

Division(s) affected: *Bicester East*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

03 SEPTEMBER 2026

BICESTER: SHEEP STREET – PROPOSED PERMANENT TWO-WAY CYCLING PROVISION

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the making permanent of the current Experimental Traffic Regulation Order (ETRO) to permit two-way cycling throughout Sheep Street in Bicester, as advertised.**

Executive Summary

1. This report presents comments received to the statutory consultation, and having considered these, sets out officer responses and the recommendation for decision. The consultation, through an Experimental Traffic Regulation Order (ETRO), allowing pedal cycles to be ridden at all times and in any direction on Sheep Street in Bicester within the currently restricted area (length of highway between a point 12 metres southeast of the intersection of the centre line of Sheep Street and Bell Lane, and its junction with Market Hill), as shown in **Annex 1**.
2. The principal aim of the ETRO was to help improve cycling access through Sheep Street and better integrate the street into Bicester's wider cycling network. Monitoring data collected during the experimental period indicates that cyclists account for approximately 6.5% of all recorded users of Sheep Street (**Annexes 4 & 6**). This compares with pre-ETRO surveys undertaken in May 2023 and February 2024 (**Annex 5**), which recorded cyclists as approximately 2.5% and 4.7% of total users respectively.
3. Whilst the datasets are not directly comparable, as the pre-ETRO surveys were undertaken on individual survey days and the post-implementation monitoring covers a substantially longer period, the available evidence suggests that the proportion of cyclists using Sheep Street has increased following implementation of the ETRO.
4. Analysis of the latest 12-month monitoring period also indicates a small but statistically significant increase in cyclist activity. Officers therefore consider that

the experiment has broadly achieved its primary objective of improving cycling access through Sheep Street.

5. Monitoring data demonstrates continued high levels of pedestrian activity throughout the experimental period, including during Friday market days, indicating that Sheep Street continues to function as a busy and well-used pedestrian environment.
6. During the experimental period, amendments were introduced requiring cyclists to dismount during Friday market trading hours, together with a subsequent exemption for cycles used as mobility aids by persons with limited mobility. Monitoring has not identified evidence that the scheme has adversely affected overall use of Sheep Street.
7. Whilst the scheme was also expected to support wider town centre and active travel objectives, no specific monitoring data has been collected to demonstrate impacts on local economic activity, visitor spending, market attendance or reductions in private car use. Officers therefore consider that the available evidence demonstrates improved cycling access whilst maintaining significant pedestrian activity, but does not allow firm conclusions to be drawn regarding wider economic or transport outcomes.
8. Having considered the consultation responses, monitoring evidence and operational experience of the scheme, officers consider that the ETRO has achieved its primary objective of improving cycling access through Sheep Street whilst maintaining high levels of pedestrian activity. It is therefore recommended that the ETRO be made permanent.

Context

9. Sheep Street forms part of Bicester town centre and is subject to traffic restrictions intended to support pedestrian activity and the operation of the town centre. Prior to implementation of the ETRO, cycling was prohibited within the restricted section of Sheep Street.
10. Traffic surveys undertaken in May 2023 and February 2024 (Annex 5) established baseline levels of pedestrian and cyclist activity within Sheep Street and provided baseline information against which the impacts of the ETRO could be assessed. These surveys recorded cyclists as representing approximately 2.5% and 4.7% respectively of all recorded users.
11. During February and March 2024, Oxfordshire County Council undertook stakeholder engagement on proposals to permit cycling through Sheep Street as part of Bicester's wider active travel network.
12. Following consideration of the engagement responses and officer recommendations, the Cabinet Member for Transport Management approved progression of the proposal at the public decision meeting held on 25 April 2024.

13. The ETRO was introduced on 25 March 2025 and permitted cycling at all times and in both directions within the restricted section of Sheep Street between a point 12 metres south-east of the junction with Bell Lane and the junction with Market Hill.
14. The purpose of the ETRO was to assess the impacts of permitting cycling within Sheep Street under live operating conditions. The principal objective was to improve cycling access through Sheep Street and better integrate the street into Bicester's wider cycling network whilst maintaining an attractive and safe environment for pedestrians and other town centre users.
15. In accordance with the ETRO process, a statutory consultation period was undertaken following implementation. Monitoring data was collected throughout the experimental period, including during Friday market days, to assess pedestrian and cyclist activity and inform consideration of the scheme's impacts (Annex 4).
16. Following review of the scheme in operation and consideration of comments received during the consultation period, amendments were made to the ETRO. In April 2025, cycling was prohibited during the weekly market period on Fridays between 09:00 and 16:00, requiring cyclists to dismount during market trading hours. In April 2026, an exemption was introduced to permit cycles used as mobility aids by persons with limited mobility to continue using Sheep Street during market trading hours.
17. The consultation responses, monitoring evidence and operational experience of the amended scheme have now been reviewed to inform a decision on whether the ETRO should be made permanent.

Corporate Policies and Priorities

18. The implementation of the Experimental Traffic Regulation Order (ETRO) on Sheep Street aligns closely with the Council's LTCP Vision and key outcomes, with a particular focus on prioritising Active Travel, by helping to facilitate safer and more accessible cycling routes, enabling residents and visitors to choose active modes of travel to align with the LTCP objective of increasing active travel modal share.
19. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

(1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

- (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

20. Funding for the proposals (including consultation & implementation) has been provided by Section 106 planning obligation funds.
21. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:

Andrew Price – Interim Business Partnering Accountant

Legal Implications

22. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
23. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Staff Implications

8. There are no negative staff implications – with the appraisal of the scheme, as well as the consultation process having been undertaken by Officers from the

‘Place Planning’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

24. As a result of the feedback received during the first six months of the ETRO, changes were made to the scheme which resulted in an exemption being introduced – which allowed a cycle being used as a mobility aid by a person with limited ability would to continue to be ridden during the street market event on Fridays between 9am and 4pm.
25. In updating the Equalities Impact Assessment for the proposals ahead of making the revisions set out above, no other negative implications in respect of equalities or inclusion have been identified. An updated Equalities Impact Assessment is in **Annex 3**.

Sustainability Implications

26. The implementation of the ETRO has sought to address potential safety concerns, particularly regarding interactions between cyclists, vehicles and those walking or using mobility scooters – with the use of signage being employed to help mitigate any potential safety risks and ensure the safety of all users.

Risk Management

27. As part of the development process for the implementation of the ETRO, various risks and opportunities to the Council were carefully considered, and below is a summary of this assessment and the actions taken to help minimise risks:

Description of areas or sources of risk and impact on project	Mitigation	Owner
Safety concerns: Potential safety issues due to shared space of cyclists, vehicles and people walking or using mobility scooters, leading to discomfort for all users.	Implement clear signage instructing cyclists to share the space with caution and care.	Project Manager
Stakeholder opposition: Some stakeholders might oppose the ETRO implementation, leading to delays, legal challenges, or negative publicity.	Proactively engage with stakeholders through effective communication to understand and address concerns and establish a feedback mechanism.	Project Manager

Budget overruns: unexpected expenses or inaccurate cost estimates leading to budget overruns.	Regularly review and update the budget, have a contingency fund of 24%, and conduct detailed cost analysis before project initiation.	Project Manager
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Formal Consultation

28. The initial formal consultation period was open from 13th March to 26th September 2025. A notice was published in the Bicester Advertiser newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, relevant local District Councillors, Bicester Town Council, and the local County Councillors representing the various divisions covering the Bicester area at the time – these have since changed.
29. A letter was also sent directly to approx.225 properties in the immediate vicinity, outlining the nature of the proposals and providing a copy of the public notice and location plan.
30. Following modifications to the ETRO as described, new six-month consultation periods were required – and these started on 11th April 2025 and 09th April 2026 respectively, with additional notices published in the Bicester Advertiser newspaper, and statutory consultees/key stakeholders also informed directly.
31. During the course of entire time when people were able to respond & submit their views on the ETRO & its various modifications, 38 responses were received via the online survey, comprising of: 30 objections (79%), and eight in support (11%).
32. Additionally, a further two responses were received directly by email in relation to the initial modification (April 2025) which required cyclists to dismount during the street market event, with Bicester Bike Users' Group and another response raising concerns about its impact.
33. A dedicated project mailbox (SheepStreetETRO@oxfordshire.gov.uk) was also maintained throughout the consultation period. A review of correspondence received through this mailbox identified 12 stakeholder and public emails, of which seven were supportive of the scheme and five raised objections or concerns, including reports of near misses and requests for the trial to be ended.
34. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Monitoring

35. Monitoring of the ETRO was undertaken using two evidence sources: (i) continuous VivaCity pedestrian and cyclist count data and (ii) mobile CCTV observation surveys undertaken on two days per month over a six-month period, including one Friday market day per month. Full details of the monitoring methodology, analysis and results are provided in **Annex 4**.
36. Monitoring indicates that Sheep Street continues to function primarily as a pedestrian environment whilst facilitating cycling through the restricted section. Across the monitoring period, cyclists accounted for approximately 6.5%-6.7% of recorded users. Comparison with the available pre-ETRO baseline surveys suggests that the proportion of cyclists using Sheep Street has increased following implementation of the ETRO.
37. The monitoring data demonstrates consistently high levels of pedestrian activity throughout the experimental period, including during Friday market days. The data also indicates that cycling activity is generally lower during market trading hours and increases following the end of the market period.
38. Observational monitoring recorded 320 interactions between pedestrians and cyclists across twelve survey days. Of these, cyclists slowed, stopped or moved aside in 274 interactions (85.6%), whilst pedestrians adjusted their behaviour in 46 interactions (14.4%). This suggests that cyclists generally adapted their behaviour to accommodate pedestrian movements. No significant operational issues were identified through the observational monitoring.
39. Review of Thames Valley Police collision data indicates that no personal injury collisions have been recorded on Sheep Street since implementation of the ETRO. Whilst collision data on a single street should be interpreted with caution, the available evidence does not indicate any adverse road safety impacts associated with the scheme.
40. Overall, the monitoring evidence indicates that the scheme has facilitated cycling through Sheep Street whilst maintaining high levels of pedestrian activity and supporting the continued operation of the Friday market. Full monitoring results and supporting analysis are provided in Annex 4.

