018



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Notes:

 Total Vehicles

Not to scale
Not all roads & routes are shown

Job Title:

Bicester Heritage New Technical Site

Drawing Title:

2026 PM Base

Job No:

J323568

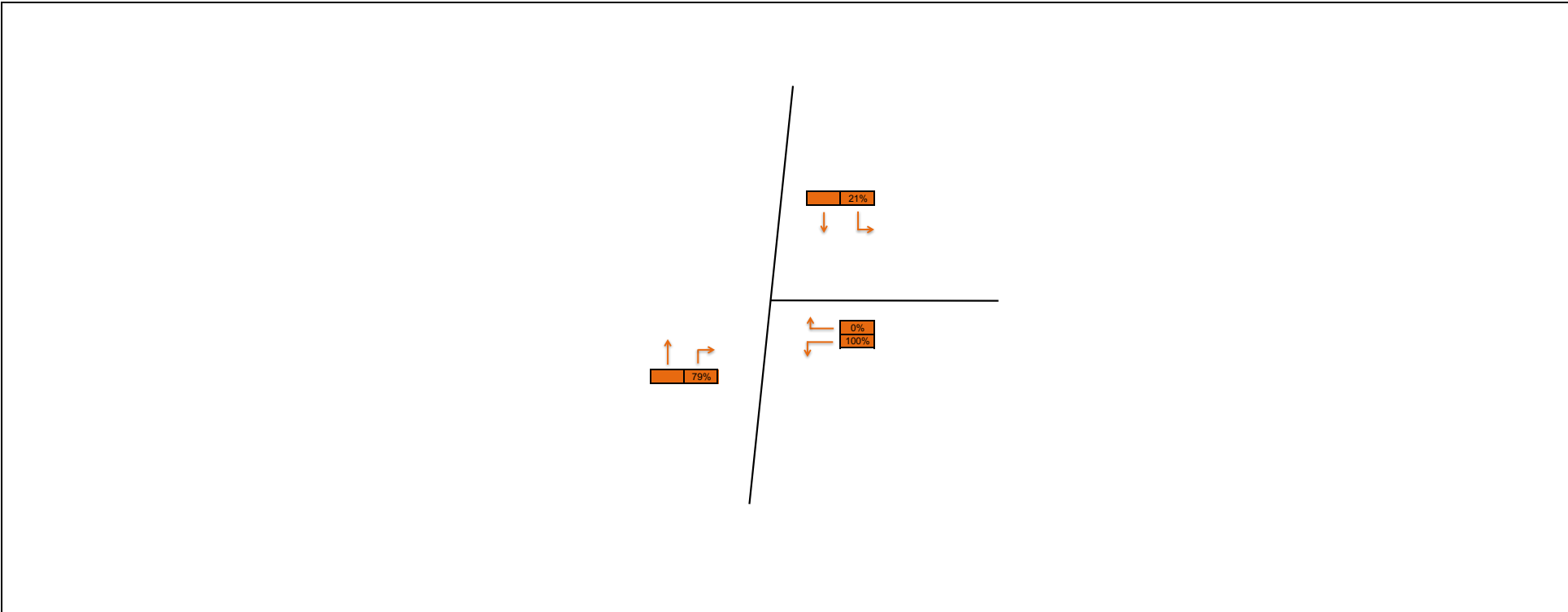
Date:

18/07/2018



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Notes:

