# APPENDIX B

2005 Peak Hour Turning Count Surveys

Produced by The Paul Castle Consultancy

Junction: (1) A4095 / B4030

Approach: A4095 (North)

|               |     |         |     |      | 030 (East) |      |      |       |         |         |      | S/B to A40                              | 095 (South) |      |     |       |         |         |      | Right to B4          | 1030 (West)                             | )  |          |               |
|---------------|-----|---------|-----|------|------------|------|------|-------|---------|---------|------|---|-------------|------|-----|-------|---------|---------|------|----------------------|---|--|----------|---------------|
| TIME          |     | M/CYCLE | CAR | LGV  | OGV1       | OGV2 | BUS  | TOTAL | P/CYCLE | M/CYCLE | CAR  | LGV                                     | OGV1        | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR  | LGV                  | OGV1                                    | OGV2   | BUS      | TOTAL         |
| 0700 - 0715   | . 0 | 0       | 17  | 5    | 1          | 11   | 0    | 24    | 0       | 0       | 38   | 7                                       | 0           | 0    | 0   | 45    | 0       | 0       | 10   | 1                    | 0                                       | 0  | 0        | 11            |
| 0715`- 0730   | 0   | 0       | . 8 | 1    | 0          | 0    | 0    | 9     | 1       | 1       | 75   | 10                                      | 2           | . 0  | 0   | 89    | 0       | 0       | 15   | 3                    | 0                                       | 0  | 0        | 18            |
| 0730 - 0745   | 0   | 1 1     | . 8 | 2    | 0          | 0    | 0    | 11    | 1       | 1       | 68   | 9                                       | 0           | 0    | 0   | 79    | 0       | 0       | -10  | 1                    | 1                                       | 0  | 1        | 13            |
| 0745 - 0800   | 0   | 0       | 6   | 0    | 0          | 0    | 0    | 6     | 1       | 0       | 69   | 6                                       | 1           | 0    | 0   | 77    | 0       | 1       | 9    | 1                    | 1                                       | 0  | 1        | 13            |
| Hourly Total  | .0  | 1       | 39  | 8    | 1          | 1    | :: O | 50    | 3.      | 2       | 250  | 32                                      | 3           | 0    | . 0 | 290   | 0       | 1       | 44   | 6                    | 2                                       | 0  | 2        | 55            |
| 0800 - 0815   | 0   | 0       | 12  | 2    | 11         | 0    | 0    | 15    | 0       | 1       | 66   | 6                                       | 2           | 0    | 0   | 75    | 0       | 1       | - 20 | 0                    | 1                                       | 0  | 0        | 22            |
| 0815 - 0830   | 0   | 0       | . 8 | 0    | 0          | 0    | 0    | - 8   | 0       | 0       | 67   | 6                                       | 0           | 0    | 0   | 73    | 0       | 0       | 14   | 3                    | 1.                                      | 1  | 0        | 19            |
| 0830 - 0845   | 0   | 1 1     | 13  | 0 .  | 0          | 0    | 0    | 14    | 0       | 0       | - 74 | 5                                       | 3           | 0    | 1   | 83    | 0       | 0       | 9    | 0                    | 3                                       | 0  | 0        | 12            |
| 0845 - 0900   | 0   | 0       | 17  | 1    | 1          | 0    | 0    | 19    | 0       | 0       | 66   | 6                                       | 1           | -0   | 0   | 73    | 0       | 1       | 10   | 3                    | 1                                       | 0  | 0        | 15            |
| Hourly Total  | 0   | 1 1     | 50  | 3    | 2          | 9    | 0    | 56    | 0       | 1       | 273  | 23                                      | 6           | 0    | 1   | 304   | 0       | 2       | 53   | 6                    | 6                                       | 1  | 0        | 68            |
| 0900 - 0915   | 0   | 0       | 15  | 1    | . 0        | 0    | 0    | 16    | 0       | 0       | 42 . | 5                                       | 2           | 1-   | 0   | 50    | 0       | 0       | 9    | 1                    | 2                                       | 0  | 0        | 12            |
| 0915 - 0930   | 0   | 0       | 18  | 1    | 1          | 0    | 0    | 20    | 1       | 0       | 31   | 2                                       | 0           | 0    | 0   | 34    | 0       | 1       | 6    | 3                    | 1                                       | 0  | 0        | 13            |
| 0930 - 0945   | 0   | 0       | 6   | 2    | 1          | 0    | 0    | 9     | 0       | 0       | 16   | 3                                       | 1           | 0    | 0   | 20    | 0       | 1       | 2    | 3                    | 3                                       | 0  | 0        | 9             |
| 0945 - 1000   | 0   | 0       | 13  | 1    | 0          | 0    | 0    | 14    | 0       | 0       | 21   | 3                                       | 0           | 0    | 0   | 24    | 0       | 0       | 4    | 2                    | 1                                       | 0  | 0        | 7             |
| Hourly Total  | 0   | 0 }     | 52  | 5    | 2          | G    | 0    | 59    | 1       | 0       | 110  | 13                                      | 3           | 1    | 0   | 128   | Ô       | 2       | 21   | 9                    | 7                                       | 0  | 0        | 39            |
|               |     |         |     |      |            |      |      |       |         |         |      |   |             |      |     |       | 4       |         |      | ******               |   | la constitution of the con | 1        | observed been |
| Session Total | 0   | 2       | 141 | 16   | 5          | 1    | 0    | 165   | 4       | 3       | 633  | 68                                      | 12          | 1    | 1   | 722   | 0       | 5       | 118  | 21                   | 15                                      | 1  | 2        | 162           |
|               |     |         |     |      |            |      |      |       |         |         |      |   |             |      |     |       |         |         |      |                      | *************************************** |  | <u> </u> | سنوت زيريستان |
| 1600 - 1615   | 0   | 0       | 3   | 0    | 0          | 0    | 0    | 3     | 0       | 0       | 16   | 2                                       | 0           | 0    | 0   | 18    | 0       | 0       | 9    | 2                    | 0                                       | 1  | 0        | 12            |
| 1615 - 1630   | 0   | 0       | 5   | 0    | 0          | 0    | 0    | - 5   | 0       | 0       | 31   | 2                                       | 0           | 0    | 0   | 33    | 0       | 0       | 13   | 0                    | 1                                       | 0  | 0        | 14            |
| 1630 - 1645   | 0   | 0       | 8   | . 0, | 0          | 0    | 0    | - 8   | 0       | 0       | - 27 | 4                                       | 1           | 0    | 1   | 33    | 0       | 0       | 15   | 3                    | 0                                       | 0  | 0        | 18            |
| 1645 - 1700   | 0   | 0       | 6   | 1    | 0          | 0    | 0    | 7     | 0       | _0      | 32   | 1                                       | 0           | 0    | 0   | 33    | 0       | 0       | 13   | 2                    | 2                                       | 0  | 0        | 17            |
| Hourly Total  | 0   | 0       | 22  | 1    | Q          | 0    | 0    | 23    | 0       | 0       | 106  | . 9                                     | 1           | 0    | 1   | 117   | 0       | 0       | 50   | 7                    | 3                                       | 1  | 0        | 61            |
| 1700 - 1715   | 0   | 0       | 11  | 0    | 0          | 0    | 0    | 11    | 0       | 0       | 22   | 3                                       | 0           | 1    | 2   | 28    | 0       | 0       | 16   | 1                    | 1                                       | 0  | 0        | 18            |
| 1715 - 1730   | 0   | 1       | . 5 | 00   | 0          | 0    | 0    | 6     | 0       | 0       | 19   | 0                                       | 3           | 0    | 0   | 22    | 0       | 2       | 11   | 1                    | 1                                       | 0  | 3        | 18            |
| 1730 - 1745   | 0   | 0       | 6   | 2    | 0          | 0    | 0    | 8     | 0       | 0       | 25   | 3                                       | 2           | 0    | 0   | 30    | 0       | 0       | 9    | 3                    | 1                                       | . 1  | 0        | 14            |
| 1745 - 1800   | 0   | 0       | 12  | 0    | 0          | 0    | 0    | 12    | 0       | 0       | - 24 | 4                                       | 0           | 0    | 2   | 30    | 0       | 0       | 13   | 1                    | 0                                       | 0  | 0        | 14            |
| Hourly Total  | 0   | 1       | 34  | 2    | 0          | 0    | 0    | 37    | 0       | 0       | 90   | 10                                      | 5           | 1    | 4   | 110   | 0       | 2       | 49   | 6                    | 3                                       | 1  | 3        | 64            |
| 1800 - 1815   | 0   | 0       | 5   | 1    | 0          | 0    | 0    | 6     | 0       | 0       | 19   | 6                                       | 0           | 0    | 0   | 25    | 0       | 1       | 8    | 2                    | 2                                       | 0  | 0        | 13            |
| 1815 - 1830   | 0   | 0       | .6  | 0    | 0          | 0    | 0    | 6     | 0       | 0       | 22   | 2                                       | 1           | 2    | 0   | 27    | 0       | 0       | 8    | 1                    | 0                                       | 1  | 1        | 11            |
| 1830 - 1845   | 0   | 0       | 3   | 0    | 0          | 0    | 0    | 3     | 0       | 0       | 24   | 1                                       | . 0         | 0    | 0   | 25    | 0       | 1       | 12   | 2                    | 0                                       | 0  | Ö        | 15            |
| 1845 - 1900   | 0   | 0       | 7   | 11   | 0          | 0    | 0    | 8     | 0       | 0       | 17   | 1                                       | 1           | 0    | 0   | 19    | 0       | 0       | 11   | 2                    | 1                                       | 0  | 0        | 14            |
| Hourly Total  | 0   | 0       | 21  | 2    | 0          | 0    | 0    | 23    | Q       | 0       | 82   | 10                                      | 2           | 2    | 0   | 96    | 0       | 2       | 39   | 7                    | 3                                       | 1 1  | 1        | 53            |
|               |     |         |     |      |            |      |      |       |         |         |      | *************************************** | <u> </u>    |      |     |       |         |         |      | In the second second | Artenia in Production in I              |  | 1        | diam'r.       |
| Session Total | Ω   | 1 1     | 77  | 5    | 0          | 0    | 0    | 83    | 0       | 0       | 278  | 29                                      | 8           | 3    | 5   | 323   | n       | 4       | 138  | 20                   | 9                                       | 3  |          | 178           |

#### Produced by The Paul Castle Consultancy

Junction: (1) A4095 / B4030

Approach: B4030 (East)

|               |         |         |     | Left to A40 | 095 (South) |      |     |       |         | ·        |     | W/B to B40 | 030 (West) |      |     |       |          |         |  | Right to A4 | 095 (North)         |      |     |       |
|---------------|---------|---------|-----|-------------|-------------|------|-----|-------|---------|----------|-----|------------|------------|------|-----|-------|----------|---------|--|-------------|---------------------|------|-----|-------|
| TIME          | P/CYCLE | M/CYCLE | CAR | LGV         | OGV1        | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE  | CAR | LGV        | OGV1       | OGV2 | BUS | TOTAL | P/CYCLE  | M/CYCLE | CAR                                      | LGV         | OGV1                | OGV2 | BUS | TOTAL |
| 0700 - 0715   | 0       | 0       | 11  | 5           | 0           | 0    | 0 . | 16    | 0       | 1        | 29  | 7          | 0          | 0    | 1   | 38    | 0        | 0       | 1  | 0           | 0                   | 0    | 0   | 1     |
| 0715 - 0730   | 0       | 1       | 23  | 4           | 1           | 0    | 0   | 29    | 0       | 3        | 21  | 8          | 1          | 0    | 1   | 34    | 0        | 1       | 2  | 1           | 0                   | . 0  | 0   | 4     |
| 0730 - 0745   | 0       | 0       | 37  | 6           | 1           | 0    | 2   | 46    | 0       | 0        | 47  | 7          | 1          | 1    | 4   | 60    | 0        | 0       | 10                                       | 0           | 0                   | . 0  | 0   | 10    |
| 0745 - 0800   | -0      | 0       | 61  | 7           | 0           | 0    | 3   | 71    | 0       | 1        | 33  | - 5        | 3          | 0    | 1   | 43    | 0        | 0       | 3  | 2           | 0                   | 0    | 0   | 5     |
| Hourly Total  | 0       | 1       | 132 | 22          | 2           | 0    | 5   | 162   | 0       | 5        | 130 | 27         | 5          | 1    | 7   | 175   | 0        | 1       | 16                                       | 3           | 0 ::                | 0    | 0   | 20    |
| 0800 - 0815   | 0       | 0       | 46  | 6           | 1           | 0    | 0   | 53    | 0       | 0        | 62  | 6          | 2          | 11   | . 0 | 71    | 0        | 0       | 2  | 1           | 1                   | 1    | 0   | 5     |
| 0815 - 0830   | 0       | 11      | 37  | 5           | 2           | 0    | 0   | 45    | 0       | 0        | 24  | 0          | 0          | 1    | 1   | 26    | 0        | 0       | 6  | 0           | 0                   | 0    | 0   | 6     |
| 0830 - 0845   | 0       | 0       | 34  | 4           | 2           | 0    | 0   | 40    | 0       | 0        | 35  | 2          | 4          | 0    | 0   | 41    | 0        | 00      | 5  | 0           | 0                   | 1    | 0   | 6     |
| 0845 - 0900   | 0       | 0       | 18  | 0           | 2           | 0    | 0   | 20    | 0       | 0        | 17  | 1          | 1          | 3    | 0   | 22    | 0        | 0       | 9  | 3           | 2                   | 0    | 0   | 14    |
| Hourly Total  | 0       | 1 1     | 135 | 15          | 7           | 0    | 0   | 158   | 0       | 0        | 138 | 9          | 7          | 5    | 1   | 160   | 0        | 0       | 22                                       | 4           | 3                   | 2    | 0   | 31    |
| 0900 - 0915   | 0       | 0       | 16  | 1           | 1           | 0    | 1   | 19    | 0       | 0        | 17  | 3          | 11         | 0    | 0   | 21    | 0        | 0       | 9  | 0           | 0                   | 0    | 0   | 9     |
| 0915 - 0930   | 1       | 0       | 11  | 3           | 0           | 0    | 0   | 15    | 0       | 0        | 12  | 8          | 0          | 0    | 0   | 20    | 0        | 0       | 7  | 0           | 0                   | 0    | 0   | 7     |
| 0930 - 0945   | 0       | 0       | 12  | 2           | 1           | 0    | 0   | 15    | 0       | 0        | 20  | 1          | 111        | 1    | 0   | 23    | 0        | 0       | 8  | 0           | 1                   | 0    | 0   | 9     |
| 0945 - 1000   | 0       | 0       | 8   | 1           | 0           | 0    | 0   | 9     | 0       | 0        | 21  | 6          | 7          | 2    | 0   | 36    | 0        | 0       | 7  | 0           | 0                   | 0    | 0 . | 7     |
| Hourly Total  | 1       | 0       | 47  | 7           | 2           | 0    | 1   | 58    | 0       | 0        | 70  | 18         | 9          | 3    | 0   | 100   | O .      | 0       | 31                                       | 0           | •                   | . 0  | 0   | 32    |
|               |         |         |     |             |             | F    |     |       |         | 4.000000 |     | T-2000     |            | r==- |     | 4     | ******** |         | en e |             | rancon and the same |      |     | T     |
| Session Total | 1       | 2       | 314 | 44          | 1 11        | 0    | 6   | 378   | ] 0     | 5        | 338 | 54         | 21         | 9    | [ 8 | 435   | ) 0      | 1       | 69                                       | 7           | 4                   | 2    | 0   | 83    |
| 1600 - 1615   | 0       | 0       | 21  | 0           | 0           | 0    | 0   | 21    | 1       | 1        | 44  | 9          | 1          | _0   | 1   | 57    | 0        | 0       | 8  | 0           | 0                   | 0    | 0   | 8     |
| 1615 - 1630   | 0       | 0       | 19  | 4           | 0           | 0    | . 0 | 23    | 1       | 1        | 27  | 5          | 0          | 0    | 1   | 35    | 0        | 0       | 11                                       | 1           | 0                   | 0    | 0   | 12    |
| 1630 - 1645   | 0       | 0       | 17  | 1           | 0           | 0    | 0   | 18    | 1       | 0        | 33  | 11         | 1          | 0    | 0   | 46    | 0        | 0       | 14                                       | 0           | 0                   | 1    | 0   | 15    |
| 1645 - 1700   | 0       | 0       | 31  | 3           | 0           | 0    | 0   | 34    | 0       | 2        | 29  | 3          | 0          | 0    | 0   | 34    | 0        | 0       | 11                                       | 1           | 1                   | 0    | 0   | 13    |
| Hourly Total  | 0       | 0       | 88  | 8           | 0           | 0    | 0   | 96    | 3       | 4        | 133 | 28         | 2          | 0    | 2   | 172   | 0        | 0 :     | 44                                       | 2           | 1                   | 1    | 0   | 48    |
| 1700 - 1715   | 0       | 0       | 26  | 2           | 0           | 0    | 0   | 28    | 0       | 0        | 31  | 4          | 0          | 0    | 1   | 36    | 0        | 0       | 15                                       | 0           | 0                   | 0    | 0   | 15    |
| 1715 - 1730   | 0       | 0       | 25  | 0           | 0           | 0    | 0   | 25    | 0       | 0        | 56  | 1          | 2          | 0    | 0   | 59    | 0        | 1       | 9  | 2           | 0                   | 0    | 0   | 12    |
| 1730 - 1745   | 0       | 0       | 27  | 0           | 0           | 0    | 0   | 27    | 1       | 0        | 58  | 8          | 0          | .0   | 0   | 67    | 0        | 0       | 14                                       | 2           | 0                   | 0    | . 0 | 16    |
| 1745 - 1800   | 0       | 0       | 29  | 1           | 0           | 0    | . 0 | 30    | 0       | 0        | 51  | 1          | 0          | 0    | 0   | 52    | 0        | 0       | 12                                       | 0           | 0                   | 0    | 0   | 12    |
| Hourly Total  | 0       | 0       | 107 | 3           | 0           | 0    | 0   | 110   | 1       | 0        | 196 | 14         | 2          | 0    | 1   | 214   | .0       | 1       | 50                                       | 4           | 0                   | 0    | 0   | 55    |
| 1800 - 1815   | 0       | 0       | 25  | 1           | 1           | 0    | 0   | 27    | 0       | 0        | 60  | 2          | 0          | 0    | 1   | 63    | 0        | 0       | 8  | 0           | 0                   | 0    | 0   | - 8   |
| 1815 - 1830   | 0       | 0       | 28  | 1           | 0           | Q:   | 0   | 29    | 0       | 0        | 43  | 2          | 0          | 0    | 0   | 45    | 0        | 0       | 9  | 0           | 0                   | 0    | 0   | 9     |
| 1830 - 1845   | 0       | 0       | 20  | 0           | 0           | 0    | 0   | 20    | 0       | 1        | 20  | 0          | 0          | 0    | 0   | 21    | 0        | 0       | 9  | 1           | 0                   | 0    | 0   | 10    |
| 1845 - 1900   | 0       | 0       | 19  | 0           | 0           | 0    | 0   | 19    | 0       | 0        | 37  | 1          | 0          | 0    | 0   | 38    | 0        | 0       | 6  | 0           | 0                   | 0    | 0   | 6     |
| Hourly Total  | 0       | 0       | 92  | 2           | 1           | 0    | 0   | 95    | 0       | 1        | 160 | 5          | 0          | 0    | 1   | 167   | 0        | 0       | 32                                       | 1           | 0                   | 0    | 0 . | 33    |
|               |         |         |     |             |             |      |     |       |         |          |     |            |            | _    |     |       |          |         |  |             |                     |      |     |       |
| Session Total | 0       | 0       | 287 | 13          | 1 1         | 0    | 0   | 301   | 4       | 5        | 489 | 47         | 4          | G    | 4   | 553   | 0        | 1       | 126                                      | 7           | 1                   | 1    | 0   | 13    |