Officer Response to Objections/Concerns

Objection / Concern Raised	Officer Response
41. Pedestrian safety may be compromised by allowing cyclists to use Sheep Street.	Pedestrian safety has been a key consideration throughout the experimental period. Monitoring

	indicates that Sheep Street continues to function predominantly as a pedestrian environment and that cyclists generally accommodate pedestrians during observed interactions. In response to concerns raised through consultation, the requirement for cyclists to dismount during the weekly street market (Fridays between 9am and 4pm) has been retained.
42. Cyclists travel too quickly through Sheep Street and do not always give way to pedestrians.	Officers recognise that cyclist behaviour can affect pedestrian comfort and perceptions of safety. Additional "Share with Care" signage will be introduced to reinforce the expectation that cyclists ride responsibly, at an appropriate speed, and give priority to pedestrians at all times.
43. Reports of near misses between cyclists and pedestrians.	All concerns regarding near misses have been carefully considered alongside the wider monitoring evidence. While concerns have been reported, a review of Thames Valley Police collision records identified no recorded personal injury collisions on Sheep Street since the introduction of the ETRO. Officers will continue to monitor the operation of the scheme and respond to any emerging issues.
44. The scheme is unsuitable during the Friday market due to increased pedestrian activity.	Officers acknowledge that market days create the highest levels of pedestrian activity within Sheep Street. As a result of feedback received during the trial period, a modification was introduced requiring cyclists to dismount and walk during the weekly street market between 9am and 4pm. This mitigation will continue to be retained.
45. Young cyclists may not understand how to use the shared space safely and respectfully.	In addition to enhanced signage, officers will work with the Community Safety, Education, Response and Resilience Team to organise an engagement and awareness event within Sheep Street. The event will promote safe and considerate behaviour, encourage mutual respect

	between pedestrians and cyclists, and provide targeted engagement with younger cyclists.
46. Disabled pedestrians may be adversely affected by cycling within a shared-use environment.	Equality and accessibility impacts have been carefully assessed throughout the experimental period. The market-day dismount requirement includes an exemption allowing cycles used as mobility aids by people with limited mobility to continue to be ridden during market hours. This seeks to balance accessibility requirements with pedestrian comfort and safety.
47. The previous prohibition on cycling should be reinstated and the trial should end.	Officers have carefully reviewed consultation responses, monitoring evidence, behavioural observations and road safety data. The evidence indicates that Sheep Street remains a pedestrian-priority environment while providing an important active travel connection through Bicester town centre. Officers consider that retaining cycling access, alongside the market-day restrictions and additional mitigation measures, provides the most balanced outcome.
48. There is insufficient education and awareness regarding the responsibilities of cyclists and pedestrians within the shared space.	Officers agree that education and awareness are important to the successful operation of the scheme. Additional "Share with Care" signage , together with targeted community engagement and awareness activities, will be implemented to promote considerate behaviour and improve understanding amongst all users of the space.
49. The current signage is not sufficiently clear and some users may not understand the Friday market restrictions.	Officers acknowledge concerns raised regarding the clarity of the existing signage. During discussions with TRO team, alternative information signage was identified that would allow clearer wording tailored to the restrictions in Sheep Street, such as "No Cycling on Market Days". Additional and improved signage will therefore be introduced to make the restrictions more visible and

	easier for pedestrians and cyclists to understand. This will be supported by further "Share with Care" signage and public awareness activities.
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Conclusion

50. The purpose of the Experimental Traffic Regulation Order was to assess the impact of permitting cycling through Sheep Street and to determine whether the arrangement should be made permanent. The scheme sought to improve cycling access through Sheep Street and better integrate the street into Bicester's wider cycling network whilst maintaining an attractive and safe environment for pedestrians and supporting town centre activity.
51. Monitoring data indicates that Sheep Street continues to function primarily as a pedestrian environment, whilst accommodating cycling activity. Cyclists account for approximately 6.5% to 6.7% of recorded users, and comparison with the available baseline surveys suggests that the proportion of cyclists using Sheep Street has increased following implementation of the ETRO. Monitoring also indicates that pedestrian activity has remained high throughout the experimental period, including during Friday market days.
52. Observational monitoring found that cyclists generally adjusted their behaviour to accommodate pedestrians, with cyclists slowing, stopping or moving aside in 85.6% of recorded interactions. Additionally, review of Thames Valley Police collision records has not identified any personal injury collisions on Sheep Street since implementation of the ETRO. The available evidence does not indicate any adverse road safety impacts arising from the scheme.
53. During the experimental period, amendments were introduced to respond to concerns regarding the operation of the Friday market, including a requirement for cyclists to dismount during market trading hours and a subsequent exemption for cycles used as mobility aids by persons with limited mobility. Monitoring indicates that these arrangements have enabled the continued operation of the market whilst maintaining cycle access at other times.
54. Having considered the consultation responses, monitoring evidence, behavioural observations and road safety data, officers consider that the ETRO has achieved its primary objective of improving cycling access through Sheep Street whilst maintaining high levels of pedestrian activity and supporting the continued operation of the town centre. It is therefore recommended that the ETRO be made permanent.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses
 Annex 3: Equality Impact Assessment
 Annex 4: Monitoring Report
 Annex 5: Baseline Traffic Survey
 Annex 6: Extended monitoring update (August 2025 –
 August 2026)

Contact Officer(s): Hanaii Faour (Transport Planner – North)
 Jacqui Cox (Place Planning Manager – North)

September 2026

Pedal Cycling ETRO extends

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING	
(ENTER 'NONE' IF APPLICABLE)	

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USE
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DECOMMISSIONING/DEMOLITION
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



**OXFORDSHIRE
COUNTY COUNCIL**

Project title

PEDAL CYCLING
ETRO

Drawing title

BICESTER
SHEEP STREET

Drawing Status	
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Scale @ A3 NTS	Drawn by JaC	Checked by	Approved by
	Date drawn 03/25	Date checked	Date approved

	03/29
Oxfordshire Project No. & File Ref	

Drawing No.	Revision
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A. Email responses:

RESPONDENT	COMMENTS
(e1) Local group/organisation, (Bicester Bike Users' Group)	Thank you for notifying us of this pre-emptive exception to the Sheep Street cycling trial. Having garnered feedback from our members, particularly disabled members, this exception is deeply problematic and we request that a trial is conducted of whether cycling can be permitted on market days. The problem is that disabled cyclists who have to use their bikes as a mobility aid are now getting harassed by members of the public even if they have an obvious disability (eg an amputated limb). This is incredibly upsetting for these individuals when it happens. Market day is an important day which all cyclists should be welcome to attend without harassment. The exception also seems entirely unnecessary. The trial of cycling has been a huge success, and the dire warnings of collisions have simply not materialised. The only change is that responsible cyclists are now using the main shopping street and connection between north and south Bicester. We do not think that permitting cycling on market days would be a problem and the research supports this, indicating that cyclists adapt their behaviour to the density of pedestrians, and dismount and walk where density makes it unsafe to cycle. At the very least, we feel that there ought to be a fair trial of this so that it can work and would ask that the scheme be reviewed to trial cycling on market days too.
(e2) Email response, (unknown)	Very much enjoying the legal access to shops and stalls in Sheep Street but the new signage re Fridays and the proposed amendment are maintaining the previous discrimination when it comes to Disabled people using cycles as mobility aids. Oddly, before the ETRO I was not challenged when getting to Bicester Green or Holland & Barrett when I shop on a Friday (that's the day that works for me for shopping), nor when pedalling through the market at walking pace. The last two Fridays I have been despite my obvious impairment.

	Wheels for Wellbeing have an example of an exemption applied to roadworks in Wandsworth that I hope OCC will consider for this amendment: https://wheelsforwellbeing.org.uk/disabled-cycling-through-wandsworth-bridge-works/
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B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Bicester, Kings End)	Object – Cycling should only be permitted if there is investment in creating dedicated cycling lanes that are clearly marked to segregate pedestrians and cyclists. This will require investment and potentially remodelling of the street scene. I have been made aware of accidents that have occurred during the trial period.
(o2) Local resident, (Bicester, Blythe Place)	Object – I have seen near misses where a cyclist has only just avoided colliding with a child and elderly people. The restriction on Fridays is largely ignored. Please ban cycling in Sheep Street at all times and extend that to electric scooters (which shouldn't be in use on public roads). What monitoring is happening? What penalties are applied?
(o3) Local resident, (Bicester, Cedar Drive)	Object – The majority of cyclists have little regard for pedestrians and ride as if they are in a race track especially when entering Sheep St from side alleys eg from Sainsburys. Speed of cyclists is an issue as there are many people who walk on Sheep St who have mobility problems, sight and hearing problems. It just seems that everyone has to protect the cyclists so let's get them off the road. What about the safety of pedestrians?

(o4) Local resident, (Bicester, Eden Way)	Object – I have witnessed several near misses with the elderly and small children and a lot of dreadful behaviour/language from cyclists in Sheep Street.
(o5) Local resident, (Bicester, Fallowfields)	Object – Total madness Very dangerous totally unacceptable with pedestrians and disabled walking then a speeding bicycle comes flying past
(o6) Local resident, (Bicester, Greenwood Homes)	Object – I know of at least one person knocked over coming out of Nash's bakery, have seen many near misses. Cycling in Sheep Street is completely unnecessary and makes the street feel far less safe. I shop less in the town centre as a result - get more at Tesco and retail park I am a cyclist, pedestrian and car driver Consultation prior to enforcing this stupid scheme showed that 80% of respondent's were against cycling in Sheep Street. See no positives in continuing this unsafe scheme
(o7) Member of public, (Bicester, Harebell Way)	Object – cyclists don't abide to any cycle paths still cycle in sheep street even on a Friday shouting or ringing their bells for people to get out of their way o would be a waste of councils money cycles paths are a good idea but would have to be policed
(o8) Local resident, (Bicester, Kestrel Way)	Object – I've been rode into 3 times in 3 months luckily only slightly bruised also had to move/jump out of cyclists way countless times this tends to be older teenage boys at end of school days they have no regard towards members of the public sadly older slower people struggle moving out of the way in time Pedestrian in a pedestrianised area should have sole priority cyclists should dismount & push their cycles along sheep street to avoid any unnecessary incidents & accidents it's so hard for shoppers to avoid being run into!

(o9) Local resident, (Bicester, Kingsclere rd)	Object – I've seen e bikes riding up and down in safely. I was nearly hit by bikes coming round blind bends on paths riding at speed. Letting them ride in town will result in someone getting hurt. No matter what you say don't ride they will ride and at speed. Most have no consideration for any pedestrian. Please reconsider. Bikes riders are not the only people in society that must be considered.
(o10) Member of public, (Bicester, Lancaster Close)	Object – Many people cycle too fast, endangering the people walking. Also they have no bells to warn people. People are not expecting bikes to go past, so often do not look round for them when shopping.
(o11) Local resident, (Bicester, Longfields)	Object – Dangerous
(o12) Member of public, (Bicester, Lysander close)	Object – Most cyclists do not have any consideration for pedestrians. I walk out of crown walk onto sheep street many of times almost being hit as there cycling round onto crown walk or going fast straight past
(o13) Local resident, (Bicester, Mallards Way)	Object – The pedestrianised area needs to be safe for pedestrians. If every cyclist was safe and considerate it would not be a problem but many are the opposite. Allowing cyclists to continue through the pedestrian zone without any specific rules about how they should cycle (max speed for example) is unfair on those walking, particularly the vulnerable, elderly shoppers. A ban is the only option to keep pedestrians safe. There are numerous other routes for cyclists to get through the town without having to go along Sheep Street. If a cyclist wants the shops, they can walk their bike through. No one should be exempt from the cycling ban. If one can physically get on a bicycle and pedal then they can also cycle around a different route.
(o14) Local resident, (Bicester, Merlin Way)	Object – I was walking down sheep street yesterday when the market was on and someone on a bicycle almost ran into me as it was quite busy and I had to jump out of the way, it could have been a different story if I had been less mobile. It is dangerous in my opinion.

	I'm not sure how you stop people cycling though ad people are cycling on pavements that aren't cycle paths all over Bicester. As someone with hearing loss I can't hear cyclists coming up behind me. Allowing cycling also gives people the opportunity to cycle past and grab someone's phone or bag. Allowing cycling on some days and not others is confusing for people.
(o15) Local resident, (Bicester, Omatayo Close)	Object – Risk Cyclists are wankers
(o16) Local resident, (Bicester, Pioneer Way)	Object – This has already been roundly rejected by 80% of locals. Despite the best efforts of the fascist council. Your first question is already designed to confuse respondents, providing 3 options that imply agreement and only one to imply objection. WE DO NOT WANT CYCLISTS ON OUR PEDESTRIAN STREETS, THEY DO NOT NEED TO CYCLE DOWN SHEEP STREET, THEY CAN CYCLE DOWN ADJACENT STREETS. GET THAT INTO YOUR STUPID THICK SKULLS. Council is full of anti-car eco-fascists. They should be forcible removed from their positions for the way they abuse residents. I hope something really bad happens to all the fascists pushing Unliveable Streets and other zealous anti-democratic, anti-car policies on people who have expressly said they do not want them. When it does, I will laugh in their faces because they deserve everything that is coming to them. And they have the audacity to complain about receiving abuse online? How about doing your [REDACTED]ing jobs then? Instead of pushing your hateful ideology.
(o17) Local resident, (Bicester, Shakespeare Drive)	Object – It should be only for pedestrians and cycling on the stretch should not be allowed. It is hazardous for pedestrians and cycling is hardly regulated. It will make the stretch unsafe for all, especially elderly and children. Also, if you allow cycles, you'll soon have people riding faster e-cycles, e-mopeds and e-scooters. Given the way the council has been enforcing transport policies, will my opinion even count!