0 Total Vehicles

Not to scale
Not all roads & routes are shown

Job Title:
Bicester Heritage New Technical Site

Job No:
J323568

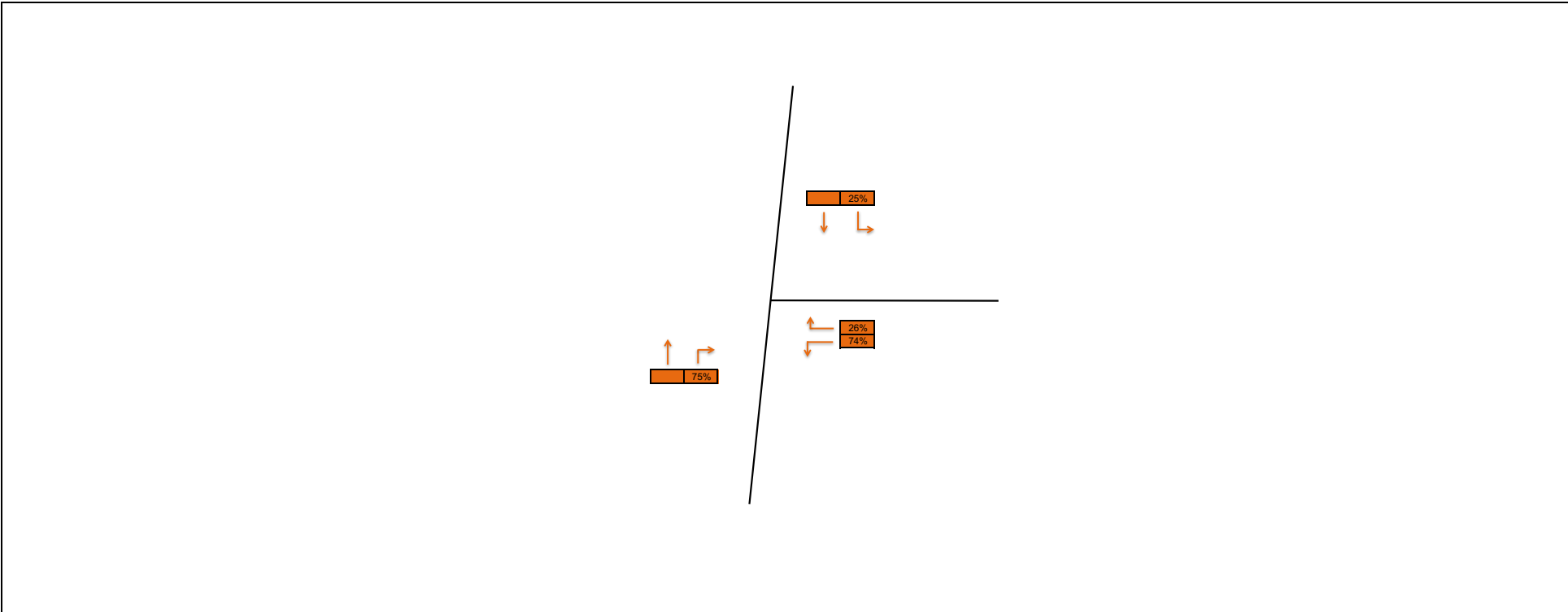
Drawing Title:
AM Distribution

Date:
18/07/2018



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Notes:

0 Total Vehicles

Not to scale
Not all roads & routes are shown

Job Title:
Bicester Heritage New Technical Site

Job No:
J323568

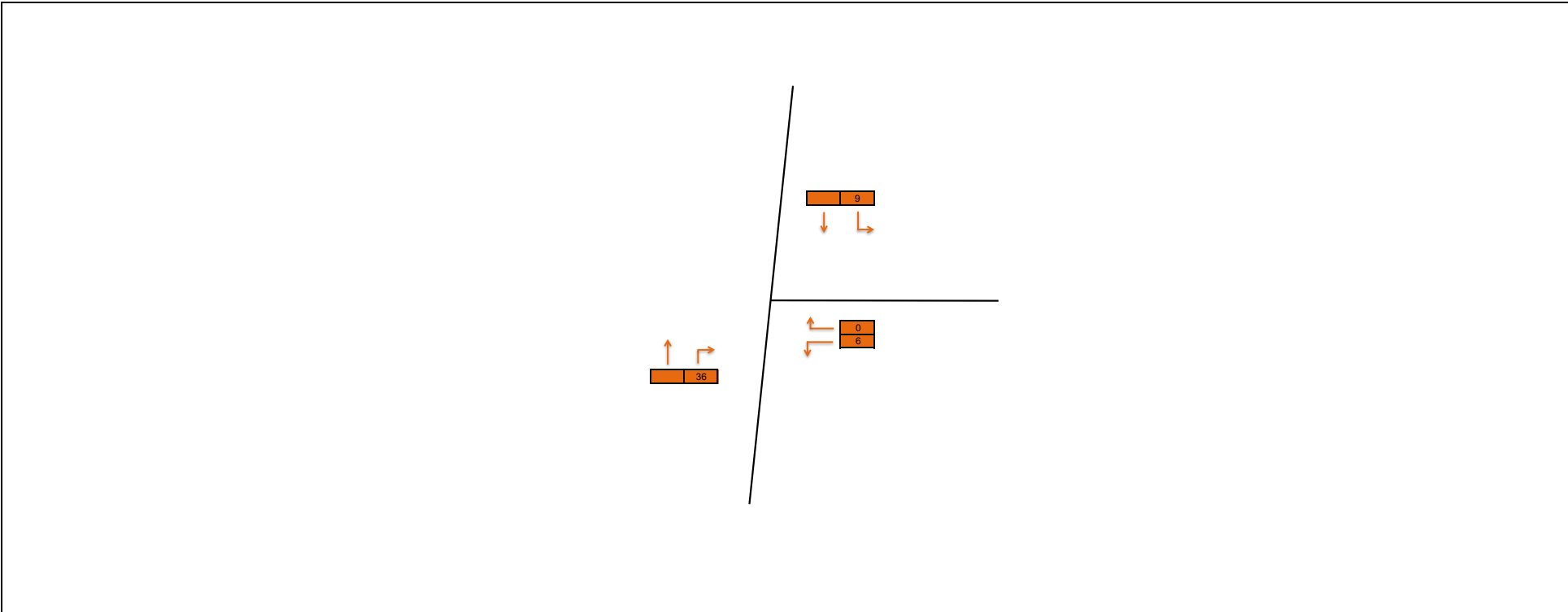
Drawing Title:
PM Distribution

Date:
18/07/2018



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Notes:

0	Total Vehicles	IN	Out
		45	6

Not to scale
Not all roads & routes are shown

Job Title:
Bicester Heritage New Technical Site

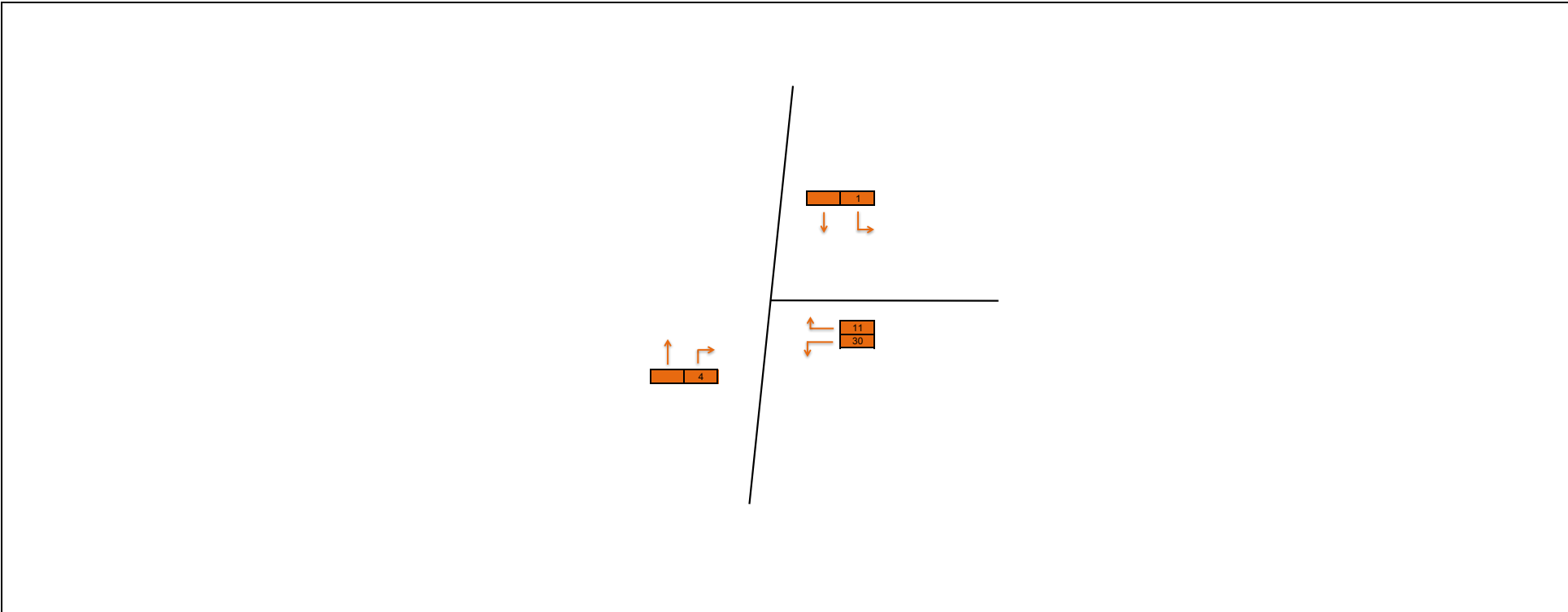
Job No:
J323568

Drawing Title:
AM Development Traffic

Date:
18/07/2018



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Notes:

0	Total Vehicles	IN	Out
		5	41

Not to scale
Not all roads & routes are shown

Job Title:
Bicester Heritage New Technical Site

Job No:
J323568

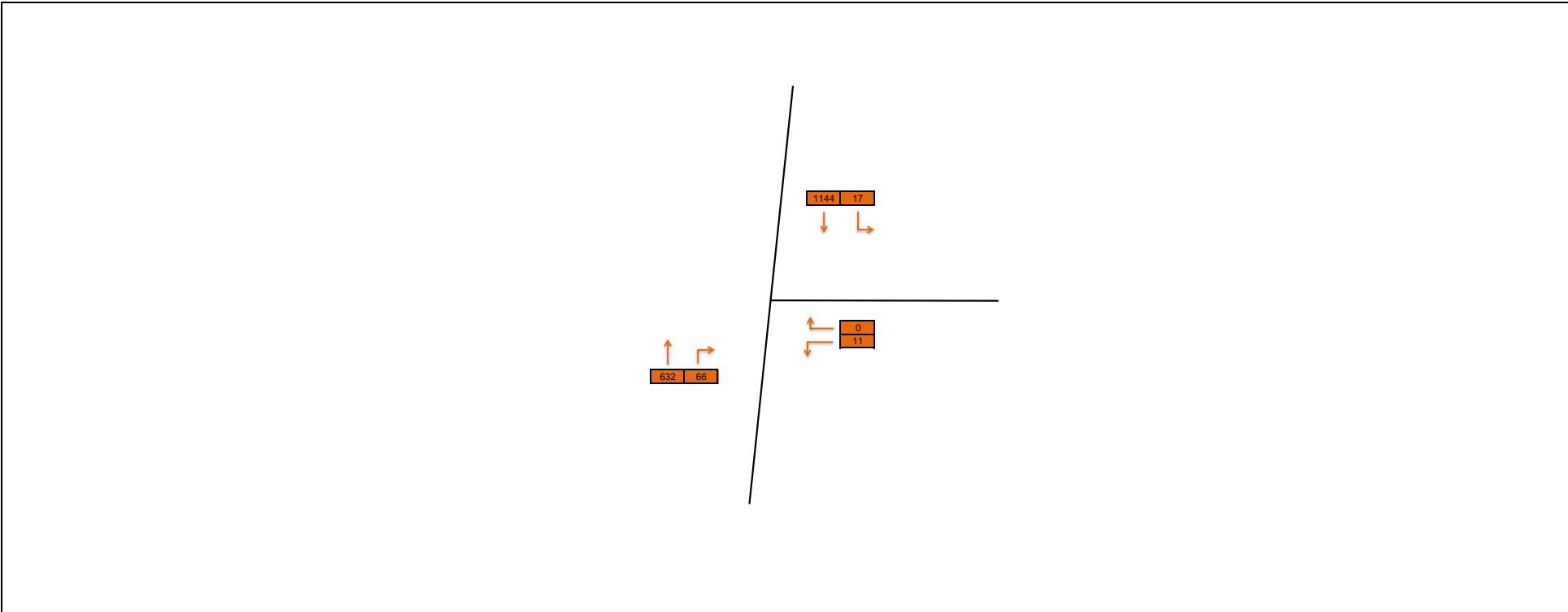
Drawing Title:
PM Development Traffic

Date:
18/07/2018



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Notes:

0 Total Vehicles

Not to scale
Not all roads & routes are shown

Job Title:
Bicester Heritage New Technical Site

Job No:
J323568

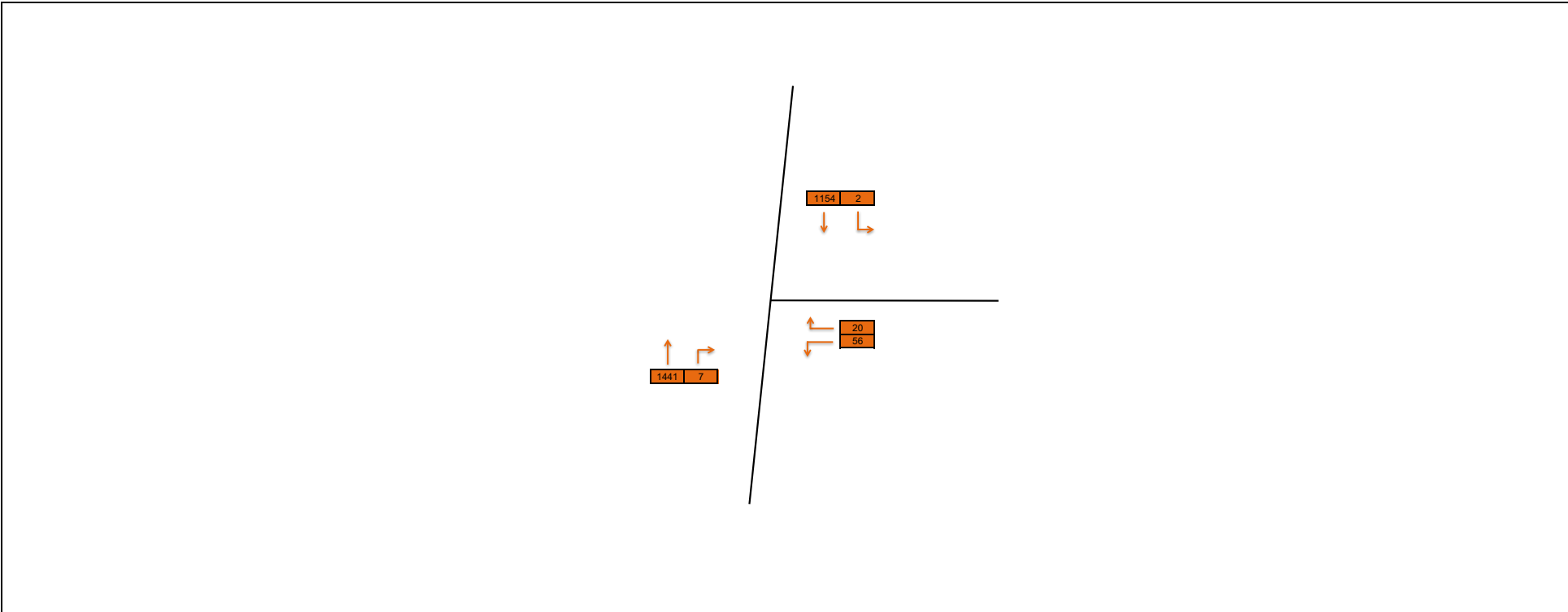
Drawing Title:
2026 AM + Development

Date:
18/07/2018



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Notes:

0 Total Vehicles

Not to scale
Not all roads & routes are shown

Job Title:
Bicester Heritage New Technical Site

Job No:
J323568

Drawing Title:
2026 PM + Development

Date:
18/07/2018



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APPENDIX H – Modelling Output Report

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: 180718 Site Access_A4421 Buckingham Rd_V2.j9
Path: C:\Users\Mode\Dropbox (mode)\Project\Birmingham\2. Projects\J323568_Bicester Heritage - New Technical Site\4. Data\Junctions 9
Report generation date: 20/07/2018 13:41:26