Produced by The Paul Castle Consultancy

Junction: (1) A4095 / B4030

Approach: A4095 (South)

|  |                       |                  |                  | Left to B40      | 030 (West)       |                  |                  |                   |                  |                  |                                    | N/B to A40        | 095 (North)      |  |  |                             |                    |                       |                              | Right to B4 |                  | ****             |             | Transition ( |
|--|-----------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|------------------|------------------|------------------------------------|-------------------|------------------|--|--|-----------------------------|--------------------|-----------------------|------------------------------|-------------|------------------|------------------|-------------|--------------|
| TIME   | P/CYCLE               | M/CYCLE          | CAR              | LGV              | OGV1             | OGV2             | BUS              | TOTAL             | P/CYCLE          | M/CYCLE          | CAR                                | LGV               | OGV1             | OGV2   | BUS  | TOTAL                       |                    | M/CYCLE               |                              | LGV         | OGV1             | OGV2             | BUS         | TOT          |
| 0700 - 0715  | 0                     | 0                | 1                | 0                | 0                | 0                | 0                | 1                 | 0                | 0                | 7                                  | 7                 | 0                | 0  | 0  | 14                          | 0                  | 0                     | 5                            | 2           | 0                | 0                | 0           | 7            |
| 0715 - 0730  | 0                     | 0                | 0                | 2                | 0                | 0                | 0                | 2                 | 0                | 0                | 16                                 | 4                 | 0                | 0  | 1  | 21                          | 0                  | 0                     | 8                            | 0           | 0                | 0                | 0           | 8            |
| 0730 - 0745  | 0                     | 0                | 3                | 0                | 0                | 0                | 0                | 3                 | 0                | 0                | 23                                 | 4                 | 1                | 0  | 11   | 29                          | 0                  | 0                     | 11                           | 1 .         | 11               | 0                | 0           | 13           |
| 0745 - 0800  | 0                     | 0                | 2                | 1                | 0                | 0                | 0                | - 3               | 0                | 0                | 16                                 | 4                 | 0                | 0  | 1  | 21                          | 0                  | 0                     | 11                           | 2           | 1                | 0                | 0           | 1.           |
| lourly Total   | 0                     | 0                | 6                | 3                | -0               | 0                | 0                | 9                 | 0                | 0                | 62                                 | 19                | 1                | 0  | 3  | 85                          | 0                  | 0                     | 35                           | - 5         | 2                | 0                | 0           | 4            |
| 0800 - 0815  | 0                     | 0                | 4                | 0.               | 0                | 0                | 0                | 4                 | 0                | 0                | 18                                 | 1                 | 1                | 0 .  | 0  | 20                          | 1                  | 0                     | 14                           | 11          | 0                | 0                | 0           | 1 1          |
| 0815 - 0830  | 0                     | 0                | 4                | 1                | 0                | . 0              | 0                | 5                 | 0                | 0                | 21                                 | 2                 | 0                | 0  | 0  | 23                          | 0                  | 0                     | 14                           | 2           | 1                | 0                | 0           | 1 1          |
| 0830 - 0845  | 0                     | 0                | 3                | 4                | 0                | 0                | 0                | 7                 | 0                | 0                | 24                                 | 5                 | 2                | 0  | 11   | 32                          | 0                  | 0                     | 15                           | 4           | 1                | 0                | 0           | 2            |
| 0845 - 0900  | 0                     | 0                | 3                | 0                | 0                | Ó                | 0                | 3                 | 0                | 0                | 21                                 | 3                 | 1                | 0  | 0  | 25                          | 0                  | 1                     | 31                           | 3           | 1                | 0                | 0           | 3            |
| lourly Total   | 0                     | o o              | 14               | 5                | 0                | 9                | 0                | 19                | 0                | 0                | 84                                 | 11                | 4                | 0  | 1  | 100                         | 1                  | 1                     | 74                           | 10          | 3                | 0                | 0           |              |
| 0900 - 0915  | 0                     | 0                | 5                | 0                | - 0              | 0                | 0                | 5                 | 0                | 0                | 16                                 | 1                 | 0                | - 0  | 0  | 17                          | 0                  | 0                     | 19                           | 11          | 2                | 1                | 0           |              |
| 915 - 0930   | 0                     | 0                | 0                | 0                | 0                | 0                | 0                | 0                 | 0                | 0                | 8                                  | 2                 | 1                | 0  | 0  | 11                          | 11                 | 0 ·                   | 19                           | 0           | 0                | 1                | 0           |              |
| 930 - 0945   | 0                     | 0                | 1                | 0                | 0                | 0                | 0                | 1                 | 0                | 0                | 9                                  | 3                 | 11               | 0  | 0  | 13                          | 0                  | 0                     | 14                           | 0           | 4                | . 0              | 0           | ļ            |
| 0945 - 1000  | 0                     | 0                | 1                | 0                | 0                | 0                | 0                | 1                 | 0                | 0                | 13                                 | . 3               | 0                | 1  | 0.   | 17                          | 0                  | 0                     | 7                            | 4           | 0                | 0                | 0           |              |
| lourly Total   | 0                     | 0                | 7                | 0                | 0                | 0                | 0                | 7                 | 0                | 0                | 46                                 | 9                 | 2                | 4  | 0  | 58                          | 1                  | _0                    | 59                           | . 5         | 6                | 2                | 0           | 5            |
| ession Tota  |                       | 0                | 27               | 8                | 1 -              | 1 .              |                  |                   |                  |                  |                                    |                   | 0                | 0  | 0  | 63                          | 0                  | 0                     | 17                           | 1 4         | 1 0              | 0                | 0           |              |
| 1600 - 1615  | 0_                    | 0                | 0                | 0                | 0                | 0                | 0                | 0                 | 0                | 0                | 55                                 | 8                 | 1                |  | <u> </u>   | 67                          | 0                  | 0                     | 22                           | 3           | 1                | 0                | 0           | -            |
| 1615 - 1630  | 0                     | 0                | 2                | 0                | 0                | 0                | 0                | 2                 | 0                | 0                | 59                                 | 5                 | 2                | 0  | <del>                                     </del> | 68                          | 0.                 | 1                     | 26                           | 3           | 0                | 0                | 0           | 1            |
| 630 - 1645   | 0                     | 0                | 2                | 0                | 0                | 0                | 0                | 2                 | 0                | 1                | 62                                 | 4                 | 0 2              | +  | <del>  0</del>                                   | 73                          | 0                  | <del>  </del>         | 19                           | 3           | 2                | 0                | - 0         | 1            |
| 1645 - 1700  | 0                     | 0                | 2                | 1                | 0                | 1 0              | 0                | 3                 | 0                | 0                | 66                                 | 4                 | 4                | 2  | 1 1  | 271                         | 0                  | 2                     | 84                           | 13          | 3                | o ·              | 0           | + 7          |
| lourly Total   | 0                     | 0                | 6                | 1                | 0                | 0                | 0                | 7                 | 0                | 1 1              | <b>242</b><br>76                   | 21                | 0                | 0  | 0  | 84                          | 0                  | 0                     | 31                           | 1           | 0                | 0                | 0           | + -          |
|  | 1 0                   | 0                | 11               | 0                | 0                | 0                | 0                | 1                 | 1 1              | 1 1              | 56                                 | - 6               | 1                | 0  | 1  | 63                          | 0                  | 0                     | 24                           | 4           | 2                | 0                | 0           |              |
|  |                       |                  |                  | 1 1              | 0                | 0                | 0                | 4                 | 0                | 3                | 56                                 | ~                 |                  | +  | <del>                                     </del> | 68                          | 0                  | 2                     | 18                           | 1           | 0                | 0                | 0           |              |
| 1715 - 1730  | 0 .                   | 0 .              | 3                | +                |                  |                  |                  |                   | 1 0              |                  | 61                                 |                   | 1 1              | 1 1  |  |                             |                    |                       |                              |             |                  |                  |             | 10000        |
| 1715 - 1730<br>1730 - 1745   | 0                     | 0                | 1                | 0                | 0                | 0                | 0                | 1                 | 0                | 0                | 61                                 | 5                 | 1                | <del>                                     </del> | 0  |                             |                    |                       |                              | 2           |                  | 0                | 1 1         |              |
| 1715 - 1730<br>1730 - 1745<br>1745 - 1800  | 0 0                   | 0                | 1 2              | 3                | 0                | 0                | 0                | 5                 | 0                | 2                | 68                                 | 7                 | 1                | 0  | 0  | 78                          | 0                  | 0                     | 19                           | 2           | 0                | 0                | 1           |              |
| 1715 - 1730<br>1730 - 1745<br>1745 - 1800<br>Hourly Total  | 0 0                   | 0<br>0           | 1<br>2<br>7      | 3<br>4           | 0                | 0                | 0                | 5<br>11           | 0                | 2<br><b>6</b>    | 68<br><b>261</b>                   | 7<br>20           | 1 3              | 0  | 0  | 78<br>293                   | 0<br><b>0</b>      | 0 2                   | 19<br><b>92</b>              | 8           | 0<br><b>2</b>    |                  | 1<br>1<br>0 | 1            |
| 1715 - 1730<br>1730 - 1745<br>1745 - 1800<br><b>lourly Total</b><br>1800 - 1815  | 0<br>0<br>0<br>0      | 0<br>0<br>0      | 1<br>2<br>7<br>3 | 3<br>4<br>1      | 0<br>0<br>0      | 0<br>0<br>0      | 0<br>0<br>0      | 5<br>11<br>4      | 0<br>1           | 2<br>6<br>0      | 68<br><b>261</b><br>47             | 7<br>20<br>4      | 1<br>3<br>0      | 0<br>1<br>0                                      | 0<br><b>1</b><br>2                               | 78<br>293<br>53             | 0<br><b>0</b><br>0 | 0<br>2<br>0           | 19<br><b>92</b><br>15        | <b>8</b> 2  | 0                | 0                |             | 1            |
| 1715 - 1730<br>1730 - 1745<br>1745 - 1800<br>Hourly Total<br>1800 - 1815<br>1815 - 1830  | 0<br>0<br>0<br>0      | 0<br>0<br>0<br>0 | 1<br>2<br>7      | 3<br>4<br>1<br>0 | 0<br>0<br>0      | 0<br>0<br>0<br>0 | 0<br>0<br>0      | 5<br>11           | 0 1 0            | 2<br><b>6</b>    | 68<br><b>261</b><br>47<br>32       | 7<br>20<br>4<br>3 | 1<br>3<br>0<br>2 | 0  | 0<br>1<br>2<br>2                                 | 78<br>293<br>53<br>39       | 0<br>0<br>0<br>0   | 0 2                   | 19<br>92<br>15<br>17         | 8           | 0<br>2<br>0      | <b>0</b>         |             | 1            |
| 1715 - 1730<br>1730 - 1745<br>1745 - 1800<br>Hourly Total<br>1800 - 1815<br>1815 - 1830<br>1830 - 1845   | 0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 1<br>2<br>7<br>3 | 3<br>4<br>1<br>0 | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 0<br>0<br>0<br>0 | 5<br>11<br>4<br>0 | 0<br>1<br>0<br>0 | 2<br>6<br>0<br>0 | 68<br><b>261</b><br>47<br>32<br>51 | 7<br>20<br>4      | 1<br>3<br>0<br>2 | 0 1 0 0 1  | 0<br><b>1</b><br>2                               | 78<br>293<br>53<br>39<br>55 | 0<br>0<br>0<br>0   | 0<br>2<br>0<br>0<br>1 | . 19<br>92<br>15<br>17<br>12 | 2 2         | 0<br>2<br>0      | <b>0</b><br>0    | 0           | 1            |
| 1700 - 1715<br>1715 - 1730<br>1730 - 1745<br>1745 - 1800<br>Hourly Total<br>1800 - 1815<br>1815 - 1830<br>1830 - 1845<br>1845 - 1900<br>Hourly Total | 0<br>0<br>0<br>0      | 0<br>0<br>0<br>0 | 1<br>2<br>7<br>3 | 3<br>4<br>1<br>0 | 0<br>0<br>0      | 0<br>0<br>0<br>0 | 0<br>0<br>0      | 5<br>11<br>4      | 0 1 0            | 2<br>6<br>0      | 68<br><b>261</b><br>47<br>32       | 7<br>20<br>4<br>3 | 1<br>3<br>0<br>2 | 0<br>1<br>0                                      | 0<br>1<br>2<br>2<br>0                            | 78<br>293<br>53<br>39       | 0<br>0<br>0<br>0   | 0<br>2<br>0           | 19<br>92<br>15<br>17         | 2 2         | 0<br>2<br>0<br>1 | 0<br>0<br>0<br>0 | 0<br>1<br>0 | 1            |