(o18) Local resident, (Bicester, Shearwater Drive)	Object – Allowing cycling will result in avoidable accidents to occur. These accidents will, I'm sure, result in serious injuries in some cases. Hence I object to this proposal. It's ill-conceived.
(o19) Local resident, (Bicester, Shearwater Drive)	Object – I believe it is dangerous to have uncontrolled cycling through a very busy pedestrian thoroughfare. On one occasion I narrowly avoided being run into by a person cycling at speed, on the 'wrong' side of the road. As both a cyclist and a driver myself, I don't disagree with trying to encourage people to cycle instead of driving into, or through the town. However, there are already 2 roads either side of Sheep St which they can safely cycle along. It might be safer for cyclists on Sheep St, but not at the expense of safety to children, the elderly, or other pedestrians please. How about painting lines on the surrounding roads to segregate cyclists from traffic? Allowing cycling along an unmarked pedestrian zone is sheer ideologically driven lunacy.
(o20) Rather not say, (Bicester, Wansbeck Drive)	Object – As far as I have seen, there has been no one monitoring it, when saying about not cycling on Friday's when the market is on, when it was first introduced, I never saw one representative when a number of cyclists and e scooters (which are illegal as Bicester isn't a trail site) were weaving about the market and the public, without a care. It seems very strange to put something on trial, but no one is there to look and enforce it. There is no one to enforce it, no council officials, no police, at some point, someone is going to get seriously injured as you have cyclists who fly out of blind corners such as the walkthrough from Sainsburys past B&M and Crown Walk onto Sheep St at high speed.
(o21) Local resident, (Bicester, Woodpecker Close)	Object – Already suffer irresponsible cycling in Sheep Street. Can't see this experiment doing anything other than exacerbating the issue. Add E scooters (illegal, but there nonetheless) and...add Impending London Closure will ensure the inevitable accidents cannot be easily accessed by Ambulances. Lack of OCC joined up thinking .

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(o22) Local resident, (Bicester, Chapel street)	Object – Dangerous to people Bad idea
(o23) Local resident, (Bicester, Harrier Way)	Object – It's dangerous and hasn't improved cycling infrastructure into town.
(o24) Local resident, (Bicester, Longfields)	Object – It was pedestrianised. It should remain non cycling 24/7!
(o25) Local group/organisation, (Bicester Friday market)	Object – I manage Bicester Friday market and during the trial period there has been numerous near misses and I along with other traders have been verbally abused. The no cycling signs have also disappeared on Fridays.
(o26) Local resident, (Bicester, Thames Avenue)	Object – Pedestrians only , Cyclists need to walk through here, dangerous for elderly & children
(o27) Local Cllr (Bicester)	Object – Dangerous. Cyclists on pavements and ignoring no cycling on Friday.
(o28) Local resident, (Langford, Ravencroft)	Object – Too many cyclists do not look where they are going and are therefore a danger to the elderly, wheelchair users and families with prams/pushchairs. In addition, electric bicycles and scooters should be banned from ALL footpaths.

	There are areas around Bicester that are dual footpaths and cycleways that are dangerous. I have had near misses with cyclists when they have failed to dismount on the footpath that runs parallel to the rail lines on the London Road.
(o29) Local group/organisation, (Langford Village Community Association)	Object – A lady from Bure Park, was knocked over as she left Nash's bakery. There was NO advertised way for her to report it. We were collecting signatures for London Road Crossing at the time. Her words to me were it would have been a much worse consequence if the person was elderly. Personally I was nearly hit by a lad on a bike reading his phone while cycling. Other colleagues there doing the same job had several near misses. A councillor stopped a lad on a bike on a Friday, it took some persuading to get him to dismount. Many cyclists are abusive when challenged. Cyclists have many options to get around and through Bicester. It's not brought more business to Sheep Street, just made pedestrians think twice about bothering to use Sheep Street Should be stopped with immediate effect
(o30) Local resident, (Oxfordshire)	Object – This is simply not working - a pedestrian street needs to be for pedestrians - it takes only moments longer to wheel a bike through this area - please give us back a safe space for people
(o31) Local group/organisation, (Oxfordshire Cycling Network)	Support – I visited Sheep Street by cycle in August. It was much easier to pass through than walking, and we stopped for a coffee and cake. I do not think we inconvenienced any pedestrians, just smiled as we went calmly on our way.
(o32) Member of public, (Banbury, Grosvenor Road)	Support – I cycle through Bicester often, and this will be a useful traffic free alternative to similar routes. I would welcome trialling a lifting of the exemption at all times of day
(o33) Local resident, (Bicester, Charlotte Avenue)	Support – It is a national cycle route, there is plenty of space for bikes and pedestrians to share

(o34) Local resident, (Bicester, Chestnut End)	Support – 1. This is a wide thoroughfare and has plenty of room to accommodate both cyclists and pedestrians 2. We should all be promoting cycling as a safe sustainable , health inducing form of transport 3. More sharing , responsibly , of these routes should be encouraged for community coherence Please try and widen the scheme beyond this immediate area. Signage along the lines of 'share with care' should be placed either end
(o35) Local resident, (Bicester, Reedmace)	Support – It's stupid to make them go the long way around
(o36) Local resident, (Bicester, Dove green)	Support – As a cyclist it makes life easier for me to cycle through sheep street towards the train station. I do feel it's important to cycle responsibly looking out for pedestrians.
(o37) Local resident, (Bicester, Maple road)	Support – Makes it easier to get to the station from town and shops
(o38) Member of public, (Oxford, Bateman Street)	Support – Providing children with safe routes to school, especially in situations where working parents are unable to drive or walk their children to the school location, is paramount to ensuring children are able to have a good education. Providing poorer individuals with more choices eases pressure on public transport and cycling allows people to seek work further away from their homes, increasing employment opportunities.

C. Email responses to Project Inbox (SheepStreetETRO@oxfordshire.gov.uk):

SUBJECT	DATE	COMMENTS
Sheep Street	April 9, 2025	I wanted to write to say what a massive and wonderful positive difference it has made being able to cycle along Sheep Street. Previously I would go through Market Square, Crown Walk, and along the back of the units and Sainsburys where cycling is legal, but space is more constrained than Sheep Street. Sheep Street is much more conducive to accommodating cycling and walking together. It has made a huge difference to

		my commute to Birmingham via Bicester North to be able to use Sheep Street. I have also enjoyed going out in the evening to bars and restaurants on my bike with my partner for the first time. Sheep Street is quick, safe, with plenty of room and interactions with pedestrians are easy due to the ample space. Using Sheep Street for commuting has also had an added bonus for traders as cycling down there has often reminded me of things that I need to buy, so I've stopped and bought things that I would not have otherwise done before cycling was permitted. I have not seen any incidents, or even nearly incidents. The interactions have all been positive and respectful. The only comment / concern I have is with the decision to prevent cycling on Sheep Street on market days. I don't think there ever was a risk, it was only ever because of fuss from people with no experience of cycling. I really do think it would work well and in fact support the market. Evidence shows that when it gets busy, cyclists adapt their speed and if necessary dismount. At the very least it should be trialled to see if it works for a bit. I also am aware that a friend who is disabled and has always cycled on a Friday has started to receive harassment which he never had before. There therefore needs to be an exception for disabled cyclists. Otherwise, thank you, sincerely, for this wonderful project!
Sheep Street Cycling	October 1, 2025	I'd like to write to confirm what a resounding success the trial of cycling on Sheep Street has been. There have been no incidents despite the claims by objectors, and it has provided a crucial safe link between north and south of the town, as well as bringing more footfall to the struggling town centre. Please can it continue!
Cycling on Sheep St	May 19, 2025	I have cycled up and down Sheep St Bicester since it became legal several weeks ago. It makes my life a good deal easier as I often stop at intervals to use the shops as I go (bike stands would be a great addition). Cyclists who are likely to obey the regulations tend to modify their speed/direction to fit comfortably with pedestrians and I have seen no collisions, near misses or bad tempers. The facility seems to be well used; I sometimes see two or three other cyclists at a time and no defensive behaviour from the pedestrians, who appear unperturbed.

		Living in the north of the town, this makes the journey to and from Bicester Village station much easier. I am pleased to see anything that makes the bike/train combination more convenient. There were always people who cycled on Sheep St regardless of the rules, some of whom were youths showing off to their friends etc. The current ETRO will probably have a neutral or beneficial effect on their behaviour (by removing any element of bravado) and the people who cycle because it is allowed will almost all be aware and responsive to others using the space. I am aware that there is anxiety about allowing cycling on market days. At busy times it would probably be tiresome to cycle and reasonable cyclists might get off and walk, or choose to go along Manorsfield Rd. A few people with disabilities find it easier to cycle than to walk, so allowing cycling would make things easier for them. I do not have a strong view on the matter but would be happy to see cycling every day on the basis that most people behave reasonably and the few who disregard the rules will always do so. If the six day ETRO is to become permanent, perhaps Friday cycling could be tried out as an ETRO.
Sheep Steet Cyling	May 3, 2025	I would like to report that I witnessed a cyclist pulling a wheelie from pretty much one end of sheep street to the other this morning. Whilst some may find this "cool" I would suggest it is akin to dangerous driving. There were quite a few pedestrians on the street and he came within 2 meters of a family with a buggy. I'm not sure if you would consider this a near miss but I certainly do. Had he lost control "assuming you consider pulling a wheely as being in control" then he could have caused a serious accident. The fact that I think the individual may work at the cycling shop at the end of Sheep Street makes it worse, if those that should know better are doing this then what are others doing.
Friday Market.	May 19, 2025	I would like to strongly suggest that the ban on Fridays be extended to start at 8am. Between 8-9am traders are setting up and it's very busy with vehicles. On Friday morning o witnessed 3 cyclists using the pavement as the road was busy.
Cycling in Bicester town centre	October 1, 2025	I just wanted to say that it has been a very positive experience being able to cycle along Sheep Street. I typically transport my child on my bicycle and therefore I am very safety-conscious. Having to use routes that frequently intersect busy junctions is dangerous but sometimes inevitable. However, the Sheep Street

		route is much quieter than alternatives when one must cross Bicester in the North-South direction. E.g. going from the south towards Victoria House Surgery or Bicester North train Station. I must say, I never understood why cycling is limited on market day? The Street is plenty wide to accommodate everyone, and all people visiting the market by bicycle are very considerate. I've even seen some too old /frail to walk, but still cycle, presumably because that maintains their freedom and independence. I have a picture of one such man, but I'd rather share it privately, because I can't guarantee the subject wouldn't mind. The cycling ban was excessive, out of place and discriminatory against mobility impaired people who get around by bike, and even discriminatory against women like me who cycle - because men are typically braver and cycle on the road. I've heard concerns about "yobs" but antisocial behaviour must be dealt with otherwise- by targeted policing, not blanket cycling bans. In fact, yobs will be yobs regardless of any ban, so please stop imposing pointless bans and wasting police time on people who simply go about their business, but happen to be using a bicycle to do so. I have a friend who has been intimidated by the police for cycling and that is absurd, given the amount of illegal parking or speeding that happens in broad daylight, which is far more dangerous but is never challenged by the police! In conclusion: Allow cycling permanently, including on Fridays.
Cycling on sheep street yes!	October 1, 2025	Just wanted to say that I think cycling on Sheep Street has been great. I hope we can keep this.
Near miss	October 16, 2025	On Friday 10th October at around 3:30pm I was walking on Sheep Street in Bicester, between the Penny Black and the fruit & veg stall, when a cyclist missed me by a few inches at speed. I know that they street has been open to this ridiculous experiment recently and it seems to be open to all sorts of riders. I see near misses often throughout the week from not only cyclists, but eScooters & eBikes alike. Please stop the experiment asap.