- »2026 Base (Saturn + Surveys), AM
- »2026 Base (Saturn + Surveys), PM
- »2026 Base + Dev, AM
- »2026 Base + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2026 Base (Saturn + Surveys)								
Stream B-C	0.0	8.45	0.01	A	0.1	9.92	0.07	A
Stream B-A	0.0	0.00	0.00	A	0.2	93.18	0.21	F
Stream C-AB	0.4	4.71	0.14	A	0.1	2.87	0.07	A
2026 Base + Dev								
Stream B-C	0.0	8.60	0.03	A	0.2	13.00	0.18	B
Stream B-A	0.0	0.00	0.00	A	0.8	139.53	0.47	F
Stream C-AB	1.2	5.73	0.32	A	0.5	2.92	0.17	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	New Technical Site Access
Location	Bicester Heritage
Site number	1
Date	13/06/2018
Version	1.0
Status	(new file)
Identifier	EHC
Client	Bicester Heritage
Jobnumber	J323568
Enumerator	DESKTOP-499K8KJ\Mode
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2026 Base (Saturn + Surveys)	AM	ONE HOUR	07:45	09:15	15
D10	2026 Base (Saturn + Surveys)	PM	ONE HOUR	16:45	18:15	15
D11	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15
D12	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base (Saturn + Surveys), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A4421 Buckingham Road		Major
B	Site Access		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.15			145.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	7.10	6.05	4.87	3.06	✓	2.00	101	33

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	476	0.075	0.189	0.119	0.270
1	B-C	747	0.099	0.250	-	-
1	C-B	658	0.220	0.220	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2026 Base (Saturn + Surveys)	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1152	100.000
B		✓	5	100.000
C		✓	662	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	8	1144
	B	0	0	5
	C	632	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	8.45	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.14	4.71	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	4	531	0.007	4	0.0	6.822	A
B-A	0	250	0.000	0	0.0	0.000	A
C-AB	54	819	0.066	53	0.1	4.699	A
C-A	445			445			
A-B	6			6			
A-C	861			861			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	4	489	0.009	4	0.0	7.421	A
B-A	0	206	0.000	0	0.0	0.000	A
C-AB	79	863	0.092	79	0.2	4.595	A
C-A	516			516			
A-B	7			7			
A-C	1028			1028			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	432	0.013	5	0.0	8.448	A
B-A	0	145	0.000	0	0.0	0.000	A
C-AB	133	929	0.143	132	0.4	4.524	A
C-A	596			596			
A-B	9			9			
A-C	1260			1260			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	432	0.013	6	0.0	8.448	A
B-A	0	145	0.000	0	0.0	0.000	A
C-AB	133	929	0.143	133	0.4	4.533	A
C-A	596			596			
A-B	9			9			
A-C	1260			1260			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	4	489	0.009	5	0.0	7.422	A
B-A	0	206	0.000	0	0.0	0.000	A
C-AB	80	863	0.092	81	0.2	4.606	A
C-A	515			515			
A-B	7			7			
A-C	1028			1028			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	4	531	0.007	4	0.0	6.825	A
B-A	0	250	0.000	0	0.0	0.000	A
C-AB	54	820	0.066	55	0.1	4.709	A
C-A	444			444			
A-B	6			6			
A-C	861			861			

2026 Base (Saturn + Surveys), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2026 Base (Saturn + Surveys)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1155	100.000
B		✓	35	100.000
C		✓	1444	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	1154
	B	9	0	26
	C	1441	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	9.92	0.1	A
B-A	0.21	93.18	0.2	F
C-AB	0.07	2.87	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	509	0.038	19	0.0	7.346	A
B-A	7	191	0.036	7	0.0	19.534	C
C-AB	15	1270	0.012	15	0.0	2.868	A
C-A	1072			1072			
A-B	0.75			0.75			
A-C	869			869			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	465	0.050	23	0.1	8.142	A
B-A	8	131	0.062	8	0.1	29.230	D
C-AB	32	1416	0.022	32	0.0	2.600	A
C-A	1266			1266			
A-B	0.90			0.90			
A-C	1037			1037			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	29	394	0.073	29	0.1	9.854	A
B-A	10	48	0.205	9	0.2	90.932	F
C-AB	121	1631	0.074	120	0.1	2.382	A
C-A	1469			1469			
A-B	1			1			
A-C	1271			1271			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	29	391	0.073	29	0.1	9.924	A
B-A	10	48	0.205	10	0.2	93.183	F
C-AB	121	1632	0.074	121	0.1	2.382	A
C-A	1469			1469			
A-B	1			1			
A-C	1271			1271			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	463	0.050	23	0.1	8.191	A
B-A	8	132	0.061	9	0.1	29.456	D
C-AB	32	1416	0.023	32	0.0	2.603	A
C-A	1266			1266			
A-B	0.90			0.90			
A-C	1037			1037			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	509	0.038	20	0.0	7.364	A
B-A	7	191	0.035	7	0.0	19.557	C
C-AB	16	1270	0.012	16	0.0	2.870	A
C-A	1072			1072			
A-B	0.75			0.75			
A-C	869			869			