#### Produced by The Paul Castle Consultancy

Junction: (1) A4095 / B4030

Approach: B4030 (West)

|               | [       |         |     | Left to A4 | 095 (North                            | )    |     |       |         |         |      | E/B to B4 | 030 (East)                            |                                       |     |       | Ĭ .                                     |         |     | Right to A4  | 095 (South | 1)   |     |       |
|---------------|---------|---------|-----|------------|---------------------------------------|------|-----|-------|---------|---------|------|-----------|---------------------------------------|---------------------------------------|-----|-------|---|---------|-----|--------------|------------|------|-----|-------|
| TIME          | P/CYCLE | M/CYCLE | CAR | LGV        | OGV1                                  | OĠV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR  | LGV       | OGV1                                  | OGV2                                  | BUS | TOTAL | P/CYCLE                                 | M/CYCLE | CAR | LGV          | OGV1       | OGV2 | BUS | TOTAL |
| 0700 - 0715   | 0       | 0       | . 1 | 0          | 0                                     | 0    | 0   | f     | 0       | 0       | 18   | 2         | 2                                     | 1                                     | 0   | 23    | 0                                       | . 0     | 0   | 0            | 0          | 0    | 0   | 0     |
| 0715 - 0730   | 0       | 0       | 8   | 2          | 0                                     | 0    | 0   | 10    | 0       | 1       | 32   | 5         | 0                                     | 4                                     | 0   | 42    | 0                                       | 0       | 0   | 0            | 0          | 0    | 0   | G     |
| 0730 - 0745   | 0       | 0       | 6   | 1          | 0                                     | 1    | 0   | 8     | 0       | 1       | 25   | 7         | 3                                     | 11                                    | 2   | 39    | 0                                       | 0       | 0   | 0            | 0          | 0    | 0   | 0     |
| 0745 - 0800   | 0       | 0       | 17  | 3          | 0                                     | 0    | 0   | 20    | 0       | 0       | . 44 | 4         | 3                                     | 0                                     | 0   | 51    | 0                                       | 0       | 2   | 0            | 0          | 0    | 0   | 2     |
| Hourly Total  | 0       | 0       | 32  | 6          | 0                                     | 1    | 0   | 39    | 0       | 2       | 119  | 18        | . 8                                   | 6                                     | 2   | 155   | 0                                       | 0       | 2   | 0            | 0          | 0    | 0   | 2     |
| 0800 - 0815   | 0       | 0       | 6   | 11         | 1                                     | 0    | 0   | 8     | 0       | 1 1     | 36   | 5         | 11                                    | 0                                     | 0   | 43    | 0                                       | 0       | . 0 | 1            | 0          | 0 .  | 0   | 1     |
| 0815 - 0830   | 0       | 0       | 13  | 11         | 1                                     | 0    | 0   | 15    | 0       | 0       | 48   | 5         | 1                                     | 11                                    | 11_ | 56    | 0                                       | 0       | 1   | 0            | 0          | 0    | 0   | 1     |
| 0830 - 0845   | 0       | 0       | 15  | 2          | 11                                    | 0    | 11  | 19    | 0       | 0       | 35   | 6         | 2                                     | 0                                     | 1   | 44    | 0                                       | 0       | 4   | 1            | 0          | 0    | 0   | 5     |
| 0845 - 0900   | 0       | . 0     | 11  | 2          | 0                                     | 0    | 0   | 13    | 0       | 1       | 24   | 6         | 5                                     | 1                                     | 0   | 37    | 0                                       | 0       | 2   | 0            | 0          | 0    | . 0 | 2     |
| Hourly Total  | 0       | 0       | 45  | 6          | 3.                                    | 0    | 1   | 55    | 0       | 2       | 143  | 22        | 9                                     | 2                                     | 2   | 180   | . 0                                     | 0       | 7   | 2            | 0          | 0    | 0   | 9     |
| 0900 - 0915   | 0       | 0       | 5   | 1          | 0                                     | 0    | 0   | 6     | 0       | 0       | 39   | 2         | 1                                     | 1                                     | 0   | 43    | 0                                       | 0       | 0   | 0            | 0          | 0    | 0   | Q     |
| 0915 - 0930   | .0      | 0       | 7   | 3          | 2                                     | 0    | 0   | 12    | 0       | 0       | 17   | 5         | 1                                     | 2                                     | 0   | 25    | 0                                       | 0       | 3   | 0            | 0          | 0    | 0   | 3     |
| 0930 - 0945   | 0       | 0       | 8   | 2          | 0                                     | 0    | 0   | 10    | 0       | 0       | 28   | 9         | 0                                     | 0                                     | 1   | 38    | 1                                       | 0       | 0   | 0            | 0          | 0    | 0   | 4     |
| 0945 - 1000   | 0       | 0       | 8   | 2          | 0                                     | 0    | 0   | 10    | 0       | 0       | 25   | 0         | 3                                     | 1                                     | 0   | 29    | 0                                       | 0       | 0   | 0            | 1          | 0    | 0   | 1     |
| Hourly Total  | 0       | 0       | 28  | 8          | 2                                     | 0    | 0   | 38    | 0       | 0       | 109  | 16        | 5                                     | 4                                     | 1 1 | 135   | 1 1                                     | 0       | 3   | 0            | 1          | 0    | 0   | - 5   |
|               |         |         |     |            |                                       |      |     |       |         |         |      |           |                                       |                                       | •   |       | ·                                       | ·····   |     |              | ,          |      |     |       |
| Session Total | 0       | 0       | 105 | 20         | 5                                     | 1    | 1   | 132   | 0       | 4       | 371  | 56        | 22                                    | 12                                    | 5   | 470   | 1 1                                     | 0       | 12  | 2            | 1          | 0    | 0   | 16    |
|               |         |         |     |            | · · · · · · · · · · · · · · · · · · · |      |     |       | .,      |         |      |           | · · · · · · · · · · · · · · · · · · · | · · · · · · · · · · · · · · · · · · · |     | - F   |   |         |     |              | ,          |      |     |       |
| 1600 - 1615   | 0       | 0       | 11  | 4          | 1                                     | 0    | 0   | 16    | 0       | 2       | 28   | 1         | 1                                     | 0                                     | 0   | 32    | 0                                       | 0       | 1   | 0            | 0          | 0    | 0   | 1     |
| 1615 - 1630   | 0       | 1       | 7   | 3          | 0                                     | 1 1  | 0   | 12    | 0       | 0       | 22   | 7         | - 2                                   | 0                                     | 0   | 31    | 0                                       | 0       | 0   | 0            | 1          | 0    | 0   | 1     |
| 1630 - 1645   | 0       | 0       | 9   | 2          | 2                                     | 0    | 0   | 13    | 0       | 1       | 32   | 2         | 0                                     | 0                                     | 2   | 37    | 0                                       | 0       | 2   | 2            | 0          | 0    | 0   | 4     |
| 1645 - 1700   | 0       | 0       | . 6 | 2          | 2                                     | 0    | 0   | 10    | 0       | 1       | 33   | 1         | 1                                     | 0                                     | 1 1 | 37    | 0                                       | 0       | 1   | 2            | 0          | 0    | 0   | 3     |
| Hourly Total  | 0       | 1       | 33  | 11         | 5                                     | 1    | 0   | 51    | 0       | - 4     | 115  | 11        | 4                                     | 0                                     | 3   | 137   | 0                                       | 0       | 4   | - 4          | 1          | 0    | -0  | 9     |
| 1700 - 1715   | 0       | 0       | 12  | 1          | 0                                     | 1    | 2   | 16    | 0       | 1       | 30   | 9         | 1 1                                   | 0                                     | 0   | 41    | 0                                       | 0       | 0   | 0 .          | 0          | 0    | 0   | 0     |
| 1715 - 1730   | 0       | 2       | 8   | 0          | 0                                     | 0    | 0   | 10    | 1 1     | 1       | 51   | 5         | 1                                     | 0                                     | 0   | 59    | 0                                       | 0       | 3   | 1            | 0          | 0    | 0   | 4     |
| 1730 - 1745   | 0       | 2       | 6   | 11         | 2                                     | 0    | 0   | 11    | 0       | 0       | 69   | 2         | 0                                     | 0                                     | .0  | 71    | 0                                       | 0       | . 1 | 0            | 0          | 0    | 0   | 1     |
| 1745 - 1800   | 0       | 0       | 6   | 2          | 2                                     | 0    | 0   | 10    | 0       | 11      | 57   | 1 1       | 0                                     | 0                                     | 0   | 59    | 0                                       | 0       | 2   | 0            | 0          | 0    | 0   | 2     |
| Hourly Total  | 0       | 4       | 32  | 4          | 4                                     | 1    | 2   | 47    | 1       | 3       | 207  | 17        | 2                                     | 0                                     | 0   | 230   | 0                                       | 0       | 6   | 1            | 0          | 0    | 0   | 7     |
| 1800 - 1815   | 0       | 1       | 5   | 0          | 11                                    | 1    | 0   | - 8   | 0       | 11      | 58   | 2         | 0                                     | 0                                     | 0   | 61    | 0                                       | 0       | 3   | 1            | 0          | 0    | 0   | 4     |
| 1815 - 1830   | 0       | 0       | 10  | 3          | 0                                     | 0    | 0   | 13    | 0       | 0       | 33   | 1         | 0_                                    | 0                                     | 0   | 34    | 0                                       | 0       | 11  | 0            | 0          | 0    | 0   | 1     |
| 1830 - 1845   | 0       | 0       | 5   | 11         | 0                                     | 0    | 0   | 6     | 0       | 0       | 42   | 5         | 0                                     | 0                                     | 1 1 | 48    | 0                                       | 0       | 1   | 1            | 0          | 0    | 0   | 2     |
| 1845 - 1900   | 0       | 0       | 4   | 11         | 0                                     | 0    | , 0 | 5     | 0       | 0       | 31   | 2         | 1                                     | 0                                     | 0   | 34    | 0                                       | 0       | 2   | 0            | 0          | 0    | 0   | 2     |
| Hourly Total  | 0       | 1       | 24  | 5          | 1                                     | 1    | 0   | 32    | 0       | 11      | 164  | 10        | 1 1                                   | 0                                     | 1 1 | 177   | 0                                       | 0       | 7   | 2            | 0          | 0    | 0   | 9     |
|               |         |         |     |            |                                       |      |     |       |         |         |      |           |                                       |                                       |     |       | *************************************** |         |     | ************ |            |      |     |       |
| Session Total | 0       | 6       | 89  | 20         | 10                                    | 3    | 2   | 130   | 1 1     | - 8     | 486  | 38        | 7                                     | 0                                     | 4   | 544   | 0                                       | 0       | 17  | 7            | 1          | 0    | 0   | 25    |

## **Produced by The Paul Castle Consultancy**

Junction: (2) Shakespeare Drive / B4030

Approach: Shakespeare Drive

|              |                         |         |     | Left to B4                             | 030 (East) | )    |     |       |                                 |         |       | Right to B4 | 4030 (West | )    |     |      |
|--------------|-------------------------|---------|-----|--|------------|------|-----|-------|---------------------------------|---------|-------|-------------|------------|------|-----|------|
| TIME         | P/CYCLE                 | M/CYCLE | CAR | LGV                                    | OGV1       | OGV2 | BUS | TOTAL | P/CYCLE                         | M/CYCLE | CAR   | LGV         | OGV1       | OGV2 | BUS | TOTA |
| 0700 - 0715  | 0                       | 2       | 71  | 13                                     | 1          | 0    | 0   | 87    | 0                               | 0       | 20    | 2           | 0          | 0    | 0   | 22   |
| 0715 - 0730  | 0                       | 2       | 75  | 9                                      | 2          | 0    | 0   | 88    | 0                               | 3       | 23    | 5           | 0          | 0    | 0   | 31   |
| 0730 - 0745  | 0                       | 1       | 63  | 8                                      | • 1        | 0    | 0   | 73    | 0                               | 0       | 53    | 8           | 0          | 0    | 1   | 62   |
| 0745 - 0800  | 0                       | 4       | 53  | 8                                      | 0          | 0    | 0   | 65    | 0                               | 0       | 49    | 5           | 0          | . 0  | 0   | 54   |
| Hourly Total | - 0                     | 9       | 262 | 38                                     | 4          | 0    | 0   | 313   | 0                               | 3       | 145   | 20          | 0          | 0    | 1   | 169  |
| 0800 - 0815  | 0                       | 0       | 70  | 2                                      | 1          | 0    | 0   | 73    | 0                               | 0       | 43    | 6           | 0          | 0    | 0   | 49   |
| 0815 - 0830  | 1                       | 1       | 51  | 3                                      | 0          | 0    | 0   | 56    | 0                               | 0       | 25    | 2           | 0          | 0    | 0   | 27   |
| 0830 - 0845  | 0                       | 0       | 64  | 2                                      | 1          | 0    | 0   | 67    | 0                               | 0       | 32    | 2           | 0          | 0    | 0   | 34   |
| 0845 - 0900  | 0                       | 0       | 74  | 2                                      | 0          | 0    | 0   | 76    | 0                               | 0       | 11    | 1           | 0 -        | 0    | 0   | 12   |
| Hourly Total | 1                       | 1       | 259 | 9                                      | 2          | 0    | 0   | 272   | 0                               | 0       | 111   | 11          | 0          | 0    | 0   | 122  |
| 0900 - 0915  | 0                       | 0       | 43  | 5                                      | 1          | 0    | 0   | 49    | 0                               | 0       | 6     | 1           | 0          | 0    | 0   | 7    |
| 0915 - 0930  | 0                       | 0       | 48  | 1                                      | 0          | 0    | 0   | 49    | 1                               | 0       | 6     | 1           | 0          | 0    | 0   | 8    |
| 0930 - 0945  | 0                       | 0       | 29  | 1                                      | 0          | 0    | 0   | 30    | 0                               | 0       | 9     | 1           | 0          | 0    | 0   | 10   |
| 0945 - 1000  | 0                       | 0       | 26  | 3                                      | 0          | 0    | 0   | 29    | 0                               | 0       | 2     | 0           | 0          | 0    | 0   | 2    |
| Hourly Total | 0                       | 0       | 146 | 10                                     | 1          | 0    | 0   | 157   | 1                               | 0       | 23    | 3           | 0          | 0    | 0   | 27   |
| ession Total |                         | 10      | 667 | 57                                     | 7          | 0    | 0   | 742   | 1                               | 3       | 279   | 34          | 0          | 0    | . 1 | 318  |
| 1600 - 1615  | 0                       | 0       | 29  | 0                                      | 0          | 0    | 0   | 29    | 1                               | 0       | 4     | 0           | 0          | 0    | 0   | 5    |
| 1615 - 1630  | 0                       | 0       | 20  | 0                                      | 1          | 0    | 0   | 21    | 0                               | 1       | 2     | 0           | 0          | -0   | 1   | 4    |
| 1630 - 1645  | 0                       | . 0     | 22  | 6                                      | 1          | 0    | 0   | 29    | 0                               | 0       | 4     | 3           | 0          | 0    | 0   | 7    |
| 1645 - 1700  | 0                       | 0       | 35  | 1                                      | 0          | 0    | 0   | 36    | 0                               | 0       | 6     | 1           | 0          | 0    | 0   | 7    |
| Hourly Total | 0                       | 0       | 106 | 7                                      | 2          | 0    | 0   | 115   | 1                               | 1       | 16    | 4           | 0          | 0    | 1   | 23   |
| 1700 - 1715  | 0                       | 1       | 16  | 2                                      | 0          | 0    | 0   | 19    | 0                               | 0       | 4     | 0           | 0          | 0    | 0   | 4    |
| 1715 - 1730  | 0                       | 0       | 22  | 1                                      | 0          | 0    | 0   | 23    | 0                               | . 0     | 10    | 0           | 0          | 0    | 0   | 10   |
| 1730 - 1745  | 0                       | 1       | 29  | 1                                      | 0          | 0    | 0   | 31    | 0                               | 0       | 14    | 2           | 0          | 0    | 0   | 16   |
| 1745 - 1800  | 0                       | 0       | 35  | 0                                      | 0          | 0    | 0   | 35    | 0                               | 0       | 14    | 0           | 0          | 0    | 0   | 14   |
| Hourly Total | 0                       | 2       | 102 | 4                                      | 0          | 0    | 0   | 108   | 0                               | 0       | 42    | 2           | 0          | 0    | 0   | 44   |
| 1800 - 1815  | 0                       | 0       | 39  | 3                                      | 1          | 1    | 1   | 45    | 0                               | 0       | 17    | 1           | 0          | 0    | 0   | 18   |
| 1815 - 1830  | 0                       | 1       | 34  | 2                                      | 0          | 0    | 0   | 37    | 0 .                             | 0       | 2     | 1           | 0          | 0    | 0   | 3    |
| 1830 - 1845  | 0                       | 0       | 43  | 2                                      | . 0        | 0    | 0   | 45    | 0                               | 0       | 6     | 0           | 0          | 0    | 0   | 6    |
| 1845 - 1900  | 0                       | 0       | 34  | 1                                      | 0          | 0    | 0   | 35    | 0                               | 0       | 12    | 1           | 0          | 0    | 0   | 13   |
| Hourly Total | 0                       | 1       | 150 | 8                                      | 1          | 1    | 1   | 162   | 0                               | 0       | 37    | 3           | 0          | 0    | 0   | 40   |
|              | o Decembrance Advisor S |         |     | ·r···································· | 1          |      |     | 1     | a ferromonica de la composición |         | ~ ~ ~ | т           |            | A    | 1 2 |      |
| ession Total | 0 -                     | 3       | 358 | 19                                     | 3          | 1 %  | 1   | 385   | 1                               | 1 1     | 95    | 9           | 0          | 0    | 1   | 10   |