Sheep Street, Bicester	October 20, 2025	I nearly got knocked over by a van driving slowly behind me in Sheep Street today. I stepped sideways to avoid a pedestrian, only to realise I'd walked in front of the van. It's no longer a pedestrian area. The number of vehicles parked in and around the tunnel by Sainsbury's and Vue Cinema is increasing.
Dangerous cycling	June 27, 2025	Although not on Sheep Street, I recently had an incident on a dual use cycle/footpath that I wish to report. I was walking into town from Langford on the footpath that links Mallard Way to the London Road. I was approaching the turn to walk along the path that runs by the railway track when a cyclist rode around the corner; he had not dismounted his bike. Fortunately I just stopped in time to avoid a collision. When I told him he should have dismounted, he informed me it was a cycle way! I consider these dual use paths are dangerous and with some inconsiderate cyclist, like the one I encountered, it will not be too long before someone has a serious incident. I accept that not all cyclist are inconsiderate but as long as there are idiots about, the lowest common denominator has to be adopted and ban ALL cycling on footpaths, except for small children.
Fw: Signs	August 22, 2025	There are also still no notices in sheep street on how to report near misses.

Equality Impact Assessment

Section 1: Summary details

Directorate and Service Area	Directorate: Economy & Place Service: Place Shaping
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	The assessment pertains to an Experimental Traffic Regulation Order (ETRO) designed to permit cycling in Sheep Street Bicester, where currently there is a traffic regulation order governing “no cycling”.
Is this a new or existing function or policy?	This represents a newly proposed function, specifically an Experimental Traffic Regulation Order (ETRO). The proposal aligns with the recommendations outlined in the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP), Oxfordshire Local Transport and Connectivity Plan and complies with national guidance, including the Department for Transport’s Local Transport Note 1/20 (LTN 1/20).
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	The assessment relates to the Experimental Traffic Regulation Order (ETRO) on Sheep Street, Bicester, which permits cycling within the pedestrianised area. During the experimental period, monitoring, consultation feedback, behavioural observations and road safety information were collected to assess the impacts of the scheme on all users. Following feedback received during the first six months of the ETRO, modifications were made to the scheme. These included a requirement for cyclists to dismount during the weekly street market (Fridays between 9am and 4pm), together with an exemption allowing a cycle used as a mobility aid by a person with limited mobility to continue to be ridden during market hours. This amendment was introduced to ensure accessibility for disabled users whilst addressing concerns regarding pedestrian comfort and safety. Monitoring evidence indicates that Sheep Street remains a predominantly pedestrian environment and that cyclists generally accommodate pedestrians during interactions. Review of Thames Valley Police collision data has identified no recorded personal injury collisions on Sheep Street since implementation of the scheme. Consultation responses demonstrated a range of views, with some respondents expressing concerns regarding pedestrian safety and comfort and others supporting improved cycling access through the town centre. The scheme provides benefits for people who cycle and for disabled users who rely on cycles as mobility aids by improving access through the town centre. The market-day dismount requirement and mobility-aid exemption seek to

	mitigate potential adverse impacts on pedestrians while maintaining accessibility for those users who may be unable to dismount and walk with their cycle. In updating this Equalities Impact Assessment, no additional negative implications in respect of equality, diversity or inclusion have been identified. Officers do not consider that the proposal unfairly disadvantages any protected group and believe that it represents an appropriate balance between pedestrian priority, accessibility and sustainable travel objectives.
Completed By	Hanaii Faour, Transport Planner, Place Planning (North)
Authorised By	Jacqui Cox, Place Planning Manager (North)
Date of Assessment	August 2026

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	The Experimental Traffic Regulation Order (ETRO) was introduced on Sheep Street, Bicester, to test the effects of permitting cycling within the pedestrianised area. The trial was implemented in response to objectives identified in the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) and forms part of Oxfordshire County Council's wider commitment to improving active travel connectivity. During the experimental period, pedestrian and cyclist monitoring, behavioural observations, consultation feedback and road safety information were collected to assess the impacts of the scheme. Following feedback received during the first six months of operation, modifications were introduced requiring cyclists to dismount during the weekly street market. An exemption was also introduced for cycles used as mobility aids by people with limited mobility. The ETRO and subsequent modifications have been subject to formal consultation and monitoring, and the findings have informed the recommendation on the future operation of the scheme.
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Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The proposal is to make permanent the Experimental Traffic Regulation Order permitting cycling in Sheep Street, subject to a requirement for cyclists to dismount during the weekly street market (Fridays between 9am and 4pm), except where a cycle is being used as a mobility aid by a person with limited mobility. Monitoring undertaken during the experimental period included: • VivaCity pedestrian and cyclist count data; • Behavioural observations using CCTV footage; • Public and stakeholder consultation responses; • Correspondence received through the dedicated project mailbox (SheepStreetETRO@oxfordshire.gov.uk); • Review of Thames Valley Police collision data. The evidence indicates that Sheep Street continues to operate as a pedestrian-priority environment while enabling cycling access through the town centre. The market-day dismount requirement and mobility-aid exemption provide additional safeguards during periods of highest pedestrian activity while maintaining accessibility for disabled users.
Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.	Monitoring evidence demonstrates that Sheep Street remains predominantly used by pedestrians, with cyclists representing a relatively small proportion of total users. Behavioural observations showed that cyclists generally slowed, stopped or gave way to pedestrians when interactions occurred. Consultation responses were received through the formal consultation process and the dedicated project mailbox (SheepStreetETRO@oxfordshire.gov.uk). While some respondents raised concerns regarding pedestrian comfort, safety and reports of near misses, others supported improved cycling access through the town centre. Review of Thames Valley Police collision records identified no reported personal injury collisions on Sheep Street since implementation of the trial scheme. This evidence has been considered alongside consultation responses and monitoring information when assessing the impacts of the proposal.

Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	Several options were considered following completion of the Experimental Traffic Regulation Order (ETRO), consultation process and review of monitoring evidence. Reverting to the previous "No Cycling" restriction The option of removing the ETRO and reinstating the previous prohibition on cycling in Sheep Street was considered. This option was not recommended as it would remove an important cycling connection through Bicester town centre and would be contrary to the objectives of the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP), the Local Transport and Connectivity Plan (LTCP) and national active travel guidance. Monitoring evidence demonstrated continued use of Sheep Street by cyclists and did not identify any recorded personal injury collisions associated with the scheme. Permitting cycling at all times with no market-day restrictions The option of retaining unrestricted cycling during the weekly street market was considered. Consultation responses and feedback received during the trial identified concerns regarding pedestrian comfort and potential conflict during periods of highest pedestrian activity. As a result, this option was not progressed and a market-day dismount requirement was introduced as a proportionate mitigation measure. Physical segregation of pedestrians and cyclists The provision of segregated cycling infrastructure within Sheep Street was considered but was not pursued owing to the constrained nature of the street, its historic town-centre environment, and concerns that segregation could reduce pedestrian flexibility and potentially encourage higher cycling speeds.
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Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	☐	☒	☒	Allowing cycling in Sheep Street provides benefits for people of all ages by improving access to Bicester town centre and supporting active travel. Younger and older people who cycle may benefit from a more direct and convenient route through the town centre. Some older people and families with young children may have concerns regarding interactions between pedestrians and cyclists within a shared environment. During the experimental period, consultation feedback identified concerns regarding pedestrian comfort and safety, particularly during the weekly street market. Monitoring evidence indicates that Sheep Street continues to operate predominantly as a pedestrian environment and that cyclists generally accommodate pedestrians during observed interactions. The market-day dismount requirement was introduced to provide additional safeguards during periods of highest pedestrian activity.	The requirement for cyclists to dismount during the weekly street market helps reduce the potential for conflict during peak pedestrian periods while retaining cycling access at other times. Monitoring and consultation feedback have informed the assessment and future operation of the scheme.	Hanaii Faour Transport Planner, Place Planning North	The ETRO period

Disability	☐	☒	☒	Allowing cycling in Sheep Street benefits disabled people who use cycles as mobility aids by improving access to shops, services and facilities within Bicester town centre. During the experimental period, feedback was received regarding the market-day operation of the scheme. In response, an exemption was introduced allowing a cycle used as a mobility aid by a person with limited mobility to continue to be ridden during the weekly street market. Some disabled people, including those with visual impairments, hearing impairments or mobility impairments, may have concerns regarding interactions with cyclists within a shared environment. However, monitoring evidence indicates that cyclists generally accommodate pedestrians during observed interactions. The introduction of the market-day dismount requirement and mobility-aid exemption seeks to balance accessibility needs with pedestrian comfort and safety.	Monitoring has been undertaken through consultation responses, pedestrian and cyclist count data, behavioural observations and road safety information. This evidence has informed the updated assessment and will continue to be reviewed following any decision on the future operation of the scheme.	Hanaii Faour Transport Planner, Place Planning North	The ETRO period
Gender Reassignment	☒	☐	☐				

Marriage & Civil Partnership	☒	☐	☐				
Pregnancy & Maternity	☐	☒	☒	The scheme may provide benefits for some pregnant people and parents who cycle by improving access through Bicester town centre and supporting sustainable travel options. Some pregnant people and parents with young children may have concerns regarding interactions with cyclists within a shared pedestrian environment. These concerns were considered through the consultation process and monitoring undertaken during the experimental period. Monitoring evidence indicates that cyclists generally accommodate pedestrians during observed interactions. The introduction of the market-day dismount requirement provides an additional measure to support pedestrian comfort and safety during periods of highest pedestrian activity.	The requirement for cyclists to dismount during the weekly street market helps reduce potential conflicts between pedestrians and cyclists during the busiest periods. Monitoring evidence and consultation feedback have been used to assess the effectiveness of this measure.	Hanaii Faour Transport Planner, Place Planning North	The ETRO period
Race	☒	☐	☐				
Sex	☒	☐	☐				
Sexual Orientation	☒	☐	☐				
Religion or Belief	☒	☐	☐				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☒	☐	☐				
Armed Forces	☒	☐	☐				
Carers	☒	☐	☐				
Areas of deprivation	☒	☐	☐				

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (* Job Title, Organisation)	Timescale and monitoring arrangements
Staff	☒	☐	☐				
Other Council Services	☒	☐	☐				
Providers	☒	☐	☐				
Social Value ¹	☒	☐	☐				

Section 4: Review

Review Date	August 2026
Person Responsible for Review	Hanaii Faour, Transport Planner, Place Planning (North)
Authorised By	Jacqui Cox, Place Planning Manager (North)

Sheep Street ETRO Monitoring Evidence (Counts + Behaviour)

This annex provides monitoring evidence for the Sheep Street ETRO, combining continuous (24/7) automated counts and sampled mobile CCTV interaction observations.