2026 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1161	100.000
B		✓	11	100.000
C		✓	698	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	17	1144
	B	0	0	11
	C	632	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	8.60	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.32	5.73	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	531	0.016	8	0.0	6.890	A
B-A	0	242	0.000	0	0.0	0.000	A
C-AB	119	818	0.145	117	0.4	5.136	A
C-A	407			407			
A-B	13			13			
A-C	861			861			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	10	489	0.020	10	0.0	7.517	A
B-A	0	196	0.000	0	0.0	0.000	A
C-AB	176	862	0.204	175	0.6	5.251	A
C-A	452			452			
A-B	15			15			
A-C	1028			1028			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	12	431	0.028	12	0.0	8.601	A
B-A	0	134	0.000	0	0.0	0.000	A
C-AB	294	928	0.317	292	1.2	5.689	A
C-A	474			474			
A-B	19			19			
A-C	1260			1260			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	12	431	0.028	12	0.0	8.601	A
B-A	0	133	0.000	0	0.0	0.000	A
C-AB	296	930	0.318	296	1.2	5.732	A
C-A	473			473			
A-B	19			19			
A-C	1260			1260			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	10	489	0.020	10	0.0	7.518	A
B-A	0	196	0.000	0	0.0	0.000	A
C-AB	177	864	0.205	179	0.6	5.298	A
C-A	450			450			
A-B	15			15			
A-C	1028			1028			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	531	0.016	8	0.0	6.890	A
B-A	0	242	0.000	0	0.0	0.000	A
C-AB	120	820	0.146	121	0.4	5.171	A
C-A	406			406			
A-B	13			13			
A-C	861			861			

2026 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1156	100.000
B		✓	76	100.000
C		✓	1448	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	1154
	B	20	0	56
	C	1441	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.18	13.00	0.2	B
B-A	0.47	139.53	0.8	F
C-AB	0.17	2.92	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	42	503	0.084	42	0.1	7.805	A
B-A	15	190	0.079	15	0.1	20.476	C
C-AB	36	1270	0.028	36	0.0	2.916	A
C-A	1054			1054			
A-B	2			2			
A-C	869			869			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	50	455	0.111	50	0.1	8.880	A
B-A	18	130	0.138	18	0.2	31.937	D
C-AB	74	1416	0.052	74	0.1	2.682	A
C-A	1227			1227			
A-B	2			2			
A-C	1037			1037			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	62	351	0.176	61	0.2	12.411	B
B-A	22	47	0.470	20	0.7	125.378	F
C-AB	282	1632	0.173	280	0.5	2.666	A
C-A	1312			1312			
A-B	2			2			
A-C	1271			1271			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	62	339	0.182	62	0.2	12.997	B
B-A	22	47	0.470	22	0.8	139.527	F
C-AB	285	1633	0.175	285	0.5	2.675	A
C-A	1309			1309			
A-B	2			2			
A-C	1271			1271			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	50	451	0.112	51	0.1	9.009	A
B-A	18	131	0.137	20	0.2	33.233	D
C-AB	75	1417	0.053	77	0.1	2.688	A
C-A	1227			1227			
A-B	2			2			
A-C	1037			1037			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	42	502	0.084	42	0.1	7.834	A
B-A	15	190	0.079	15	0.1	20.591	C
C-AB	36	1270	0.029	36	0.0	2.917	A
C-A	1054			1054			
A-B	2			2			
A-C	869			869			

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