### **Produced by The Paul Castle Consultancy**

Junction: (2) Shakespeare Drive / B4030

Approach: B4030 (East)

|                     |         |         |     | W/B to B40 | 030 (West) |      |     |       |         |         | Rig  | ght to Sha | kespeare D |      |     |       |
|---------------------|---------|---------|-----|------------|------------|------|-----|-------|---------|---------|------|------------|------------|------|-----|-------|
| TIME                | P/CYCLE | M/CYCLE | CAR | LGV        | OGV1       | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR  | LGV        | OGV1       | OGV2 | BUS | TOTAL |
| 0700 - 0715         | 0       | 1       | 21  | 10         | 0          | 0    | 1   | 33    | .0      | 0       | 5    | 2          | 1          | 0    | 0   | 8     |
| 0715 - 0730         | 0       | 2       | 23  | 8          | 2          | 0    | 1   | 36    | 0       | 0       | 6    | 1          | 0          | 0    | 0   | 7     |
| 0730 - 0745         | 0       | 0       | 41  | 5          | 2          | 1    | 5   | 54    | 0       | 0       | 9    | 2          | 0          | 0    | 0   | 11    |
| 0745 - 0800         | 0       | 1       | 48  | 9          | 3          | 0    | 4   | 65    | 0       | 0       | 11   | 2          | 0          | 0    | 0   | 13    |
| Hourly Total        | 0       | 4       | 133 | 32         | 7          | 1    | 11  | 188   | 0       | 0       | 31   | 7          | 1          | 0    | 0   | 39    |
| 0800 - 0815         | 0       | 0       | 67  | 7          | 4          | 2    | 0   | 80    | 0       | 0       | 7    | 0          | 0          | 0    | 0   | 7     |
| 0815 - 0830         | 0       | 1       | 42  | 3          | 2          | 1    | 1   | 50    | 0       | 0       | 7    | 3          | 0          | 0    | 0   | 10    |
| 0830 - 0845         | 0       | 0       | 42  | 4          | 6          | 1    | 0   | 53    | 0       | 0       | 7    | 2          | . 0        | 0    | 0   | 9     |
| 0845 - 0900         | 0       | 0       | 33  | 3          | 5          | 3    | 0   | 44    | 0       | 0       | 20   | 3          | 1          | 0    | 0   | 24    |
| Hourly Total        | 0       | 1       | 184 | 17         | 17         | 7    | 1   | 227   | 0       | 0       | 41   | 8          | 1          | 0    | 0   | 50    |
| 0900 - 0915         | 0       | 0       | 36  | 3          | - 2        | 0    | 1   | 42    | 0       | 0       | 12   | 3          | 1          | 1    | 0   | 17    |
| 0915 - 0930         | 0       | 0       | 24  | 10         | 0          | 0    | 0   | 34    | 0       | 0       | 13   | 2          | 0          | 0    | 0   | 15    |
| 0930 - 0945         | 0       | 0       | 31  | 2          | 3          | 1    | 0   | 37    | 0       | 0 1     | 22   | 1          | 0          | 0    | 0   | 23    |
| 0945 - 1000         | 0       | 0       | 34  | 7          | 7          | 2    | 0   | 50    | 0       | 0       | 14   | 0          | 0          | 0    | 0   | 14    |
| <b>Hourly Total</b> | 0       | 0       | 125 | 22         | 12         | 3    | 1   | 163   | 0       | 0       | 61   | 6          | 1 1        | 1    | 0   | 69    |
| Session Total       | 0       | 5       | 442 | 71         | 36         | 11   | 13  | 578   | 0       | 0       | 133  | 21         | 3          | 1    | 0   | 158   |
| 1600 - 1615         | 0       | 1       | 69  | 9          | 1          | 0    | 1   | 81    | 0       | 1       | 43   | 4          | 1          | 0    | 1   | 50    |
| 1615 - 1630         | 1       | 0       | 55  | 10         | 0          | 0    | 0   | 66    | 1       | 1       | 42   | 6          | 0          | 0    | 0   | 50    |
| 1630 - 1645         | 1       | 0       | 60  | 9          | 1          | 1    | 0   | 72    | 0       | 1       | 51   | 7          | 0          | 0    | 0   | 59    |
| 1645 - 1700         | 0       | 2       | 65  | 6          | 1          | 0    | 0   | 74    | 0       | 0       | 53   | 7          | 0          | 0    | 11  | 61    |
| Hourly Total        | 2       | 3       | 249 | 34         | 3          | 1    | 1   | 293   | 1       | 3       | 189  | 24         | 1          | 0    | 2   | 220   |
| 1700 - 1715         | 0       | 0       | 68  | 6          | 0          | 0    | 11  | 75    | 0       | 3       | 63 - | 6          | 1          | 0    | 0   | 73    |
| 1715 - 1730         | 0       | 11      | 80  | 3          | 2          | 0    | 0   | 86    | 0       | 2       | 75   | 8          | 0          | 0    | 2   | 87    |
| 1730 - 1745         | . 1     | 0       | 85  | 8          | 0          | 0    | 0   | 94    | 0       | 1       | 63   | 4          | 11         | 0    | 0   | 69    |
| 1745 - 1800         | 0       | 0       | 78  | 2          | 0          | 0    | 0   | 80    | 1       | 1       | 60   | 7          | 1          | 0    | 1   | 71    |
| <b>Hourly Total</b> | 1       | 1       | 311 | 19         | 2          | 0    | 1   | 335   | 1       | 7       | 261  | 25         | 3          | 0    | 3   | 300   |
| 1800 - 1815         | 0       | 0       | 76  | 2          | 1          | 0    | 1   | 80    | 0       | 2       | 68   | 6          | 0          | 0    | 1   | 77    |
| 1815 - 1830         | 0       | 0       | 78  | 2          | 0          | 0    | 0   | 80    | 0       | 0       | 59   | 3          | 0          | 0    | 1 . | 63    |
| 1830 - 1845         | - 0     | 1       | 43  | 1          | 0          | 0    | 0   | 45    | 0       | 2       | 57   | 4          | 0          | 0    | 0   | 63    |
| 1845 - 1900         | 0       | 0       | 50  | 0          | 0          | 0    | 0   | 50    | 0       | 1       | 52   | 1          | 0          | 0    | 0 . | 54    |
| Hourly Total        | 0       | 1       | 247 | 5          | 1          | 0    | 1   | 255   | 0       | 5       | 236  | 14         | 0          | 0    | 2   | 257   |
| Session Total       | 3       | 5       | 807 | 58         | 6          | 1    | 3   | 883   | 2       | 15      | 686  | 63         | 4          | 0    | 7   | 777   |

## **Produced by The Paul Castle Consultancy**

Junction: (2) Shakespeare Drive / B4030

Approach: B4030 (West)

| TIME<br>0700 - 0715<br>0715 - 0730<br>0730 - 0745<br>0745 - 0800 | P/CYCLE<br>0<br>0<br>0 | M/CYCLE<br>0 | CAR | LGV | espeare Dr |      |     |       |         |         |     |     |      | 001/0 | DUID |                  |
|--|------------------------|--------------|-----|-----|------------|------|-----|-------|---------|---------|-----|-----|------|-------|------|------------------|
| 0700 - 0715<br>0715 - 0730<br>0730 - 0745                        | 0                      | 0            |     | ,   | OGV1       | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2  | BUS  | TOTA             |
| 0715 - 0730<br>0730 - 0745                                       |                        | <b></b>      | 1   | 0   | 0          | 0    | 0   | 1     | 0       | 0       | 39  | 9   | 3    | 2     | 0    | 53               |
|  |                        | 0 1          | 0   | 0   | 0          | 0    | 0   | 0     | 0       | 1       | 48  | 6   | 0    | 4     | 0    | 59               |
|  |                        | 0            | 6   | 1   | 0          | 0    | 1   | 8     | 0       | 2       | 38  | 9   | 4    | 1     | 11   | 55               |
|  | 0                      | 0            | 4   | 1   | 0          | 0    | 0   | 5     | 0       | 0       | 57  | 5   | 4    | 0     | 0    | 66               |
| Hourly Total   | 0                      | 0            | 11  | 2   | 0          | 0    | 1   | 14    | 0       | 3       | 182 | 29  | 11   | 7     | 1    | 233              |
| 0800 - 0815  | 0                      | 0            | 0   | 1   | 0          | 0    | 0   | 1     | 1       | 1       | 62  | 7   | 2    | 0     | 0    | 73               |
| 0815 - 0830  | 0                      | 0            | 5   | 2   | 0          | 0    | 0   | 7     | 0       | 0       | 65  | 5   | 2    | 1     | 1.   | 74               |
| 0830 - 0845  | 0                      | 0            | 3   | 0 - | <u> </u>   | 0    | 0   | 3     | 0       | 1       | 60  | 10  | 3    | 0     | 1    | 75               |
| 0845 - 0900  | 0                      | 1 1          | 6   | 1   | . 0        | 0    | 0   | 8     | 0       | 1       | 66  | 9   | 7    | 11    | 0    | 84               |
| Hourly Total   | 0                      | 1            | 14  | 4   | 0          | 0    | 0   | 19    | 1       | 3       | 253 | 31  | 14   | 2     | 2    | 306              |
| 0900 - 0915  | 0                      | 0            | 6   | 1   | 0          | 0    | 0   | 7     | 0       | 0       | 67  | 3   | 3    | 2     | 0    | 75               |
| 0915 - 0930  | 0                      | 0            | 1   | 1   | 0          | 0    | 0   | 2     | 1       | 0       | 53  | 5   | 2    | 3     | 0    | 64               |
| 0930 - 0945  | 0                      | 0            | 4   | 1   | 0          | 0    | 0   | 5     | 0       | 0       | 44  | 10  | 5    | 0     | 1    | 60               |
| 0945 - 1000  | 0                      | 0            | 2   | . 1 | 0          | 0    | Ö   | 3     | 0       | 0       | 43  | 4   | 3    | 1     | 0    | 51               |
| Hourly Total   | 0                      | 0            | 13  | 4   | 0          | 0    | 0   | 17    | 1       | 0       | 207 | 22  | 13   | 6     | 1    | 250              |
|  |                        |              |     |     |            |      |     |       |         |         |     |     |      |       | r    |                  |
| Session Total  | 0                      | 1 1          | 38  | 10  | 0          | 0    | 1   | 50    | 2       | 6       | 642 | 82  | 38   | 15    | 4    | 789              |
|  |                        |              |     |     |            |      |     |       |         |         |     |     | r    |       |      | Toronto de Carlo |
| 1600 - 1615  | 0                      | 0            | 8   | 1   | 0          | 0    | 0   | 9     | 0       | 2       | 40  | 4   | 1    | 0     | 0    | 47               |
| 1615 - 1630  | 0                      | 0            | 9   | 4   | 0          | 0    | 0   | 13    | 0       | 0       | 40  | 6   | 3    | 0     | 0    | 49               |
| 1630 - 1645  | 0                      | 0            | 13  | 1   | 0          | 0    | 0   | 14    | 0       | 2       | 53  | 4   | 0    | 0     | 2    | 61               |
| 1645 - 1700  | 0                      | 1            | 15  | 1   | 0          | 0    | 0   | 17    | 0       | 1       | 43  | 4   | 3    | 0     | 1    | 52               |
| Hourly Total   | 0                      | 1            | 45  | 7   | 0          | 0    | 0   | 53    | 0       | 5       | 176 | 18  | 7    | 0     | 3    | 209              |
| 1700 - 1715  | 0                      | 0            | 24  | 4   | 0          | 0    | 0   | 28    | 0       | 1       | 48  | 6   | 1    | 0     | 0    | 56               |
| 1715 - 1730  | 0                      | 1            | 28  | 4   | 1          | 0    | 0   | 34    | 1       | 11      | 52  | 5   | 2    | 0     | 0    | 61               |
| 1730 - 1745  | 0                      | 0            | 24  | 0   | 0          | 0    | 0   | 24    | 0       | 2       | 69  | 5   | 0    | 0     | 0    | 76               |
| 1745 - 1800  | 0                      | 0            | 23  | 0   | 0          | 0    | 0   | 23    | 0       | 1       | 65  | 3   | 0    | 0     | 1    | 70               |
| Hourly Total   | 0                      | 1            | 99  | 8   | 1          | 0    | 0   | 109   | 1       | 5       | 234 | 19  | 3    | 0     | 1    | 263              |
| 1800 - 1815  | 0                      | 1            | 21  | 3   | 0          | 0    | 0   | 25    | 0       | 0       | 57  | 2   | 0    | 0     | 0    | 59               |
| 1815 - 1830  | 0                      | 0            | 17  | 1   | 1          | 0    | 1   | 20    | 0       | 0       | 39  | 2   | 0    | 0     | 0    | 41               |
| 1830 - 1845  | 0                      | 0            | 14  | 0   | 0          | 0    | 1   | 15    | 0       | 1       | 43  | 5   | 0    | 0     | 0    | 49               |
| 1845 - 1900  | 0                      | 0            | 10  | 1   | 1          | 0    | 0   | 12    | 0       | 0       | 42  | 3   | 0    | 0     | 0    | 45               |
| Hourly Total   | 0                      | 1            | 62  | 5   | 2          | 0    | 2   | 72    | 0       | 1       | 181 | 12  | 0    | 0     | 0    | 194              |
| Hourty Folds   |                        | 3            | 206 | 20  | 3          | T 0  | 2   | 234   | 1       | 11      | 591 | 49  | 10   | 0     | 4    |                  |