A1. Monitoring approach and data sources

Two complementary monitoring channels were used:

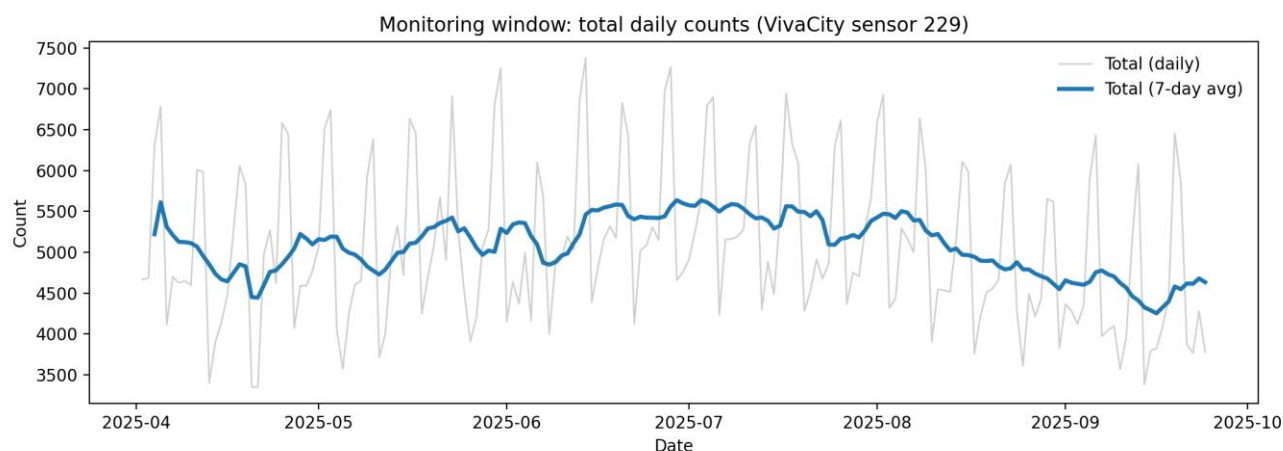
- 24/7 counts (VivaCity sensor 229): continuous classification of pedestrians and cyclists to quantify demand, day-of-week patterns and seasonal variation.
- Behaviour (mobile CCTV): two survey days per month for six months (Apr–Sep 2025), including one Friday in each monthly pair. Each logged interaction records time, zone and whether the cyclist or pedestrian slowed/stopped/moved aside.

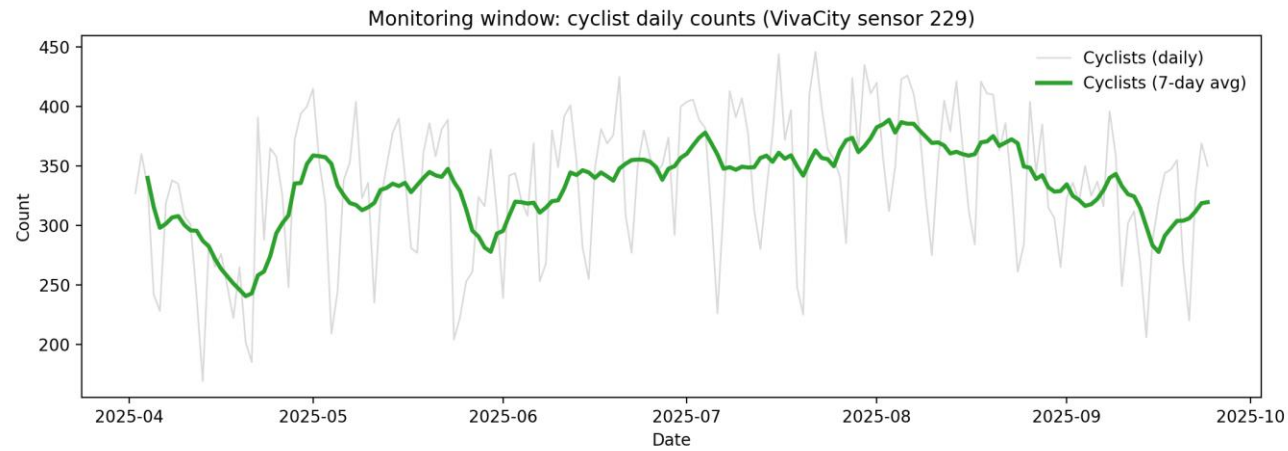
A2. Results – 24/7 counts (VivaCity sensor 229)

Monitoring window for headline statistics: 2025-03-25 to 2025-09-24.

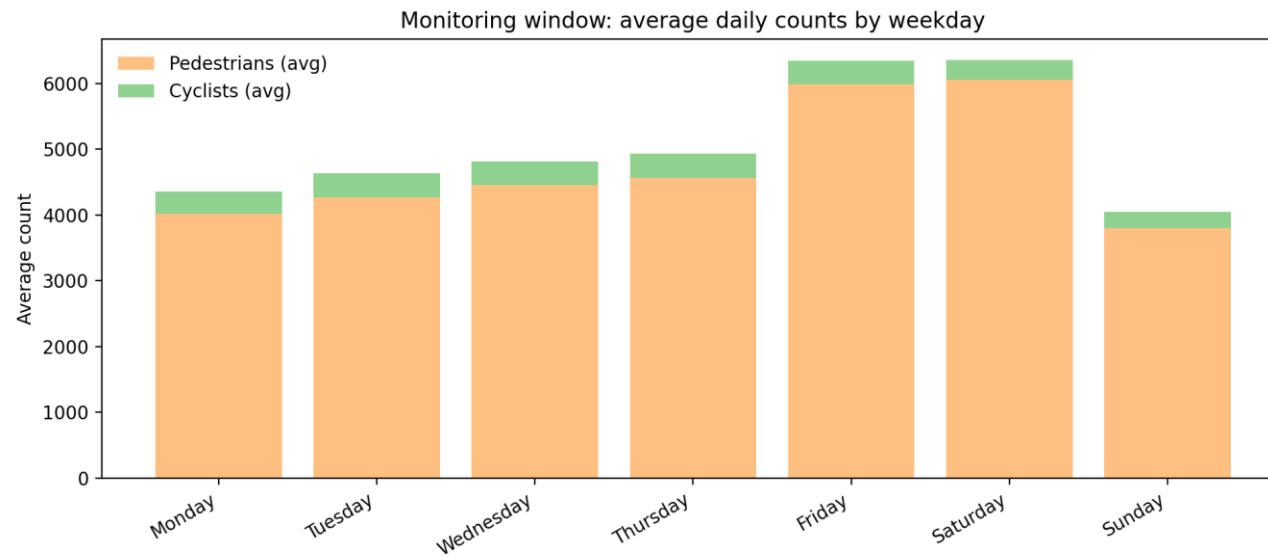
Headline ($\geq 90\%$ availability days, $n=175$): average 5,071 total users/day, 4,737 pedestrians/day, 334 cyclists/day. Cyclists are ~6.7% of daily users (mean share).

A2.1 Trends over time



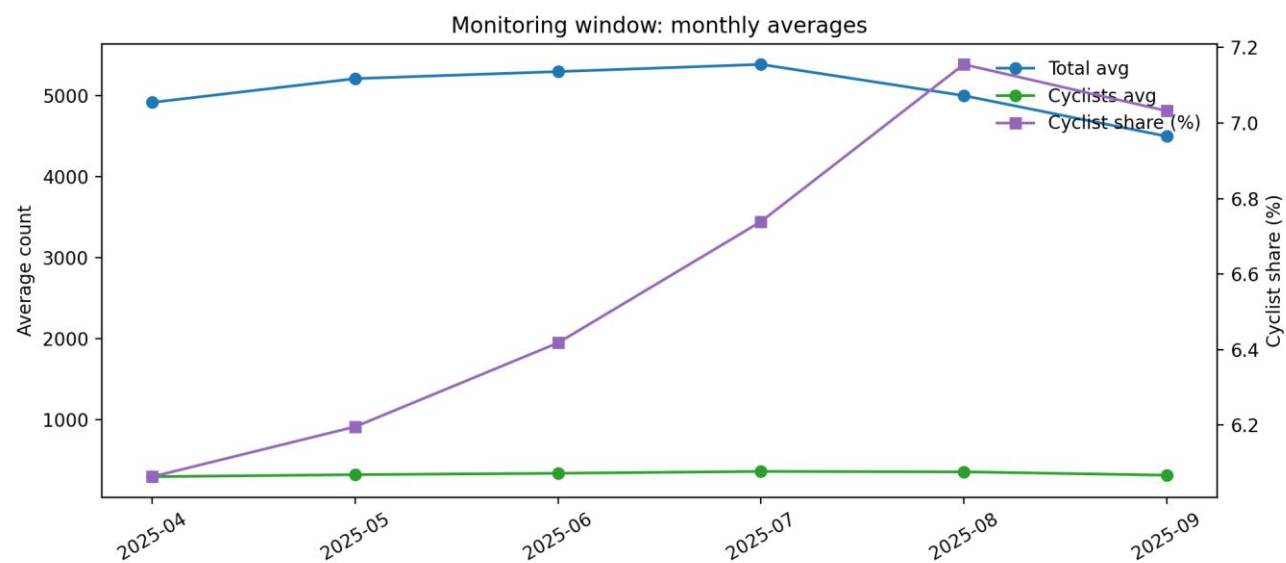


A2.2 Weekday pattern



Weekday	Days	Avg total	Avg pedestrians	Avg cyclists	Cyclist share
Monday	25	4356	4021	335	7.7%
Tuesday	25	4635	4266	368	8.0%
Wednesday	26	4815	4455	361	7.5%
Thursday	24	4935	4564	370	7.6%
Friday	25	6344	5990	354	5.6%
Saturday	25	6362	6064	298	4.7%
Sunday	25	4052	3801	251	6.2%

A2.3 Monthly averages (within monitoring window)

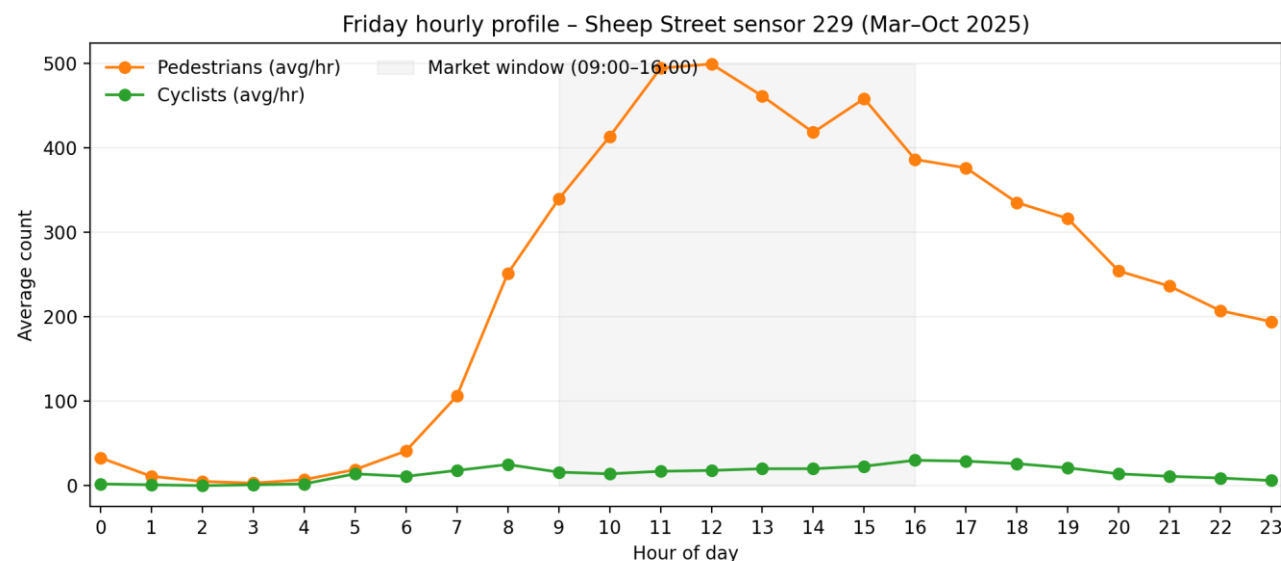


Month	Days	Avg total	Avg pedestrians	Avg cyclists	Cyclist share
2025-04	28	4913	4615	298	6.1%
2025-05	31	5206	4884	323	6.2%

2025-06	30	5293	4953	340	6.4%
2025-07	31	5381	5019	363	6.7%
2025-08	31	4997	4639	358	7.2%
2025-09	24	4495	4179	316	7.0%

A2.4 Friday market-hours effect (hourly profile)

Friday hourly averages show pedestrian volumes increase sharply during market hours. Cycling does not rise alongside this pedestrian peak and increases after 16:00, lowering cycling share during the busiest period.