### Produced by The Paul Castle Consultancy

Junction: (3) Oxford Road / Pingle Drive

Approach: Oxford Road (North)

|                             |         |         |     | Left to P | ingle Drive |      |     |       |         |         | S    | /B to Oxfor | d Road (So | outh) |     |      |
|-----------------------------|---------|---------|-----|-----------|-------------|------|-----|-------|---------|---------|------|-------------|------------|-------|-----|------|
|                             | P/CYCLE | M/CYCLE | CAR | LGV       | OGV1        | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR  | LGV         | OGV1       | OGV2  | BUS | TOTA |
| 0700 - 0715                 | 0       | 0       | 14  | 1         | 0           | 1    | 0   | 16    | 0       | 3       | 255  | 35          | 11         | 3     | 2   | 309  |
| 0715 - 0730                 | 0       | 2       | 20  | 2         | 1           | 0    | 0   | 25    | 0       | 4       | 261  | 25          | 5          | 3     | 1   | 299  |
| 0730 - 0745                 | 0       | 1       | 24  | 5         | 0           | 0    | 0   | 30    | 0       | 4       | 237  | 25          | 12         | 2     | 3   | 283  |
| 0745 - 0800                 | 0       | 1       | 32  | 0         | 0           | 0    | 0   | 33    | 0       | 3       | 218  | 20          | 2          | 6     | 2   | 251  |
| Hourly Total                | 0       | 4       | 90  | 8         | 1           | 1    | 0   | 104   | 0       | 14      | 971  | 105         | 30         | 14    | 8   | 1142 |
| 0800 - 0815                 | 0       | 1       | 25  | 1         | 0           | 0    | 0   | 27    | 0       | 4       | 200  | 20          | 3          | 3     | 2   | 232  |
| 0815 - 0830                 | 0       | 0       | 40  | 2         | 2           | 0    | 0   | 44    | 0       | 2       | 158  | 10          | 5          | 2     | 4   | 181  |
| 0830 - 0845                 | 0       | 0       | 44  | 0         | 0           | 0    | 1   | 45    | 2       | 1       | 128  | 17          | 6          | 1     | 2   | 157  |
| 0845 - 0900                 | 0       | 0       | 44  | 0         | 1           | 0    | 0   | 45    | 0       | 1       | 151  | 12          | 7          | 5     | 2   | 178  |
| Hourly Total                | 0       | 1 1     | 153 | 3         | 3           | 0    | 1   | 161   | 2       | 8       | 637  | 59          | 21         | 11    | 10  | 748  |
| 0900 - 0915                 | 0       | 0       | 66  | 6         | 0           | 0    | 0   | 72    | 0       | 4       | 154  | 14          | 3          | 3     | 2   | 180  |
| 0915 - 0930                 | 0       | 0       | 81  | 1         | 0           | 0    | 0   | 82    | 0       | 0       | 141  | 10          | 5          | 4     | 2   | 162  |
| 0930 - 0945                 | 0       | 0       | 55  | _ 3       | 2           | 0    | 0   | 60    | 0       | 0       | 122  | 12          | 8          | 1     | 5   | 148  |
| 0945 - 1000                 | 0       | 1       | 77  | - 1       | 0           | 0    | 0   | 79    | 0       | 0       | 104  | 19          | 7          | 2     | 1   | 133  |
| Hourly Total                | 0       | 1       | 279 | 11        | 2           | 0    | 0   | 293   | 0       | 4       | 521  | 55          | 23         | 10    | 10  | 623  |
| 1600 1615                   |         |         | 522 | 22        |             | 1    |     | 558   | 2       | 26      | 2129 | 219         | 74         | 35    | 28  | 251  |
| 1600 - 1615                 | 0       | 0       | 41  | 8         | 0           | 0    | 0   | 49    | 0       | 2       | 118  | 16          | 4          | 1 1   | 2   | 143  |
| 1615 - 1630                 | 0       | 0       | 45  | 3         | 1           | 0    | 1   | 50    | 0       | 1       | 101  | 16          | 3          | 1     | 1   | 123  |
| 1630 - 1645                 | 0       | 0       | 53  | 2         | 1           | 0    | 0   | 56    | 0       | 2       | 81   | 22          | 6          | 0     | 2   | 113  |
| 1645 - 1700                 | 0       | 0       | 58  | 7         | 1           | . 0  | 0   | 66    | 0       | 0       | 146  | 12          | 2          | 1     | 2   | 163  |
| Hourly Total                | . 0     | 0       | 197 | 20        | 3           | 0    | 1   | 221   | 0       | 5       | 446  | 66          | 15         | 3     | 7   | 542  |
| 1700 - 1715                 | 0       | 0       | 53  | 5         | 0           | 11   | 0   | 59    | 0       | 0       | 115  | 7           | 2          | 0     | 3   | 127  |
| 1715 - 1730                 | 00      | 2       | 42  | 2         | 0           | 0    | 0   | 46    | 0       | 2       | 121  | 10          | 1          | 1     | 0   | 135  |
| 1730 - 1745                 | 0       | 0       | 39  | 3         | 0           | 0    | 0   | 42    | 0       | 1       | 114  | 2           | 2          | 1     | 3   | 123  |
| 1745 - 1800                 | 0       | 0       | 50  | 6         | 1           | 0    | 0   | 57    | 0       | 1       | 131  | 12          | 1          | 1     | 1   | 147  |
| Hourly Total                | 0       | 2       | 184 | 16        | 1           | 1    | 0   | 204   | 0       | 4       | 481  | 31          | 6          | 3     | 7   | 532  |
| 1800 - 1815                 | 0       | 0       | 62  | 4         | 0           | 0    | 0   | 66    | 0       | 0       | 130  | 4           | 2          | 0     | 1   | 137  |
| 1815 - 1830                 | 0       | 1       | 43  | 3         | 0           | 0    | 0   | 47    | 0       | 1       | 86   | 0           | 0          | 1     | 1   | 89   |
| 1830 - 1845                 | 0       | 0       | 38  | 2         | 0           | 0    | 0   | 40    | 0       | 0       | 65   | 1           | 1          | 0     | 0   | 67   |
| 1845 - 1900<br>Hourly Total | 0       | 0       | 47  | 3         | 0           | 0    | 0   | 50    | 0       | 0       | 73   | 2           | 0          | 0     | 1   | 76   |
|                             | 0       | 1       | 190 | 12        | 0           | 0    | 0   | 203   | 0       | 1       | 354  | 7           | 3          | 1     | 3   | 369  |

## Produced by The Paul Castle Consultancy

Junction: (3) Oxford Road / Pingle Drive

Approach: Oxford Road (South)

|                     | [       | <del>,</del> | N/F  | 3 to Oxford  | Road (No | orth)      |     |            | 1   |  |           | Right to F | Pingle Drive                                     | )               | <del>.</del> |       |
|---------------------|---------|--------------|------|--|----------|------------|-----|------------|---|--|-----------|------------|--|-----------------|--------------|-------|
| TIME                | P/CYCLE | M/CYCLE      | CAR  | LGV T  | OGV1     | OGV2       | BUS | TOTAL      | P/CYCLE   | M/CYCLE  | CAR       | LGV        | OGV1   | OGV2            | BUS          | TOTAL |
| 0700 - 0715         | 0       | 1            | 81   | 10   | 2        | 1          | 3   | 98         | 0   | 0  | 17        | 6          | 0  | 0               | 0            | 23    |
| 0715 - 0730         | 0       | 2            | 117. | 15   | 3        | 0          | 0   | 137        | 0   | 0  | 16        | 0          | 1  | 0               | 0            | 17    |
| 0730 - 0745         | 0       | 2            | 136  | 9  | 11       | 0          | 4   | 162        | 0   | 0  | 23        | 4          | 1  | 0               | 0            | 28    |
| 0745 - 0800         | 0       | 2            | 164  | 21   | 2        | 1          | 2   | 192        | 0   | 0  | 27        | 6          | 11   | 0               | 0            | 34    |
| Hourly Total        | 0       | 7            | 498  | 55   | 18       | 2          | 9   | 589        | 0   | 0  | 83        | 16         | 3  | 0               | 0            | 102   |
| 0800 - 0815         | 0       | 2            | 156  | 17   | 10       | 3          | 2   | 190        | 0   | 0  | 34        | 3          | 1  | 0               | 0            | 38    |
| 0815 - 0830         | 0       | 0            | 180  | 14   | 7        | 3          | 3   | 207        | 0   | 0  | 45        | 4          | 0  | 0               | 0            | 49    |
| 0830 - 0845         | 0       | 0            | 169  | 11   | 8        | 2          | 1   | 191        | 0   | 0  | 51        | 11         | 1  | 1               | 0            | 54    |
| 0845 - 0900         | 0 -     | 0            | 162  | 10   | 4        | 4          | 4   | 184        | 0   | 0  | 49        | 3          | 3  | 2               | 0            | 57    |
| Hourly Total        | 0       | 2            | 667  | 52   | 29       | 12         | 10  | 772        | 0   | 0  | 179       | 11         | 5  | 3               | 0            | 198   |
| 0900 - 0915         | 0       | 0            | 144  | 10   | 4        | 4          | 2 . | 164        | 0   | 0  | 54        | 5          | 1  | 0               | 0            | 60    |
| 0915 - 0930         | 0       | 2            | 129  | 13   | 4        | 1          | 3   | 152        | 0   | 0  | 64        | 2          | 2  | 0               | . 0          | 68    |
| 0930 - 0945         | 0       | 0            | 123  | 11   | 7        | 1          | 2   | 144        | 0   | 0  | 70        | 1          | 1 1  | 0               | 0            | 72    |
| 0945 - 1000         | 0       | 0            | 107  | 9  | 9        | 3          | 11  | 129        | 0   | - 1  | 70        | 6          | 1 1  | 0               | 1            | 79    |
| Hourly Total        | 0       | 2            | 503  | 43   | 24       | 9          | 8   | 589        | 0   | 1  | 258       | 14         | 5  | 0               | 1            | 279   |
|                     |         |              |      |  |          | •          | F   | I          | e la companya da companya |  | ena       |            | 1 20   | 3               | 1            | 579   |
| Session Total       | 0       | 11           | 1668 | 150  | 71       | 23         | 27  | 1950       | 0   | 1  | 520       | 41         | 13   | , J             | <u> </u>     | 1 3/3 |
|                     |         |              |      |  |          |            |     | 1 222      | <u> </u>  | 0  | 93        | 5          | 1 1  | TO              | 1 0          | 99    |
| 1600 - 1615         | 0       | 5            | 215  | 15   | 2        | 1          | 4   | 242        | 0   | 2  | 95        | 2          | 1  | 1 0             | 0            | 100   |
| 1615 - 1630         | 0       | 3            | 204  | 23   | 3        | 0          | 2   | 235        | 0   | 1  | 102       | 4          | 1 0  | 1               | 0            | 108   |
| 1630 - 1645         | 0       | 2            | 193  | 22   | 13       | 2          | 1   | 233        | 0   | <del>                                     </del> | 93        | 4          | 2  | 0               | 0            | 101   |
| 1645 - 1700         | 0       | 3            | 187  | 23   | 11       | 0          | 3   | 217        | 0   | 2 5  | 383       | 15         | 4  | 1               | 0            | 408   |
| Hourly Total        | 0       | 13           | 799  | 83   | 19       | 3          | 10  | 927        | 0   | 3  | 79        | 3          | 0  | 0               | 0            | 85    |
| 1700 - 1715         | 0       | 5            | 226  | 27   | 2        | 0          | 1   | 261        | 0   | 0  | 111       | 4          | 1 1  | 0               | 0            | 116   |
| 1715 - 1730         | 0       | 4            | 196  | 10   | 2        | 1          | 2   | 215        |   | 0  | 104       | 4          | <del>                                     </del> | 0               | 0            | 108   |
| 1730 - 1745         | 0       | 3            | 226  | 14   | 11       | 0          | 0   | 244        | 0   | 1 0  | 92        | 2          | 1 0  | 0               | 0            | 94    |
| 1745 - 1800         | 0       | 2            | 261  | 12   | 3        | 2          | 3   | 283        | 0   |  | 386       | 13         | 1  | 0               | 0            | 403   |
| <b>Hourly Total</b> | 0       | 14           | 909  | 63   | 8        | 3          | 6   | 1003       | 0   | 3  | 386<br>77 |            | 0  | 1 1             | 0            | 83    |
| 1800 - 1815         | 0       | 3            | 200  | 12   | 1        | 0          | 4   | 220        | 0   | 0  |           | 5          | 2  | 0               | 0            | 50    |
| 1815 - 1830         | 0       | 2            | 150  | 7  | 1        | 4 .        | 0   | 164        | 0   | 0  | 47        |            | 0  | 0               | 0            | 40    |
| 1830 - 1845         | 0       | 2            | 128  | 6  | 0        | 2          | 1   | 139        | 0   | 0  | 38        | 2          |  | 0               | 0            | 40    |
| 1845 - 1900         | 0       | 3            | 144  | 7  | 1        | 0          | 2   | 157        | 0   | 0  | 41        |            | 0  | 1               | 0            | 215   |
| <b>Hourly Total</b> | 0       | 10           | 622  | 32   | 3        | 6          | 7   | 680        | 0   | 0  | 203       | 9          | 2  | 1               | 1 0          | Z13   |
|                     |         |              |      | U picconomic picconomi | +        | · <b>*</b> |     | na nazvova | was statement   | ·<br>  | 070       |            | 7.5  | 2               | 1 0          | 1026  |
| Session Tota        | 1 0 .   | 37           | 2330 | 178  | 30       | 12         | 23  | 2610       | 0   | . 8  | 972       | 37         | 1  | + 1 × 1 × 1 × 1 | <b>U</b>     | 1,02  |

### **Produced by The Paul Castle Consultancy**

Junction: (3) Oxford Road / Pingle Drive

Approach: Pingle Drive

| 0700 - 0715  | 0<br>0<br>0<br>0  | M/CYCLE<br>0<br>2 | CAR 20 | LGV<br>4 | OGV1  | OGV2        | BUS | TOTAL | P/GYGLE | M/CYCLE      | CAR    | LGV | OGV1   | OGV2       | BUS                                     | TOTAL |
|--|---|-------------------|--------|----------|-------|-------------|-----|-------|---------|--------------|--------|-----|--------|------------|---|-------|
| 0715 - 0730  | 0 0 0   | 2                 |        | 4        | 0     |             |     |       | ,       | 100000000000 | 0, (1) |     | , 000, | 0012       | 000                                     | TOTAL |
| 0730 - 0745 (0745 - 0800 (0745 - 0800 (0745 - 0800 (0745 - 0815 (0745 - 0830 (0745 - 0845 (0745 - 0945 (0745 (0745 - 0945 (0745 (0745 (0745 - 0945 (0745 ( | 0   |                   | 4.5    |          | 0     | 0           | 0   | 24    | 0       | 0            | 10     | -3  | 1      | 2          | 0                                       | 16    |
| 0745 - 0800 ( <b>Hourly Total</b> ( 0800 - 0815 ( 0815 - 0830 ( 0830 - 0845 ( 0845 - 0900 ( <b>Hourly Total</b> ( 0900 - 0915 ( 0915 - 0930 ( 0930 - 0945 ( 0945 - 1000 (  | 0   |                   | 15     | 2        | 0     | 0           | 0   | 19    | 0       | 0            | 4      | 2   | 1      | 0          | 0                                       | 7     |
| Hourly Total (1) 0800 - 0815 (1) 0815 - 0830 (1) 0830 - 0845 (1) 0845 - 0900 (1) Hourly Total (1) 0900 - 0915 (1) 0915 - 0930 (1) 0930 - 0945 (1) 0945 - 1000 (1)  |   | 1                 | 29     | 5        | 0     | 0           | 0   | 35    | 0       | 0            | 17     | 0   | 0      | 0          | 0                                       | 17    |
| 0800 - 0815  | CONTRACTOR OF THE PARTY OF THE | 1                 | 27     | 3        | 0     | 1           | 0   | 32    | 0       | 0            | 14     | 0   | 0      | 0          | 1                                       | 15    |
| 0815 - 0830 (0830 - 0845 (0845 - 0900 (0845 - 0900 (0900 - 0915 (0930 - 0945 (0945 - 1000 (0945 - 1000 (0945 - 1000 (0945 - 1000 (0930 - 0945 (0945 - 1000 (0945  | 0   | 4                 | 91     | 14       | 0     | 1           | 0   | 110   | 0       | 0            | 45     | 5   | 2      | 2          | 1                                       | 55    |
| 0830 - 0845<br>0845 - 0900<br><b>Hourly Total</b><br>0900 - 0915<br>0915 - 0930<br>0930 - 0945<br>0945 - 1000  | 0   | 0                 | 30     | . 3      | 0     | 1           | 0   | 34    | 0       | 0            | 15     | 2   | 1      | 0          | 0                                       | 18    |
| 0845 - 0900  | 0   | 1                 | 22     | 3        | 0     | 1           | 0   | 27    | 0       | 0            | 22     | 0   | 0      | 0          | 0                                       | 22    |
| Hourly Total         1           0900 - 0915         0           0915 - 0930         0           0930 - 0945         0           0945 - 1000         0   | 1   | 1                 | 28     | 3        | 1     | 0           | 0   | 34    | 0       | 0            | 17     | 0   | 1      | 0          | 0                                       | 18    |
| 0900 - 0915  | 0   | 0                 | 24     | 0        | 0     | 0           | 1   | 25    | 0       | 0            | 26     | 0   | 0      | 0          | 0                                       | 26    |
| 0915 - 0930 0<br>0930 - 0945 0<br>0945 - 1000 0  | 1   | 2                 | 104    | 9        | 1     | 2           | 1   | 120   | 0       | 0            | 80     | 2   | 2      | 0          | 0                                       | 84    |
| 0930 - 0945 0<br>0945 - 1000 0   | 0   | 0                 | 25     | 3        | 2     | 2           | 0   | 32    | 0       | 0            | 26     | 1   | 0      | 0          | 0                                       | 27    |
| 0945 - 1000  | 0   | 0                 | 37     | 2        | 2     | 1           | 0   | 42    | 0       | 0            | 41     | 3   | 0      | 0          | 1                                       | 45    |
|  | 0   | 0                 | 36     | 3        | 4     | 0           | 0   | 43    | 0       | 0            | 47     | 1   | 0      | 0          | 0                                       | 48    |
| Hourly Total (   | 0   | 2                 | 32     | 3        | 2     | 0           | 0   | 39    | 0       | 0            | 36     | 0   | 2      | 0          | 0                                       | 38    |
|  | 0   | 2                 | 130    | 11       | 10    | 3           | 0   | 156   | 0       | 0            | 150    | 5   | 2      | 0          | 1                                       | 158   |
|  |   |                   |        |          |       |             |     |       |         |              |        |     |        |            |   |       |
| Session Total 1  | 1   | 8                 | 325    | 34       | 11    | 6           | 1   | 386   | 0       | 0            | 275    | 12  | 6      | 2          | 2                                       | 297   |
|  |   |                   |        |          |       | <del></del> |     |       |         |              |        |     |        |            |   |       |
|  | 0   | 0                 | 94     | 0        | 3     | 0           | 0   | 97    | 0       | 0            | 74     | 8   | 2      | 0          | 0                                       | 84    |
|  | 0   | 0                 | 106    | 9        | 0     | 0           | 0   | 115   | 0       | 11           | 67     | 8   | 0      | 0          | 0                                       | 76    |
|  | 0   | 0                 | 103    | 7        | 3     | 0           | 11  | 114   | 0       | 2            | 92     | 5   | 0      | 0          | 0                                       | 99    |
|  | 0   | 1 1               | 114    | 0 -      | 2     | 0           | 0   | 117   | 0       | 0            | 57     | 4   | 0      | 0          | 0                                       | 61    |
|  | 0   | 1                 | 417    | 16       | 8     | 0           | 1   | 443   | 0       | 3            | 290    | 25  | 2      | 0          | 0                                       | 320   |
|  | 0   | 3                 | 98     | 5        | 0     | 0           | 0   | 106   | 0       | 1            | 91     | 5   | 0      | 0          | 0                                       | 97    |
|  | 0   | 2                 | 112    | 2        | 11    | 0           | 0   | 117   | 0       | 3            | 76     | _ 0 | 0      | 0          | 0                                       | 79    |
|  | 0   | 0                 | 122    | 4        | 0     | 11          | 0   | 127   | 0       | 0            | 81     | 2   | 0      | 0          | 2                                       | 85    |
|  | 0   | 0                 | 133    | 5        | 0     | 0           | 0   | 138   | 0       | 1            | 67     | 1   | 1      | 0          | 1                                       | 71    |
|  | 0   | 5                 | 465    | 16       | 1     | 1           | 0   | 488   | 0       | 5            | 315    | 8   | 1      | 0          | 3                                       | 332   |
|  | 0   | 0                 | 174    | 5        | 1     | 0 .         | 1   | 181   | 0       | 0            | 125    | 3   | 2      | 0          | 2                                       | 132   |
|  | 0   | 1                 | 124    | 2        | . 0   | 0           | 1   | 128   | 0       | 1            | 97     | 1   | 0      | 0          | 2                                       | 101   |
|  | 0   | 0                 | 98     | 1        | 0     | - 0         | 0   | 99    | 0       | 0            | 76     | 0   | 1      | 0          | 0                                       | 77    |
| 1845 - 1900 (  | 0   | 0                 | 112    | 2        | 0     | 0           | 0   | 114   | 0       | 0            | 55     | 1   | 0      | 0          | 1                                       | 57    |
| Hourly Total (   | Assessment of the contract of |                   | Eng    | 10       | 4.000 | 0           | 2   | 522   | 0       | 1            | 353    | 5   | 3      | Sec. 10.00 | 000000000000000000000000000000000000000 | 367   |
|  | 0   | 1                 | 508    | IU       | 1     | V           |     | 744   |         | 1            | 333    | ą.  |        | 0          | 5                                       | 100   |

#### Produced by The Paul Castle Consultancy

Junction: (4) Oxford Road / A41 / Services

Approach: Oxford Road

|               |         |         |     | Left to A | 41 (East) |      |     |       |         |                 |       | S/B to A4                               | 11 (South) |         |     |        |         |                            |     | Right to : | Services |      |     |       |
|---------------|---------|---------|-----|-----------|-----------|------|-----|-------|---------|-----------------|-------|---|------------|---------|-----|--------|---------|----------------------------|-----|------------|----------|------|-----|-------|
| TIME          | P/CYCLE | M/CYCLE | CAR | LGV       | OGV1      | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE         | CAR   | LGV                                     | OGV1       | OGV2    | BUS | TOTAL  | P/CYCLE | M/CYCLE                    | CAR | LGV        | OGV1     | OGV2 | BUS | TOTAL |
| 0700 - 0715   | 0       | 2       | 78  | 32        | 4         | 1    | 0   | 117   | 0       | 1               | 192   | 6                                       | 7          | 2       | 2   | 210    | 0       | 0                          | 5   | . 1        | 0        | 0    | 0   | 6     |
| 0715 - 0730   | 0       | 3       | 66  | 19        | 3         | 1    | 0   | 92    | 0       | 3               | 203   | . 4                                     | 2          | 2       | 1   | 215    | 0       | 0                          | 7   | 4          | 0        | 0    | 0   | 11    |
| 0730 - 0745   | 0       | 5       | 65  | 22        | 6         | 0    | 0   | 98    | 0       | 0               | 196   | 7                                       | 6          | 2       | 3   | 214    | 0       | 0                          | 5   | 1          | 0        | 0    | 0   | 6     |
| 0745 - 0800   | 0       | 0       | 57  | 15        | 2         | 1    | 2   | 77    | 0       | 3               | 185   | 6                                       | 0          | 6       | 0   | 200    | 0       | 1                          | 3   | 2          | 0        | 0    | 0   | 6     |
| Hourly Total  | 0       | 10      | 266 | 88        | 15        | 3    | 2   | 384   | 0       | 7               | 776   | 23                                      | 15         | 12      | - 6 | 839    | 0       | 1                          | 20  | 8          | 0        | 0    | 0   | 29    |
| 0800 - 0815   | 0       | 1       | 61  | 17        | 1         | 0    | 1   | 81    | 0       | 1               | 164   | 5                                       | 1          | 4       | 1.  | 176    | 0       | 2                          | 5   | 1          | 1        | 0    | 0   | 9     |
| 0815 - 0830   | 0       | 0       | 45  | 10        | 3         | 0    | 2   | 60    | 0       | 3               | 131   | 2                                       | 1          | 3       | 2   | 142    | 0       | 0                          | 4   | 1          | 1        | 0    | 0   | 6     |
| 0830 - 0845   | 2       | 0       | 53  | 12        | 2         | 0    | 0   | 69    | 1       | 2               | 98    | 8                                       | 5          | 1       | 2   | 117    | 0       | 0                          | 5   | 0          | 0        | 0    | 0   | 5     |
| 0845 - 0900   | 0       | 0       | 66  | 8         | 4         | 0    | 0   | 78    | 0       | 1               | 106   | 3                                       | 3          | . 5     | 3   | 121    | 0       | O                          | 3   | 1          | 0        | 0    | 0   | 4     |
| Hourly Total  | 2       | 1       | 225 | 47        | 10        | 0    | 3   | 288   | 1       | 7               | 499   | 18                                      | 10         | 13      | 8   | 556    | 0       | 2                          | 17  | 3          | 2        | 0    | 0   | 24    |
| 0900 - 0915   | 0       | 1       | 61  | 14        | 2         | 1    | 1   | 80    | 0       | 2               | 114   | 3                                       | 3          | 4       | 1   | 127    | 0       | 1                          | 4   | 0          | 0        | 0    | 0   | 5     |
| 0915 - 0930   | 0       | 0       | 67  | 6         | 2         | 1    | 1   | 77    | 0       | 0               | 106   | . 5                                     | 5          | 4       | 1   | 121    | 0       | Ö                          | 5   | 1          | 0        | 0    | 0   | 6     |
| 0930 - 0945   | 0       | 0       | 51  | 11        | 4         | 0    | 2   | 68    | 0       | 0               | 103   | 3                                       | 8          | 1       | 3   | 118    | 0       | 0                          | 4   | 1          | 0        | 0    | 0   | 5     |
| 0945 - 1000   | 0       | 1       | 50  | 11        | 4         | 0    | 1   | 67    | 0       | 1               | - 83  | 10                                      | 5          | 2       | 0   | 101    | 0       | 0                          | 3   | 1          | 0        | 0    | 0   | 4     |
| Hourly Total  | 0       | 2       | 229 | 42        | 12        | 2    | 5   | 292   | 0       | 3               | 406   | 21                                      | 21         | 11      | 5   | 467    | 0       | 4                          | 16  | 3          | 0        | o o  | Ö   | 20    |
|               |         |         |     |           |           |      |     |       | ***     |                 |       | *************************************** | <u> </u>   |         |     |        |         |                            |     |            |          |      |     | 4     |
| Session Total | 2       | 13      | 720 | 177       | 37        | 5    | 10  | 964   | 1       | 17              | 1681  | 62                                      | 46         | 36      | 19  | 1862   | 0       | 4                          | 53  | 14         | 2        | Q    | 0   | 73    |
|               |         |         |     |           |           |      |     |       |         |                 |       |   |            |         |     |        |         |                            |     |            |          |      |     | -     |
| 1600 - 1615   | 0       | 2       | 69  | 10        | 2         | 0    | 1   | 84    | 0       | 0               | 139   | 4                                       | 5          | 1       | 1   | 150    | 0       | 0                          | 4   | 2          | 0        | 0    | 0   | 6     |
| 1615 - 1630   | 0       | 0       | 80  | 16        | 2         | 0    | 0   | 98    | 0       | 1               | 121   | 6.                                      | 1          | 1       | 1   | 131    | 0       | 0                          | 6   | 3          | 0        | 0    | 0   | 9     |
| 1630 - 1645   | 0       | 0       | 67  | 19        | 4         | . 0  | 1   | 91    | 0       | 2               | . 112 | 10                                      | 5          | 0       | 2   | 131    | 0       | 0                          | 5   | 0          | 0        | 0    | 0   | 5     |
| 1645 - 1700   | 0       | 0       | 90  | 4         | 2         | 0    | 1   | 97    | 0       | .1              | 162   | 7                                       | 2          | 1       | 1   | 174    | 0       | 0                          | 8   | 1          | 0        | 0    | 0   | 9     |
| Hourly Total  | 0       | 2       | 306 | 49        | 10        | 0    | 3   | 370   | 0       | 4               | 534   | 27                                      | 13         | 3       | 5   | 586    | 0       | 0                          | 23  | . 6        | 0        | 0    | 0   | 29    |
| 1700 - 1715   | 0       | 2       | 84  | 7         | 2         | 0    | 1   | 96    | 0       | 1               | 120   | 4                                       | 0          | 0       | 2   | 127    | 0       | 0                          | 9   | 1          | 0        | 0    | 0   | 10    |
| 1715 - 1730   | 0       | 1       | 87  | 7         | 0         | 0    | 0   | 95    | 0       | 3               | 140   | 4                                       | 2          | 1       | - 0 | 150    | 0       | 0                          | 6   | 1          | 0        | 0    | 0   | 7     |
| 1730 - 1745   | 0       | 1       | 79  | 3         | 2         | 0    | 1   | 86    | 0       | 0               | 151   | 2                                       | 0          | 2       | 2   | 157    | 0       | 0                          | 6   | 1          | 0        | 0    | 0   | 7     |
| 1745 - 1800   | 0       | 0       | 86  | 9         | 1         | 0    | 1   | 97    | 0       | 1               | 170   | 7                                       | 0          | 1       | 0   | 179    | 0       | 0                          | 8   | 1          | 0        | 0    | 0   | 9     |
| Hourly Total  | 0       | 4       | 336 | 26        | 5         | 0    | 3   | 374   | Q       | 5               | 581   | 17                                      | 2          | 4       | 4   | 613    | 0       | 0                          | 29  | 4          | 0        | 0    | 0   | 33    |
| 1800 - 1815   | 0       | 0       | 99  | 5         | 1         | 0    | 2   | 107   | 0       | 0               | 198   | 3                                       | 2          | 0       | 0   | 203    | 0       | 0                          | 7   | 1          | 0        | 0    | 0   | 8     |
| 1815 - 1830   | 0       | 0       | 77  | 2         | 0         | 0    | 1   | 80    | 0       | 2               | 125   | 0                                       | 0          | 1       | 1   | 129    | 0       | 0                          | 8   | 0          | 0        | 0    | 0   | 8     |
| 1830 - 1845   | 0       | 0       | 74  | 1         | 0         | 0    | 0   | 75    | 0       | 0.              | 83    | 0                                       | 1          | 0       | 0   | 84     | 0       | 0                          | 6   | 1          | 0        | 0    | 0   | 7     |
| 1845 - 1900   | 0       | 0       | 68  | 2         | 0         | 0    | 1   | 71    | 0       | 0               | 112   | 1                                       | 0          | 0       | 0   | 113    | 0       | 0                          | 5   | 1          | 0        | 0    | 0   | 6     |
| Hourly Total  | 0       | 0       | 318 | 10        | 1         | 0    | 4   | 333   | 0       | 2               | 518   | 4                                       | 3          | 1       | 1   | 529    | 0       | 0                          | 26  | 3          | 0        | .0   | ō   | 29    |
|               |         |         |     |           |           |      |     |       |         | *************** |       |   | <u> </u>   | <u></u> |     | .1, () | •       | د <b>ا</b> نتورورورورورورو |     |            |          |      |     | A     |
| Session Total | 0       | 6       | 960 | 85        | 16        | l n  | 10  | 1077  | n       | 11              | 1633  | 48                                      | 1.6        | B       | 10  | 1728   | 0       | n !                        | 78  | 13         | 0        | ο    | 0   | 91    |