Window	Hours	Avg cyclists/hr	Avg pedestrians/hr	Cyclist share
Pre-market	06:00–08:59	18.0	132.7	11.9%
Market (core)	09:00–15:59	18.3	440.3	4.0%
Market (incl. 16:00 hour)	09:00–16:59	19.8	433.5	4.4%
Post-market	16:00–18:59	28.3	365.7	7.2%

Peak pedestrian hour on Fridays: 12:00 (~499 pedestrians/hr).

Peak cyclist hour on Fridays: 16:00 (~30 cyclists/hr).

A3. Results – behaviour (mobile CCTV interaction logs)

Across six months of sampling (Apr–Sep 2025; 12 survey days), 320 interactions were logged.

Cyclist slowed/stopped/moved aside: 274 (85.6%). Pedestrian slowed/stopped/moved aside: 46 (14.4%).

Pedestrian yield share is higher on Fridays (22.3%) than non-Fridays (10.1%).

A3.1 Monthly yields

Month	Cyclist yields	Pedestrian yields	Total	Cyclist yield share
2025-04	62	8	70	88.6%
2025-05	26	3	29	89.7%
2025-06	81	5	86	94.2%
2025-07	63	20	83	75.9%
2025-08	21	3	24	87.5%
2025-09	21	7	28	75.0%

A3.2 Time-of-day distribution (logged interactions)

Month	AM	Midday	PM
2025-04	19	36	15
2025-05	13	10	6
2025-06	48	14	24
2025-07	27	34	22
2025-08	11	7	6
2025-09	8	12	8

A3.3 Zone distribution (logged interactions)

Month	Zone 1	Zone 2
2025-04	30	40
2025-05	0	29
2025-06	17	69

2025-07	0	83
2025-08	5	19
2025-09	4	24

A4. Integrated interpretation (counts + behaviour)

- Exposure: count data shows Fridays and Saturdays are the busiest days, driven by pedestrian volumes. This creates the highest exposure context for interactions.
- Market-hours effect: during Friday market hours pedestrian volumes increase sharply while cycling remains comparatively low and increases after 16:00, reducing cycling share during the busiest period. This is consistent with compliance/avoidance behaviour and/or cyclists dismounting (being counted as pedestrians).
- Behaviour: across sampled CCTV interactions, cyclists most often slow/stop/move aside.

Baseline Traffic Survey

May 2023

Intelligent Data Collection Limited



Client: Oxford County Council

Project Number: ID07100

Site Number: Site 1

Site Name: Sheep Street

Date of Survey: 16.05.2023

Survey Type: Pedestrian & Cycle Count

Input by: David Roberts

Checked by: Elyece Malnati

Time	Movement 1			Movement 2		
	Peds	Cyclists	Total	Peds	Cyclists	Total
07:00	12	4	16	9	0	9
07:15	11	1	12	10	2	12
07:30	13	3	16	14	1	15
07:45	33	1	34	10	3	13
08:00	24	4	28	21	2	23
08:15	34	3	37	36	3	39
08:30	46	4	50	34	1	35
08:45	87	4	91	37	2	39
09:00	69	2	71	55	0	55
09:15	88	2	90	62	0	62
09:30	83	3	86	67	1	68
09:45	90	3	93	92	2	94
10:00	87	3	90	88	1	89

10:15	112	1	113	98	2	100
10:30	118	1	119	137	2	139
10:45	110	1	111	123	2	125
11:00	147	2	149	134	2	136
11:15	116	5	121	133	0	133
11:30	103	2	105	121	1	122
11:45	111	0	111	126	0	126
12:00	123	1	124	107	0	107
12:15	90	2	92	122	0	122
12:30	105	1	106	112	1	113
12:45	122	3	125	94	3	97
13:00	102	4	106	136	3	139
13:15	117	0	117	93	1	94
13:30	102	5	107	118	1	119
13:45	86	1	87	85	3	88
14:00	98	0	98	102	3	105
14:15	79	1	80	110	4	114
14:30	87	0	87	104	3	107
14:45	75	0	75	88	1	89
15:00	80	3	83	91	4	95
15:15	106	10	116	82	3	85
15:30	156	5	161	76	2	78
15:45	110	4	114	105	1	106
16:00	78	0	78	81	6	87
16:15	83	0	83	76	3	79
16:30	76	1	77	112	2	114
16:45	62	0	62	88	1	89
17:00	67	1	68	91	1	92
17:15	44	0	44	90	2	92
17:30	61	5	66	60	5	65
17:45	40	3	43	62	3	65
18:00	52	5	57	37	2	39

18:15	35	1	36	36	4	40
18:30	43	0	43	35	1	36
18:45	26	1	27	27	1	28
07:00-10:00 Total	590	34	624	447	17	464
16:00-19:00 Total	667	17	684	795	31	826
07:00-19:00 Total	3799	106	3905	3827	91	3918

Feb 2024



Sheep St, Bicester NMUs - Manual Traffic Survey: Thursday, 29 February 2024

Produced by Streetwise Services Ltd.

Junction: **Sheep Street**

TIME	Link					
	Northbound			Southbound		
	Pedestrian	Cyclist	TOTAL	Pedestrian	Cyclist	TOTAL
07:00 - 07:15	6	0	6	9	4	13
07:15 - 07:30	11	1	12	9	3	12
07:30 - 07:45	10	2	12	29	4	33

07:45 - 08:00	10	2	12	17	3	20
Hourly Total	37	5	42	64	14	78
08:00 - 08:15	14	1	15	30	4	34
08:15 - 08:30	20	5	25	33	3	36
08:30 - 08:45	46	3	49	27	2	29
08:45 - 09:00	31	1	32	88	5	93
Hourly Total	111	10	121	178	14	192
09:00 - 09:15	11	0	11	84	1	85
09:15 - 09:30	35	1	36	43	1	44
09:30 - 09:45	23	1	24	39	2	41
09:45 - 10:00	41	1	42	44	1	45
Hourly Total	110	3	113	210	5	215
10:00 - 10:15	32	2	34	45	7	52
10:15 - 10:30	35	0	35	40	1	41
10:30 - 10:45	23	0	23	53	0	53
10:45 - 11:00	39	0	39	52	2	54
Hourly Total	129	2	131	190	10	200
11:00 - 11:15	43	1	44	45	1	46
11:15 - 11:30	43	2	45	39	0	39
11:30 - 11:45	38	0	38	42	1	43
11:45 - 12:00	33	2	35	42	0	42

Hourly Total	157	5	162	168	2	170
12:00 - 12:15	36	1	37	47	2	49
12:15 - 12:30	43	2	45	35	0	35
12:30 - 12:45	36	1	37	36	2	38
12:45 - 13:00	35	1	36	39	3	42
Hourly Total	150	5	155	157	7	164
13:00 - 13:15	35	4	39	42	3	45
13:15 - 13:30	32	2	34	30	0	30
13:30 - 13:45	35	0	35	48	1	49
13:45 - 14:00	44	1	45	33	0	33
Hourly Total	146	7	153	153	4	157
14:00 - 14:15	32	1	33	36	3	39
14:15 - 14:30	45	2	47	37	2	39
14:30 - 14:45	37	2	39	35	1	36
14:45 - 15:00	50	3	53	35	3	38
Hourly Total	164	8	172	143	9	152
15:00 - 15:15	49	4	53	36	2	38
15:15 - 15:30	66	2	68	64	1	65
15:30 - 15:45	47	1	48	119	2	121
15:45 - 16:00	65	4	69	52	1	53
Hourly Total	227	11	238	271	6	277

16:00 - 16:15	45	3	48	36	2	38
16:15 - 16:30	37	1	38	40	3	43
16:30 - 16:45	45	3	48	53	6	59
16:45 - 17:00	65	1	66	49	3	52
Hourly Total	192	8	200	178	14	192
17:00 - 17:15	58	7	65	63	2	65
17:15 - 17:30	45	4	49	48	3	51
17:30 - 17:45	58	2	60	40	3	43
17:45 - 18:00	54	3	57	59	2	61
Hourly Total	215	16	231	210	10	220
18:00 - 18:15	59	1	60	31	0	31
18:15 - 18:30	62	2	64	22	2	24
18:30 - 18:45	31	3	34	23	3	26
18:45 - 19:00	47	4	51	35	1	36
Hourly Total	199	10	209	111	6	117

Session Total	1837	90	1927	2033	101	2134
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ANNEX 6

Extended monitoring update (August 2025 – August 2026)

Date	Local Start Hour	Local End Hour	Data Availability Percent	Cyclist	Pedestrian	Total
15/08/2025	00:00	00:00	96.94458333	366	5741	6107
16/08/2025	00:00	00:00	96.70166667	313	5673	5986
17/08/2025	00:00	00:00	96.97916667	284	3479	3763
18/08/2025	00:00	00:00	96.94458333	421	3798	4219
19/08/2025	00:00	00:00	96.94458333	411	4096	4507
20/08/2025	00:00	00:00	96.97916667	410	4149	4559
21/08/2025	00:00	00:00	96.94458333	363	4302	4665
22/08/2025	00:00	00:00	96.97916667	386	5452	5838
23/08/2025	00:00	00:00	96.94416667	332	5743	6075
24/08/2025	00:00	00:00	96.90916667	261	4024	4285
25/08/2025	00:00	00:00	96.94416667	284	3327	3611
26/08/2025	00:00	00:00	99.93083333	404	4086	4490
27/08/2025	00:00	00:00	96.94416667	344	3872	4216
28/08/2025	00:00	00:00	96.94458333	385	4048	4433
29/08/2025	00:00	00:00	96.875	315	5338	5653
30/08/2025	00:00	00:00	96.97916667	306	5311	5617
31/08/2025	00:00	00:00	96.94416667	265	3562	3827
01/09/2025	00:00	00:00	96.59708333	323	4041	4364
02/09/2025	00:00	00:00	96.90958333	336	3948	4284
03/09/2025	00:00	00:00	96.84	320	3804	4124
04/09/2025	00:00	00:00	96.97916667	350	4002	4352
05/09/2025	00:00	00:00	96.875	325	5578	5903
06/09/2025	00:00	00:00	96.94458333	337	6101	6438
07/09/2025	00:00	00:00	96.97916667	316	3657	3973
08/09/2025	00:00	00:00	96.94458333	396	3649	4045
09/09/2025	00:00	00:00	96.97916667	359	3738	4097