#### Produced by The Paul Castle Consultancy

Junction: (4) Oxford Road / A41 / Services

Approach: A41 (East)

|   |   |  |  | Left to A   | 11 (South)  |  |  |   |   |   |   | W/B to 5                             | Services   |   |  |  |  |  |  |   | xford Road   |  |   |   |
|---|---|--|--|---|---|--|--|---|---|---|---|--------------------------------------|--|---|--|--|--|--|--|---|--|--|---|---|
| TIME  | P/CYCLE   | M/CYCLE  | CAR  | LGV   | OGV1  | OGV2   | BUS  | TOTAL   | P/CYCLE   | M/CYCLE   | CAR   | LGV                                  | OGV1   | OGV2                                    | BUS  | TOTAL  | P/CYCLE  | M/CYCLE  | CAR  | LGV   | OGV1   | OGV2   | BUS                                     | TOT                                     |
| 0700 - 0715   | 0   | 0  | 122  | 12  | 14  | 6  | 0  | 154   | 0   | 0   | 3   | 1                                    | :0   | 0                                       | 0  | 4  | 0  | 0  | 28   | 8   | 1  | 0  | 0                                       | 37                                      |
| 0715 - 0730   | 0   | 0  | 157  | 10  | 17  | 7  | 8  | 199   | 0   | 0   | 5   | 4                                    | 0  | 1                                       | 0  | 10   | 0  | 0  | 33   | 6   | 2  | 0  | 0                                       | 4                                       |
| 0730 - 0745   | 0   | 0  | 165  | 24  | 14  | 5  | 1  | 209   | 0   | 0   | 4   | 1                                    | 0  | 0                                       | 0  | - 5  | 0  | 2  | 37   | 3   | 5  | 0  | 1                                       | 4                                       |
| 0745 - 0800   | 0   | 0  | 183  | 10  | 16  | 3  | 2  | 214   | 0   | 0   | 3   | 2                                    | 2  | 1                                       | 0  | - 8  | 0  | 0  | 56   | 8   | 2  | 0  | 0                                       | 6                                       |
| Hourly Total  | 0   | 0  | 627  | 56  | 61  | 21   | 11   | 776   | 0   | 0   | 15  | 8                                    | 2  | 2                                       | 0  | 27   | 0  | 2  | 154  | 25  | 10   | 0  | 1                                       | 1:                                      |
| 0800 - 0815   | 0   | 0  | 162  | 11  | 12  | 4  | 4  | 193   | 0   | 0   | 5   | 2                                    | 1  | 1                                       | 0  | 9  | 0  | 2  | 56   | 9   | 3  | 1  | 11                                      |   |
| 0815 - 0830   | 0   | 0  | 130  | 19  | 19  | 8  | 2  | 178   | 0   | 0   | 4   | 5                                    | 11   | 0                                       | 0  | 10   | 0  | 0  | 49   | 8   | 4  | 0  | 0                                       | 6                                       |
| 0830 - 0845   | 0   | 4  | 123  | 31  | 6   | 5  | 4  | 173   | 0 -   | 0   | 6   | 3                                    | 1  | 0                                       | 0  | 10   | 0  | 0  | 60   | 5   | 3  | 0  | 11                                      | 6                                       |
| 0845 - 0900   | 0   | 0  | 105  | 18  | 23  | . 3  | 3  | 152   | 0   | 0   | 3   | 3                                    | 0  | 0                                       | 0  | 6  | 0  | 0  | 55   | 6   | 4  | 0  | 0                                       | (                                       |
| lourly Total  | 0   | 4  | 520  | 79  | 60  | 20   | 13   | 696   | 0   | 0   | 18  | 13                                   | 3  | 1                                       | 0  | 35   | 0  | 2  | 220  | 28  | 14   | 1  | 2                                       | 2                                       |
| 900 - 0915  | . 0   | 0  | 141  | 33  | 18  | 7  | 3  | 202   | 0   | 2   | 4   | 1                                    | 2  | 111                                     | 0  | 10   | 0  | 0  | 70   | 8   | 4  | 11   | 1 1                                     |   |
| 0915 - 0930   | 0   | 0  | 120  | 18  | 24  | 5  | 4  | 171   | 0   | 0   | 6   | 2                                    | 11   | 1 1                                     | 0  | 10   | 0  | 0  | 67   | 6   | 2  | 0  | 2                                       |   |
| 0930 - 0945   | 0   | 0  | 92   | 15  | 17  | 9  | 3  | 136   | 0   | 0   | 3   | 1                                    | 0  | 0                                       | 0  | 4  | 0  | 0  | 68   | 9   | 5  | 0  | 0                                       | $\perp$ 1                               |
| 0945 - 1000   | 0   | 0  | 88   | 16  | 21  | 9  | 2  | 136   | 0   | 0   | 3   | 1                                    | 0  | 1                                       | 0  |  | 0  | 0  | 53   | 3   | 5  | 1  | 0                                       |   |
| Hourly Total  | Q   | 0  | 441  | 82  | 80  | 30   | 12   | 645   | 0   | 2   | 16  | 5                                    | 3  | 3                                       | 0  | 29   | 0  | 0  | 258  | 26  | 16   | 2  | 3                                       | 3                                       |
| Session Total   | 0   | 4  | 1588   | 217   | 201   | 71   | 36   | 2117  | 0   | 2   | 49  | 26                                   | 8  | 6                                       | 0  | 91   | 0  | 4  | 632  | 79  | 40   | 3  | 6                                       | 7                                       |
|   | In  | فدده مدار معدد الم                             |  |   | 201   |  | 36   | I   |   |   |   |                                      | horacon access   | 6<br>  1                                |  |  | ,  |  |  |   | 40   | J  | 1 1                                     | 7                                       |
| 1600 - 1615   | 0   | 0  | 161  | 22  | 7   | 3  | 1  | 194   | 0   | 0   | 6   | 2                                    | 0  | 1                                       | 0  | 9  | 0  | 0  | 103  | 12  | 1 1  | 0  | 1 0                                     | 1                                       |
| 1600 - 1615<br>1615 - 1630  | 0   | 0 0  | 161<br>144   | 22  | 7 14  | 3 7  | 1 3  | 194<br>182  | 0   | 0 0   | 6<br>6  | 2 2                                  | 0 1  | 1 0                                     | 0 0  | 9 9  | 0 0  | 0 2  | 103<br>104   | 12  | 1 1  | J  | 1 0                                     | 1                                       |
| 1600 - 1615<br>1615 - 1630<br>1630 - 1645   | 0 0   | 0 0  | 161<br>144<br>144  | 22<br>14<br>12  | 7<br>14<br>6  | 3<br>7<br>5  | 1 3  | 194<br>182<br>169   | 0 0   | 0 0   | 6   | 2                                    | horacon access   | 1 0 0                                   | 0 0 0  | 9<br>9<br>6  | 0  | 0  | 103<br>104<br>84   | 12<br>10<br>13  | 1 1 3 1  | 0 0  | 1 0 0                                   | 1                                       |
| 1600 - 1615<br>1615 - 1630<br>1630 - 1645<br>1645 - 1700  | 0<br>0<br>0   | 0 0 0  | 161<br>144<br>144<br>126   | 22<br>14<br>12<br>13  | 7<br>14<br>6<br>11                                      | 3<br>7<br>5<br>5   | 1<br>3<br>2<br>1                               | 194<br>182<br>169<br>166  | 0<br>0<br>0   | 0 0 0   | 6<br>6<br>6<br>7                                      | 2<br>2<br>0<br>1                     | 0 1 0 1  | 1<br>0<br>0                             | 0 0  | 9 9  | 0 0  | 0 2  | 103<br>104<br>84<br>82   | 12  | 1 1  | 0 0  | 1 0 0                                   |   |
| 600 - 1615<br>615 - 1630<br>630 - 1645<br>645 - 1700<br>Jourly Total  | 0<br>0<br>0<br>0                                    | 0 0  | 161<br>144<br>144<br>126<br>575  | 22<br>14<br>12<br>13<br>61                                      | 7<br>14<br>6<br>11                                      | 3<br>7<br>5<br>5<br>20                                     | 1 3  | 194<br>182<br>169<br>166<br>701   | 0 0   | 0 0   | 6<br>6<br>6   | 2 2                                  | 0 1  | 1 0 0                                   | 0 0 0  | 9<br>9<br>6<br>9                                     | 0 0 0  | 0<br>2<br>2<br>2   | 103<br>104<br>84   | 12<br>10<br>13<br>12  | 1<br>1<br>3<br>1   | 0 0 0  | 1<br>0<br>0                             |   |
| 1600 - 1615<br>1615 - 1630<br>1630 - 1645<br>1645 - 1700<br>Hourly Total<br>1700 - 1715   | 0<br>0<br>0<br>0<br>0                               | 0<br>0<br>0<br>0<br>0                          | 161<br>144<br>144<br>126<br>575  | 22<br>14<br>12<br>13<br>61<br>9                                 | 7<br>14<br>6<br>11                                      | 3<br>7<br>5<br>5   | 1<br>3<br>2<br>1                               | 194<br>182<br>169<br>166  | 0<br>0<br>0<br>0                                    | 0 0 0 0 0   | 6<br>6<br>6<br>7<br>25                                | 2<br>2<br>0<br>1<br>5                | 0 1 0 1  | 1<br>0<br>0<br>0                        | 0<br>0<br>0<br>0   | 9<br>9<br>6<br>9<br>33                               | 0 0 0 0 0 0 0  | 0<br>2<br>2<br>1   | 103<br>104<br>84<br>82<br>373  | 12<br>10<br>13<br>12<br>47                                  | 1<br>1<br>3<br>1   | 0 0 0 0  | 1<br>0<br>0                             | 1 1 1 4                                 |
| 1600 - 1615<br>1615 - 1630<br>1630 - 1645<br>1645 - 1700<br>Hourly Total<br>1700 - 1715<br>1715 - 1730  | 0<br>0<br>0<br>0<br>0<br>0                          | 0<br>0<br>0<br>0                               | 161<br>144<br>144<br>126<br>575<br>111<br>123                            | 22<br>14<br>12<br>13<br>61                                      | 7<br>14<br>6<br>11<br>38<br>9                           | 3 7 5 5 5 20 3   | 1<br>3<br>2<br>1                               | 194<br>182<br>169<br>166<br>701   | 0<br>0<br>0<br>0<br>0                               | 0<br>0<br>0<br>0<br>0<br>0                                    | 6<br>6<br>6<br>7<br>25<br>5                           | 2<br>2<br>0<br>1<br>5                | 0<br>1<br>0<br>1<br>2                                    | 1<br>0<br>0<br>0<br>0                   | 0<br>0<br>0<br>0<br>0<br>0                               | 9<br>9<br>6<br>9<br>33<br>7                          | 0<br>0<br>0<br>0<br>0                                    | 0<br>2<br>2<br>1<br>5<br>3                               | 103<br>104<br>84<br>82<br>373<br>91                                      | 12<br>10<br>13<br>12<br>47<br>15                            | 1 1 3 1 5 6 2  | 0<br>0<br>0<br>0<br>0                                    | 1<br>0<br>0                             | 1 1                                     |
| 1600 - 1615<br>1615 - 1630<br>1630 - 1645<br>1645 - 1700<br><b>loarly Total</b><br>1700 - 1715<br>1715 - 1730<br>1730 - 1745  | 0<br>0<br>0<br>0<br>0                               | 0<br>0<br>0<br>0<br>0<br>0                     | 161<br>144<br>144<br>126<br>575<br>111<br>123<br>113                     | 22<br>14<br>12<br>13<br>61<br>9                                 | 7<br>14<br>6<br>11<br>38<br>9                           | 3 7 5 5 5 20 3 4   | 1<br>3<br>2<br>1<br>7                          | 194<br>182<br>169<br>166<br>701<br>134<br>147                             | 0<br>0<br>0<br>0<br>0                               | 0<br>0<br>0<br>0<br>0<br>0                                    | 6<br>6<br>6<br>7<br><b>25</b><br>5                    | 2<br>2<br>0<br>1<br>5                | 0<br>1<br>0<br>1<br>2<br>1                               | 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0<br>0<br>0<br>0<br>0<br>0                               | 9<br>9<br>6<br>9<br>33<br>7<br>5                     | 0<br>0<br>0<br>0<br>0<br>0                               | 0<br>2<br>2<br>1<br>5<br>3                               | 103<br>104<br>84<br>82<br>373<br>91<br>85                                | 12<br>10<br>13<br>12<br>2<br>47<br>15                       | 1 1 3 3 1 1 <b>6</b> 2 0                                 | 0<br>0<br>0<br>0<br>0                                    | 1<br>0<br>0<br>0<br>1<br>1              |   |
| 1600 - 1615<br>1615 - 1630<br>1630 - 1645<br>1645 - 1700<br>16urly Total<br>1700 - 1715<br>1715 - 1730<br>1730 - 1745<br>1745 - 1800                                | 0<br>0<br>0<br>0<br>0<br>0                          | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0          | 161<br>144<br>144<br>126<br>575<br>111<br>123                            | 22<br>14<br>12<br>13<br>61<br>9<br>12<br>5                      | 7<br>14<br>6<br>11<br>38<br>9<br>7                      | 3<br>7<br>5<br>5<br>5<br>20<br>3<br>4                      | 1<br>3<br>2<br>1<br>7                          | 194<br>182<br>169<br>166<br>701<br>134<br>147                             | 0<br>0<br>0<br>0<br>0<br>0                          | 0<br>0<br>0<br>0<br>0<br>0                                    | 6<br>6<br>6<br>7<br>25<br>5<br>4                      | 2<br>2<br>0<br>1<br>5<br>1           | 0<br>1<br>0<br>1<br>2<br>1<br>0                          | 1<br>0<br>0<br>0<br>1<br>0              | 0<br>0<br>0<br>0<br>0                                    | 9<br>9<br>6<br>9<br>33<br>7<br>5<br>5                | 0<br>0<br>0<br>0<br>0<br>0                               | 0<br>2<br>2<br>1<br>5<br>3                               | 103<br>104<br>84<br>82<br>373<br>91<br>85<br>86                          | 12<br>10<br>13<br>12<br>47<br>15<br>6                       | 1 1 3 1 1 6 5 2 0 0 0                                    | 0<br>0<br>0<br>0<br>0<br>0                               | 1<br>0<br>0<br>0<br>1<br>1              |   |
| 1600 - 1615<br>1615 - 1630<br>1630 - 1645<br>1645 - 1700<br>1604 - 1705<br>1715 - 1730<br>1745 - 1800<br>1604 - 1745<br>1745 - 1800<br>1604 - 1745                  | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0        | 161<br>144<br>144<br>126<br>575<br>111<br>123<br>113<br>116              | 22<br>14<br>12<br>13<br><b>61</b><br>9<br>12<br>5               | 7<br>14<br>6<br>11<br>38<br>9<br>7<br>8<br>5            | 3<br>7<br>5<br>5<br>20<br>3<br>4<br>4<br>4<br>2            | 1<br>3<br>2<br>1<br>7<br>1<br>1<br>3           | 194<br>182<br>169<br>166<br>701<br>134<br>147<br>133                      | 0<br>0<br>0<br>0<br>0<br>0<br>0                     | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                          | 6<br>6<br>6<br>7<br>25<br>5<br>4<br>5                 | 2<br>2<br>0<br>1<br>5<br>1<br>1      | 0<br>1<br>0<br>1<br>2<br>1<br>0<br>0                     | 1<br>0<br>0<br>0<br>0<br>1<br>0<br>0    | 0<br>0<br>0<br>0<br>0<br>0                               | 9 9 6 6 9 9 33 33 7 5 5 5 8                          | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | 0<br>2<br>2<br>1<br>5<br>3<br>0                          | 103<br>104<br>84<br>82<br>373<br>91<br>85<br>86<br>84                    | 12<br>10<br>13<br>12<br>47<br>15<br>6<br>8                  | 1<br>1<br>3<br>1<br>6<br>2<br>0<br>0                     | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | 1<br>0<br>0<br>0<br>1<br>1<br>1         |   |
| 1600 - 1615<br>1615 - 1630<br>1630 - 1645<br>1645 - 1700<br>Hourly Total<br>1700 - 1715<br>1715 - 1730<br>17745 - 1800<br>Hourly Total<br>1800 - 1815               | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0<br>0<br>0<br>0<br>0<br>0<br>1<br>1<br>0<br>0 | 161<br>144<br>144<br>126<br>575<br>111<br>123<br>113<br>116<br>463       | 22<br>14<br>12<br>13<br><b>61</b><br>9<br>12<br>5<br>5          | 7<br>14<br>6<br>11<br>38<br>9<br>7<br>8<br>5            | 3<br>7<br>5<br>5<br>20<br>3<br>4<br>4<br>2                 | 1<br>3<br>2<br>1<br>7<br>1<br>1<br>3           | 194<br>182<br>169<br>166<br>701<br>134<br>147<br>133<br>129<br>543        | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | 6<br>6<br>6<br>7<br>25<br>5<br>4<br>5                 | 2<br>2<br>0<br>1<br>5<br>1<br>1      | 0<br>1<br>0<br>1<br>2<br>1<br>0<br>0<br>0                | 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0                    | 9 9 9 6 9 9 33 33 7 5 5 5 8 8 25                     | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0<br>2<br>2<br>1<br>5<br>3<br>0<br>1<br>1                | 103<br>104<br>84<br>82<br>373<br>91<br>85<br>86<br>84                    | 12<br>10<br>13<br>12<br>47<br>15<br>6<br>8<br>12            | 1<br>1<br>3<br>1<br>6<br>2<br>0<br>0                     | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | 1 0 0 0 1 1 1 0 0 1 1 3 3               | 1 1 1 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| 1600 - 1615<br>1615 - 1630<br>1630 - 1645<br>1645 - 1700<br>Hourly Total<br>1700 - 1715<br>1715 - 1730<br>1745 - 1800<br>Hourly Total<br>1800 - 1815<br>1815 - 1830 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | 0<br>0<br>0<br>0<br>0<br>1<br>1<br>0<br>0<br>0 | 161<br>144<br>144<br>126<br>575<br>111<br>123<br>113<br>116<br>463<br>94 | 22<br>14<br>12<br>13<br>61<br>9<br>12<br>5<br>5<br>5<br>31<br>6 | 7<br>14<br>6<br>11<br>38<br>9<br>7<br>8<br>5<br>5       | 3<br>7<br>5<br>5<br>20<br>3<br>4<br>4<br>4<br>2<br>13      | 1<br>3<br>2<br>1<br>7<br>1<br>1<br>3<br>1<br>6 | 194<br>182<br>169<br>166<br>701<br>134<br>147<br>133<br>129<br>543        | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | 6<br>6<br>6<br>7<br>25<br>5<br>4<br>5<br>8<br>22<br>7 | 2<br>0<br>1<br>5<br>1<br>1<br>0<br>0 | 0<br>1<br>0<br>1<br>2<br>1<br>0<br>0<br>0<br>0<br>0      | 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 9<br>9<br>6<br>9<br>9<br>7<br>7<br>5<br>5<br>8       | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | 0<br>2<br>2<br>1<br>5<br>3<br>0<br>1<br>1                | 103<br>104<br>84<br>82<br>373<br>91<br>85<br>86<br>84<br>346             | 12<br>10<br>13<br>12<br>47<br>15<br>6<br>8<br>12<br>41<br>9 | 1<br>1<br>3<br>1<br>6<br>2<br>0<br>0                     | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 1 0 0 0 1 1 1 0 0 1 1 3 0 0 0 0 0 0 0 0 | 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 |
|   | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0<br>1<br>1<br>0<br>0      | 161<br>144<br>144<br>126<br>575<br>111<br>123<br>113<br>116<br>463<br>94 | 22<br>14<br>12<br>13<br>61<br>9<br>12<br>5<br>5<br>5<br>31<br>6 | 7<br>14<br>6<br>11<br>38<br>9<br>7<br>8<br>5<br>29<br>5 | 3<br>7<br>5<br>5<br>20<br>3<br>4<br>4<br>4<br>2<br>13<br>4 | 1<br>3<br>2<br>1<br>7<br>1<br>1<br>3<br>1<br>6 | 194<br>182<br>169<br>166<br>701<br>134<br>147<br>133<br>129<br>543<br>110 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 6<br>6<br>6<br>7<br>25<br>5<br>4<br>5<br>8<br>22<br>7 | 2<br>0<br>1<br>5<br>1<br>1<br>0<br>0 | 0<br>1<br>0<br>1<br>2<br>1<br>0<br>0<br>0<br>0<br>0<br>0 | 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 9<br>9<br>6<br>9<br>33<br>7<br>7<br>5<br>5<br>8<br>8 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>2<br>2<br>1<br>1<br>5<br>3<br>0<br>1<br>1<br>5<br>5 | 103<br>104<br>84<br>82<br>373<br>91<br>85<br>86<br>84<br>346<br>93<br>75 | 12<br>10<br>13<br>12<br>47<br>15<br>6<br>8<br>12<br>41<br>9 | 1<br>1<br>3<br>1<br>6<br>2<br>0<br>0<br>0<br>2<br>4<br>1 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 1 0 0 0 1 1 1 0 0 1 1 3 0 0 0 0 0 0 0 0 |   |