10/09/2025	00:00	00:00	96.94458333	249	3321	3570
11/09/2025	00:00	00:00	96.90958333	302	3645	3947
12/09/2025	00:00	00:00	96.97916667	312	4857	5169
13/09/2025	00:00	00:00	96.94416667	268	5812	6080
14/09/2025	00:00	00:00	96.97916667	206	3178	3384
15/09/2025	00:00	00:00	96.94458333	287	3508	3795
16/09/2025	00:00	00:00	96.77	320	3506	3826
17/09/2025	00:00	00:00	96.87458333	344	3750	4094
18/09/2025	00:00	00:00	99.82625	347	4090	4437
19/09/2025	00:00	00:00	96.97916667	355	6102	6457
20/09/2025	00:00	00:00	96.91	269	5584	5853
21/09/2025	00:00	00:00	96.90958333	220	3652	3872
22/09/2025	00:00	00:00	97.01375	327	3440	3767
23/09/2025	00:00	00:00	96.77083333	369	3909	4278
24/09/2025	00:00	00:00	96.94458333	350	3431	3781
25/09/2025	00:00	00:00	96.97916667	361	3731	4092
26/09/2025	00:00	00:00	96.84041667	375	5519	5894
27/09/2025	00:00	00:00	96.97916667	309	5793	6102
28/09/2025	00:00	00:00	96.97916667	265	3804	4069
29/09/2025	00:00	00:00	96.97916667	299	3713	4012
30/09/2025	00:00	00:00	96.77083333	385	3857	4242
01/10/2025	00:00	00:00	96.97916667	393	4070	4463
02/10/2025	00:00	00:00	96.97916667	385	4236	4621
03/10/2025	00:00	00:00	96.97916667	235	4306	4541
04/10/2025	00:00	00:00	96.94416667	219	5127	5346
05/10/2025	00:00	00:00	96.94416667	238	3345	3583
06/10/2025	00:00	00:00	96.90958333	335	3729	4064
07/10/2025	00:00	00:00	96.94416667	309	3829	4138
08/10/2025	00:00	00:00	96.94458333	320	4115	4435
09/10/2025	00:00	00:00	96.94458333	365	4188	4553

10/10/2025	00:00	00:00	96.97916667	290	5089	5379
11/10/2025	00:00	00:00	96.84	289	5997	6286
12/10/2025	00:00	00:00	96.97916667	268	3460	3728
13/10/2025	00:00	00:00	96.49291667	370	3673	4043
14/10/2025	00:00	00:00	96.94458333	324	3807	4131
15/10/2025	00:00	00:00	96.94416667	322	3867	4189
16/10/2025	00:00	00:00	96.94416667	351	3781	4132
17/10/2025	00:00	00:00	96.94458333	391	5304	5695
18/10/2025	00:00	00:00	97.01375	348	5514	5862
19/10/2025	00:00	00:00	96.94458333	190	2542	2732
20/10/2025	00:00	00:00	96.84083333	249	3060	3309
21/10/2025	00:00	00:00	96.38875	341	4036	4377
22/10/2025	00:00	00:00	96.94458333	355	4307	4662
23/10/2025	00:00	00:00	96.59666667	268	3232	3500
24/10/2025	00:00	00:00	96.77083333	265	4851	5116
25/10/2025	00:00	00:00	96.90958333	171	4912	5083
26/10/2025	00:00	00:00	98.92333333	182	3470	3652
27/10/2025	00:00	00:00	97.36083333	279	3654	3933
28/10/2025	00:00	00:00	96.94458333	320	3930	4250
29/10/2025	00:00	00:00	96.94416667	245	3417	3662
30/10/2025	00:00	00:00	96.84	311	3926	4237
31/10/2025	00:00	00:00	96.73625	291	5064	5355
01/11/2025	00:00	00:00	96.94458333	241	6235	6476
02/11/2025	00:00	00:00	96.94458333	221	3510	3731
03/11/2025	00:00	00:00	84.89583333	297	3532	3829
04/11/2025	00:00	00:00	96.18041667	298	3810	4108
05/11/2025	00:00	00:00	96.94458333	323	4018	4341
06/11/2025	00:00	00:00	95.9375	310	3707	4017
07/11/2025	00:00	00:00	96.94458333	307	4850	5157
08/11/2025	00:00	00:00	96.97916667	264	6186	6450

09/11/2025	00:00	00:00	96.90958333	224	3856	4080
10/11/2025	00:00	00:00	96.94458333	272	2990	3262
11/11/2025	00:00	00:00	96.77083333	305	3363	3668
12/11/2025	00:00	00:00	96.94458333	322	4046	4368
13/11/2025	00:00	00:00	96.97916667	306	3961	4267
14/11/2025	00:00	00:00	96.94458333	169	2947	3116
15/11/2025	00:00	00:00	96.91	268	5360	5628
16/11/2025	00:00	00:00	96.84	175	3390	3565
17/11/2025	00:00	00:00	96.5975	294	3459	3753
18/11/2025	00:00	00:00	96.94416667	336	3535	3871
19/11/2025	00:00	00:00	96.97916667	255	3310	3565
20/11/2025	00:00	00:00	96.97916667	257	3342	3599
21/11/2025	00:00	00:00	96.97916667	261	4894	5155
22/11/2025	00:00	00:00	96.97916667	152	3622	3774
23/11/2025	00:00	00:00	96.97916667	191	3563	3754
24/11/2025	00:00	00:00	96.90958333	265	3471	3736
25/11/2025	00:00	00:00	96.97916667	313	3620	3933
26/11/2025	00:00	00:00	96.94458333	250	3540	3790
27/11/2025	00:00	00:00	96.77125	287	3643	3930
28/11/2025	00:00	00:00	96.94458333	300	5248	5548
29/11/2025	00:00	00:00	96.97916667	199	6971	7170
30/11/2025	00:00	00:00	96.94458333	169	3864	4033
01/12/2025	00:00	00:00	96.94458333	237	2848	3085
02/12/2025	00:00	00:00	96.97916667	304	3428	3732
03/12/2025	00:00	00:00	96.97916667	299	3775	4074
04/12/2025	00:00	00:00	96.94416667	263	3260	3523
05/12/2025	00:00	00:00	96.94458333	251	4315	4566
06/12/2025	00:00	00:00	96.94416667	228	5578	5806
07/12/2025	00:00	00:00	96.91	142	3310	3452
08/12/2025	00:00	00:00	96.38875	308	3690	3998

09/12/2025	00:00	00:00	96.56291667	255	3286	3541
10/12/2025	00:00	00:00	96.97916667	317	3697	4014
11/12/2025	00:00	00:00	96.94458333	280	3912	4192
12/12/2025	00:00	00:00	95.38166667	277	4956	5233
13/12/2025	00:00	00:00	96.875	259	5771	6030
14/12/2025	00:00	00:00	96.80541667	198	3717	3915
15/12/2025	00:00	00:00	96.52791667	277	3531	3808
16/12/2025	00:00	00:00	96.97916667	270	3478	3748
17/12/2025	00:00	00:00	96.97916667	284	4099	4383
18/12/2025	00:00	00:00	96.94416667	223	3563	3786
19/12/2025	00:00	00:00	96.94458333	272	6258	6530
20/12/2025	00:00	00:00	95.10416667	219	6046	6265
21/12/2025	00:00	00:00	96.97916667	187	3994	4181
22/12/2025	00:00	00:00	95.3475	264	5125	5389
23/12/2025	00:00	00:00	96.94416667	231	5179	5410
24/12/2025	00:00	00:00	96.90958333	218	5559	5777
25/12/2025	00:00	00:00	96.94458333	44	1075	1119
26/12/2025	00:00	00:00	96.90916667	157	3496	3653
27/12/2025	00:00	00:00	96.97916667	163	3774	3937
28/12/2025	00:00	00:00	96.91	152	2963	3115
29/12/2025	00:00	00:00	96.31958333	230	3797	4027
30/12/2025	00:00	00:00	96.94416667	208	4224	4432
31/12/2025	00:00	00:00	96.70125	256	5047	5303
01/01/2026	00:00	00:00	96.5275	134	3473	3607
02/01/2026	00:00	00:00	96.87541667	181	4003	4184
03/01/2026	00:00	00:00	96.97916667	163	4133	4296
04/01/2026	00:00	00:00	96.94458333	127	2835	2962
05/01/2026	00:00	00:00	96.49291667	214	2980	3194
06/01/2026	00:00	00:00	96.97916667	224	2965	3189
07/01/2026	00:00	00:00	96.97916667	194	3228	3422

08/01/2026	00:00	00:00	96.84041667	229	2607	2836
09/01/2026	00:00	00:00	96.97916667	181	3879	4060
10/01/2026	00:00	00:00	96.42333333	202	4918	5120
11/01/2026	00:00	00:00	96.94458333	161	2595	2756
12/01/2026	00:00	00:00	96.91	259	3342	3601
13/01/2026	00:00	00:00	96.90958333	234	2974	3208
14/01/2026	00:00	00:00	96.94416667	242	3330	3572
15/01/2026	00:00	00:00	96.94416667	223	2662	2885
16/01/2026	00:00	00:00	96.94416667	279	5298	5577
17/01/2026	00:00	00:00	96.91	227	5043	5270
18/01/2026	00:00	00:00	96.94458333	154	3053	3207
19/01/2026	00:00	00:00	96.94416667	278	3490	3768
20/01/2026	00:00	00:00	96.94458333	294	3397	3691
21/01/2026	00:00	00:00	96.94416667	224	2833	3057
22/01/2026	00:00	00:00	96.91	242	3371	3613
23/01/2026	00:00	00:00	96.90916667	260	4702	4962
24/01/2026	00:00	00:00	96.97916667	188	5140	5328
25/01/2026	00:00	00:00	96.97916667	151	2979	3130
26/01/2026	00:00	00:00	96.42375	256	3388	3644
27/01/2026	00:00	00:00	96.94458333	227	2899	3126
28/01/2026	00:00	00:00	96.94458333	316	3682	3998
29/01/2026	00:00	00:00	96.97916667	287	3537	3824
30/01/2026	00:00	00:00	96.97916667	243	4856	5099
31/01/2026	00:00	00:00	96.94458333	232	5649	5881
01/02/2026	00:00	00:00	97.01416667	130	3320	3450
02/02/2026	00:00	00:00	96.97916667	282	3542	3824
03/02/2026	00:00	00:00	96.31916667	224	2481	2705
04/02/2026	00:00	00:00	96.94458333	279	3942	4221
05/02/2026	00:00	00:00	96.94458333	213	2902	3115
06/02/2026	00:00	00:00	96.70166667	194	4326	4520

07/02/2026	00:00	00:00	96.80541667	233	5640	5873
08/02/2026	00:00	00:00	96.90958333	195	3352	3547
09/02/2026	00:00	00:00	96.25	235	3516	3751
10/02/2026	00:00	00:00	96.94458333	264	3283	3547
11/02/2026	00:00	00:00	96.94416667	285	3864	4149
12/02/2026	00:00	00:00	96.97916667	238	3405	3643
13/02/2026	00:00	00:00	96.90958333	251	4930	5181
14/02/2026	00:00	00:00	96.84041667	224	5775	5999
15/02/2026	00:00	00:00	96.87541667	138	2835	2973
16/02/2026	00:00	00:00	96.80541667	226	3099	3325
17/02/2026	00:00	00:00	96.94458333	270	3736	4006
18/02/2026	00:00	00:00	96.90958333	218	3139	3357
19/02/2026	00:00	00:00	96.91	249	3933	4182
20/02/2026	00:00	00:00	96.97916667	219	4867	5086
21/02/2026	00:00	00:00	96.94416667	186	5404	5590
22/02/2026	00:00	00:00	97.01375	168	3532	3700
23/02/2026	00:00	00:00	96.94458333	260	3476	3736
24/02/2026	00:00	00:00	96.87458333	296	3960	4256
25/02/2026	00:00	00:00	96.97916667	367	4276	4643
26/02/2026	00:00	00:00	96.94458333	295	3549	3844
27/02/2026	00:00	00:00	95.79833333	282	5681	5963
28/02/2026	00:00	00:00	96.94458333	239	6135	6374
01/03/2026	00:00	00:00	96.97916667	206	3522	3728
02/03/2026	00:00	00:00	96.94458333	309	3766	4075
03/03/2026	00:00	00:00	96.94458333	269	3839	4108
04/03/2026	00:00	00:00	96.94458333	307	4441	4748
05/03/2026	00:00	00:00	96.97916667	285	4143	4428
06/03/2026	00:00	00:00	96.97916667	244	4855	5099
07/03/2026	00:00	00:00	96.94458333	205	5665	5870
08/03/2026	00:00	00:00	96.97916667	188	3501	3689

09/03/2026	00:00	00:00	96.97916667	282	3767	4049
10/03/2026	00:00	00:00	96.97916667	312	3672	3984
11/03/2026	00:00	00:00	96.97916667	301	4051	4352
12/03/2026	00:00	00:00	96.94458333	259	3413	3672
13/03/2026	00:00	00:00	96.94458333	279	5647	5926
14/03/2026	00:00	00:00	96.94416667	221	6396	6617
15/03/2026	00:00	00:00	96.90958333	162	3158	3320
16/03/2026	00:00	00:00	96.94416667	292	3566	3858
17/03/2026	00:00	00:00	96.94416667	339	4157	4496
18/03/2026	00:00	00:00	95.10416667	304	4313	4617
19/03/2026	00:00	00:00	96.97916667	300	4087	4387
20/03/2026	00:00	00:00	96.94416667	283	5894	6177
21/03/2026	00:00	00:00	96.94458333	323	6207	6530
22/03/2026	00:00	00:00	96.97916667	247	3666	3913
23/03/2026	00:00	00:00	96.94458333	328	3721	4049
24/03/2026	00:00	00:00	96.97916667	294	3426	3720
25/03/2026	00:00	00:00	96.97916667	292	3511	3803
26/03/2026	00:00	00:00	96.94416667	313	4299	4612
27/03/2026	00:00	00:00	96.94458333	288	5249	5537
28/03/2026	00:00	00:00	96.90958333	244	5708	5952
29/03/2026	00:00	00:00	96.84782609	167	3181	3348
30/03/2026	00:00	00:00	96.94458333	290	3596	3886
31/03/2026	00:00	00:00	96.97916667	336	4544	4880
01/04/2026	00:00	00:00	96.94416667	374	4097	4471
02/04/2026	00:00	00:00	96.97916667	339	5226	5565
03/04/2026	00:00	00:00	96.97916667	245	7129	7374
04/04/2026	00:00	00:00	96.97916667	224	6658	6882
05/04/2026	00:00	00:00	96.97916667	196	3123	3319
06/04/2026	00:00	00:00	96.91	293	3775	4068
07/04/2026	00:00	00:00	96.94458333	380	4409	4789

08/04/2026	00:00	00:00	96.94458333	395	4595	4990
09/04/2026	00:00	00:00	99.93041667	333	4053	4386
10/04/2026	00:00	00:00	96.97916667	322	5770	6092
11/04/2026	00:00	00:00	96.94416667	238	5989	6227
12/04/2026	00:00	00:00	96.90958333	205	2976	3181
13/04/2026	00:00	00:00	96.97916667	320	3582	3902
14/04/2026	00:00	00:00	96.94458333	321	3571	3892
15/04/2026	00:00	00:00	96.97916667	323	3786	4109
16/04/2026	00:00	00:00	96.97916667	327	4114	4441
17/04/2026	00:00	00:00	96.94458333	289	5398	5687
18/04/2026	00:00	00:00	96.94458333	346	5752	6098
19/04/2026	00:00	00:00	96.97916667	252	3842	4094
20/04/2026	00:00	00:00	96.97916667	312	3813	4125
21/04/2026	00:00	00:00	96.94416667	377	4063	4440
22/04/2026	00:00	00:00	96.94458333	360	4090	4450
23/04/2026	00:00	00:00	96.97916667	384	4264	4648
24/04/2026	00:00	00:00	96.97916667	391	5987	6378
25/04/2026	00:00	00:00	96.94458333	344	7956	8300
26/04/2026	00:00	00:00	96.97916667	266	3891	4157
27/04/2026	00:00	00:00	96.94416667	354	3770	4124
28/04/2026	00:00	00:00	96.94458333	347	4087	4434
29/04/2026	00:00	00:00	96.90958333	357	4005	4362
30/04/2026	00:00	00:00	96.97916667	349	4316	4665
01/05/2026	00:00	00:00	96.94458333	371	6158	6529
02/05/2026	00:00	00:00	97.01416667	334	5923	6257
03/05/2026	00:00	00:00	96.97916667	254	5084	5338
04/05/2026	00:00	00:00	96.94416667	291	3398	3689
05/05/2026	00:00	00:00	96.94416667	368	4073	4441
06/05/2026	00:00	00:00	96.94416667	417	3885	4302
07/05/2026	00:00	00:00	96.94458333	405	4365	4770

08/05/2026	00:00	00:00	96.94458333	386	5787	6173
09/05/2026	00:00	00:00	96.97916667	366	6203	6569
10/05/2026	00:00	00:00	96.94458333	278	3421	3699
11/05/2026	00:00	00:00	96.97916667	352	3455	3807
12/05/2026	00:00	00:00	96.94458333	334	3854	4188
13/05/2026	00:00	00:00	96.97916667	311	3408	3719
14/05/2026	00:00	00:00	96.97916667	339	3868	4207
15/05/2026	00:00	00:00	97.01416667	345	5833	6178
16/05/2026	00:00	00:00	96.94458333	302	5395	5697
17/05/2026	00:00	00:00	96.94416667	294	3537	3831
18/05/2026	00:00	00:00	96.94458333	313	3734	4047
19/05/2026	00:00	00:00	96.97916667	287	4342	4629
20/05/2026	00:00	00:00	96.94458333	376	3879	4255
21/05/2026	00:00	00:00	96.94416667	385	4214	4599
22/05/2026	00:00	00:00	96.94458333	419	5946	6365
23/05/2026	00:00	00:00	99.89583333	373	5381	5754
24/05/2026	00:00	00:00	96.94458333	289	4029	4318
25/05/2026	00:00	00:00	99.965	276	3089	3365
26/05/2026	00:00	00:00	99.93041667	305	3511	3816
27/05/2026	00:00	00:00	96.97916667	358	3870	4228
28/05/2026	00:00	00:00	96.94458333	383	4326	4709
29/05/2026	00:00	00:00	99.93041667	389	6577	6966
30/05/2026	00:00	00:00	96.97916667	368	5992	6360
31/05/2026	00:00	00:00	99.93041667	306	4340	4646
01/06/2026	00:00	00:00	99.96541667	326	3564	3890
02/06/2026	00:00	00:00	96.94458333	339	3651	3990
03/06/2026	00:00	00:00	96.94458333	314	3468	3782
04/06/2026	00:00	00:00	96.97916667	351	3750	4101
05/06/2026	00:00	00:00	96.94458333	411	5814	6225
06/06/2026	00:00	00:00	96.90958333	271	4881	5152

07/06/2026	00:00	00:00	96.97916667	260	3596	3856
08/06/2026	00:00	00:00	96.94416667	302	3192	3494
09/06/2026	00:00	00:00	96.94458333	337	3605	3942
10/06/2026	00:00	00:00	96.94458333	354	3813	4167
11/06/2026	00:00	00:00	96.97916667	307	3558	3865
12/06/2026	00:00	00:00	96.97916667	357	5843	6200
13/06/2026	00:00	00:00	96.97916667	342	5549	5891
14/06/2026	00:00	00:00	96.94416667	325	3925	4250
15/06/2026	00:00	00:00	96.94458333	327	3720	4047
16/06/2026	00:00	00:00	99.965	378	3789	4167
17/06/2026	00:00	00:00	99.93041667	362	5253	5615
18/06/2026	00:00	00:00	96.94416667	396	4411	4807
19/06/2026	00:00	00:00	96.97916667	342	5633	5975
20/06/2026	00:00	00:00	99.89583333	351	6036	6387
21/06/2026	00:00	00:00	99.93041667	317	3756	4073
22/06/2026	00:00	00:00	99.89583333	318	3344	3662
23/06/2026	00:00	00:00	99.93041667	377	4999	5376
24/06/2026	00:00	00:00	99.89583333	370	3337	3707
25/06/2026	00:00	00:00	99.93083333	342	3666	4008
26/06/2026	00:00	00:00	99.93083333	316	4763	5079
27/06/2026	00:00	00:00	99.93041667	341	7253	7594
28/06/2026	00:00	00:00	99.75708333	263	5334	5597
29/06/2026	00:00	00:00	96.94416667	342	3612	3954
30/06/2026	00:00	00:00	98.09041667	400	3866	4266
01/07/2026	00:00	00:00	99.93041667	330	6367	6697
02/07/2026	00:00	00:00	99.89583333	396	4389	4785
03/07/2026	00:00	00:00	99.93083333	384	6019	6403
04/07/2026	00:00	00:00	99.93083333	330	5538	5868
05/07/2026	00:00	00:00	99.93083333	354	4575	4929
06/07/2026	00:00	00:00	99.93041667	331	6548	6879

07/07/2026	00:00	00:00	99.93041667	414	3825	4239
08/07/2026	00:00	00:00	99.93041667	348	4143	4491
09/07/2026	00:00	00:00	99.93041667	379	4041	4420
10/07/2026	00:00	00:00	99.89583333	379	4634	5013
11/07/2026	00:00	00:00	99.75708333	323	6418	6741
12/07/2026	00:00	00:00	99.93083333	295	5143	5438
13/07/2026	00:00	00:00	96.94416667	371	3767	4138
14/07/2026	00:00	00:00	95.06958333	422	3940	4362
15/07/2026	00:00	00:00	96.94458333	420	6921	7341
16/07/2026	00:00	00:00	99.93083333	387	4383	4770
17/07/2026	00:00	00:00	99.93041667	410	5533	5943
18/07/2026	00:00	00:00	96.94416667	385	5969	6354
19/07/2026	00:00	00:00	96.97916667	377	3654	4031
20/07/2026	00:00	00:00	96.97916667	389	3539	3928
21/07/2026	00:00	00:00	96.94416667	391	4250	4641
22/07/2026	00:00	00:00	99.93041667	408	3984	4392
23/07/2026	00:00	00:00	99.93041667	398	4480	4878
24/07/2026	00:00	00:00	89.6875	397	5501	5898
25/07/2026	00:00	00:00	96.94458333	348	5448	5796
26/07/2026	00:00	00:00	99.96541667	332	3817	4149
27/07/2026	00:00	00:00	96.97916667	413	3898	4311
28/07/2026	00:00	00:00	96.94458333	400	3972	4372
29/07/2026	00:00	00:00	99.89583333	398	3716	4114
30/07/2026	00:00	00:00	99.93083333	385	4075	4460
31/07/2026	00:00	00:00	99.93083333	370	5760	6130
01/08/2026	00:00	00:00	96.94458333	337	5677	6014
02/08/2026	00:00	00:00	96.94458333	305	3496	3801
03/08/2026	00:00	00:00	99.93041667	356	3622	3978
04/08/2026	00:00	00:00	99.93083333	424	4098	4522
05/08/2026	00:00	00:00	99.93083333	393	4031	4424

06/08/2026	00:00	00:00	96.97916667	383	4503	4886
07/08/2026	00:00	00:00	96.97916667	326	5230	5556
08/08/2026	00:00	00:00	96.94458333	274	5221	5495
09/08/2026	00:00	00:00	99.93083333	290	3488	3778