Produced by The Paul Castle Consultancy

Junction: (4) Oxford Road / A41 / Services

Approach: A41 (South)

|   | <u> </u>                                |         |          |     | Services |                    |     |       |                |            |                  | N/B to O>   | ford Road |          | :   |        |              |         |      | Right to A | A41 (East) |              |     |         |
|---|---|---------|----------|-----|----------|--------------------|-----|-------|----------------|------------|------------------|-------------|-----------|----------|-----|--------|--------------|---------|------|------------|------------|--------------|-----|---------|
| TIME  |   | M/CYCLE |          | LGV | OGV1     | OGV2               | BUS | TOTAL | P/CYCLE        | M/CYCLE    | CAR              | LGV         | OGV1      | OGV2     | BUS | TOTAL  | P/CYCLE      | M/CYCLE | CAR  | LGV        | OGV1       | OGV2         | BUS | TOT     |
| 0700 - 0715   | 0                                       | 0       | 5        | 0   | 1        | 0                  | 0   | 6     | 0              | 1          | 69               | 6           | 1         | 1        | 3   | 81     | 0            | 0       | 84   | 10         | 15         | 6            | 2   | 11      |
| 0715 - 0730   | 0                                       | 0       | 9        | 2   | 0        | 1                  | 0   | 12    | 0              | 2          | 96               | 7           | 2         | 0        | 0   | 107    | 0            | 0       | 121  | 11         | 27         | 6            | 1   | 16      |
| 0730 - 0745   | 0                                       | 0       | 9        | 1   | 0        | 0                  | 0   | 10    | 0              | 0          | 119              | 6           | 7         | 0        | 3   | 135    | 0            | 1       | 139  | 12         | 22         | 5            | 1   | 18      |
| 0745 - 0800   | 0                                       | 0       | 9        | 1   | 2        | 1                  | . 0 | 13    | 0              | 2          | 131              | 16          | 0         | 1        | 2   | 152    | 0            | Ö       | 126  | 12         | 12         | 6            | 4   | 16      |
| lourly Total  | 0                                       | 0       | 32       | 4   | 3        | 2                  | 0   | 41    | 0              | 5          | 415              | 35          | 10        | 2        | 8   | 475    | 0            | 1       | 470  | 45         | 76         | 23           | 11  | 62      |
| 0800 - 0815   | 0                                       | 0       | 9        | 1   | 2        | 1                  | 0   | 13    | 0              | 0          | 129              | 11          | 6         | 2        | 1   | 149    | 0            | o       | 111  | 27         | 9          | 2            | 4   | 15      |
| 0815 - 0830   | 0                                       | 0       | 11       | 1   | 1        | 0                  | 0   | 13    | 0              | 0          | 170              | 9           | 3         | 3        | 3   | 188    | 0            | 2       | 130  | 25         | 16         | 9            |     |         |
| 0830 - 0845   | 0                                       | 0       | 12       | 0   | 2        | 0                  | 0   | 14    | 0              | 0          | 150              | 4.          | 3         | 3        | 0   | 160    | 0            | 0       | 127  | 27         | 10         | 10           | 3   | 18      |
| 0845 - 0900   | 0                                       | 0       | 7        | 3   | 0        | 0                  | 0   | 10    | 0              | 0          | 149              | 6           | 3         | 6        | 4   | 168    | 0            | 0       | 128  | 22         | 20         |              | 10  | 18      |
| lourly Total  | 0                                       | 0       | 39       | 5   | - 5      | 4                  | 0   | 50    | 0              | 0          | 598              | 30          | 15        | 14       | 8   | 665    | 0            | 2       | 496  | 101        | 55         | 2            | 4   | 17      |
| 900 - 0915  | - 0                                     | 0       | 7        | 0   | 2        | 0                  | 0   | 9     | 0              | 0          | 125              | 3           | 0         | 3        | 1   | 132    | 0            | 1 1     | 114  | 21         |            | 23           | 21  | 69      |
| 915 - 0930  | 0                                       | 0       | 9        | 1   | 1        | 1                  | 0   | 12    | 0              | 2          | 122              | 8           | 4         | 1        | 1   | 138    | 0            | ó       | 114  | 7          | 14         | . 4          | 5   | 15      |
| 0930 - 0945   | 0                                       | 0       | 4        | 1   | 0        | 0                  | 0   | 5     | 0              | 0          | 118              | 3           | 3         | 1        | 2   | 127    | 0            | 0       | 75   | <u> </u>   | 16         |              | 8   | 13      |
| 945 - 1000  | 0                                       | 0       | 5        | 1   | 0        | 2                  | 0   | 8     | 0              | 1          | 119              | 12          | 5         | 2        | 2   | 141    | 0            |         |      | 12         | 14         | 13           | 11  | 1:      |
| ourly Total   | 0                                       | 0       | 25       | 3   | 3        | 3                  | 0   | 34    | 0              | 3          | 484              | 26          | 12        | 7        | 6   | 538    | <u> </u>     |         | 85   | 12         | 18         | 8            | 7   | 1       |
|   |   |         | <u> </u> | T   | 1        | Accessor Section 1 |     |       | landa ya karan | 1          | (Allego Property | 20          |           | <u> </u> |     | 1 000  | <u> </u>     | 2       | 388  | 52         | 62         | 32           | 31  | 56      |
| ession Total  | 0                                       | Q       | 96       | 12  | 11       | 6                  | 0   | 125   | 0              | 8          | 1497             | 91          | 37        | 23       | 22  | 1678   | 0            | 5 1     |      | 100        | F 5.22     |              |     | ·       |
|   | *************************************** |         |          |     | J        | 4                  |     | 1     | L              | 1          |                  | Maria Maria | <u> </u>  | 129      |     | 1 1919 | COLOR MODERN |         | 1354 | 198        | 193        | 78           | 63  | 189     |
| 600 - 1615  | 0                                       | 0       | 7        | 2   | 1        | 0                  | 0   | 10    | 0              | 5          | 194              | 6           | 2         | 1        | 3   | 211    | 0            | 0 1     | 113  | 10         |            |              |     | 1000000 |
| 615 - 1630  | 0                                       | 1       | 10       | 2   | 1        | ō                  | 0   | 14    | 0              | 3          | 189              | 12          | 3         | i i      | 2   | 209    | 0            | 0       | 153  | 19         | 11         | 2            | 6   | 15      |
| 630 - 1645  | 0                                       | 0       | 14       | 0   | 0        | 0                  | 0   | 14    | 0              | 1          | 205              | 11          | 10        | 3        | 1   | 231    | 0            | 0       | 155  |            | 7          | 6            | 3   | 1       |
| 645 - 1700  | - 0                                     | 0       | 8        | 2   | 1        | 0                  | 0   | 11    | 0              | 4          | 191              | 15          | 2         | 0        | 3   | 215    | 0            | 0       |      | 12         |            | 9            | 3   | 18      |
| ourly Total   | 0                                       | 1       | 39       | 6   | 3        | 0                  | 0   | 49    | ō              | 13         | 779              | 44          | 17        | 4        | 9   | 866    | 0            |         | 145  | 15         | 13         | 3            | 1   | 17      |
| 700 - 1715  | 0                                       | 0       | 10       | 1   | 2        | 0                  | 0   | 13    | 0              | 4          | 209              | 14          | 0         | 0        | 0   | 227    |              | 0 1     | 566  | 56         | 38         | 20           | 13  | 65      |
| 715 - 1730  | 0                                       | 0       | 8        | 3   | 2        | 0                  | 0   | 13    | 0              | 4          | 216              | 6           | 2         | 1        | 1   | 230    | 0            | 0       | 138  | 11         | 11         | 8            | 1   | 16      |
| 730 - 1745  | 0                                       | 0       | 8        | 0   | 0        | 1                  | 0   | 9     | 0              | 1          | 240              | 9           | 0         | 0        | 0   | 250    | 0            | 0       | 116  | 12         | 7          | 5            | 5   | 14      |
| 745 - 1800  | 0                                       | 0       | 9        | 0   | 1        | Ö                  | 0   | 10    | 0              | 1          | 262              | 2           | 1         | 2        | 2   | 270    | 0            | . 0     | 111  | 9          | 9          | 4            | 2   | 13      |
|   | 0                                       | 0       | 35       | 4   | 5        | 10000              | 0   | 45    | 0              | 10         | 927              | 31          | 3         | 3        | 3   | 977    |              | 0       | 123  | 5          | 10         | 5            | 1   | 14      |
| ourly Total   |   | 0       | 8        | 1   | 1        | 0                  | 0   | 10    | 0              | 1          | 180              | 7           | 0         | - 3      |     |        | 0            | 0       | 488  | 37         | 37         | 22           | 9   | 59      |
|   | 0                                       |         |          | 0   | 1        | 0                  | 0   | 9     | 0              | 1          | 117              | 3           | 1         | 2        | 4   | 193    | 0            | 0       | 78   | 9          | 6          | 7            | 3   | 11      |
| 300 - 1815  | 0                                       |         | 8        |     |          | 1 5                |     |       |                | ļ <u>'</u> |                  | 3           |           | 2        | 0   | 101    | 0            | 0       | 86   | 77         | 8          | 2            | 5   | 11      |
| ourly Total<br>800 - 1815<br>815 - 1830<br>830 - 1845 | 0                                       | 0       | 8<br>6   | 1   | 0        | 0                  | n   | 7     |                | 1 2        | ne ne            | •           |           |          |     |        | 0            |         |      |            |            |              |     |         |
| 800 - 1815<br>815 - 1830<br>830 - 1845                |   | 0       | 6        | 1   | 0        | 0                  | 0   | 7     | 0              | 2          | 96               | 1           | 0         |          |     |        |              | 0       | 80   | 7          | 5          | 3            | 1   | 9       |
| 800 - 1815<br>815 - 1830<br>830 - 1845<br>845 - 1900  | 0 0                                     | 0 0     | 6<br>5   | 1 0 | 0        | 0                  | 0   | 5     | 0              | 3          | 122              | 2           | 0         | 0        | 1   | 128    | 0            | 0       | 72   | 5          | 4          | 1            | 1 2 | 8       |
| 300 - 1815<br>315 - 1830<br>330 - 1845                | 0                                       | 0       | 6        | 1   |          |                    |     |       |                |            |                  |             |           |          |     |        |              |         |      |            |            | 3<br>1<br>13 | '   | +       |

#### Produced by The Paul Castle Consultancy

Junction: (4) Oxford Road / A41 / Services

Approach: Services

|               |         |         |     | Left to O | xford Road |      |     |       |         |         |     | E/B to A | 41 (East) |       |     |       | I       |   |     | Right to A | 41 (South)                            |      |     |          |
|---------------|---------|---------|-----|-----------|------------|------|-----|-------|---------|---------|-----|----------|-----------|-------|-----|-------|---------|---|-----|------------|---------------------------------------|------|-----|----------|
| TIME          | P/CYCLE | M/CYCLE | CAR | LGV       | OGV1       | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR | LGV      | OGV1      | OGV2  | BUS | TOTAL | P/CYCLE | M/CYCLE                                 | CAR | LGV        | OGV1                                  | OGV2 | BUS | TOTAL    |
| 0700 - 0715   | 0       | 0       | 1   | 2         | 0          | 0    | 0   | - 3   | 0       | 0       | 6   | 4        | 0         | 0     | 0   | 10    | 0       | 0                                       | 13  | 2          | 1                                     | Ö    | 0   | 16       |
| 0715 - 0730   | 0       | 0       | 4   | 2         | 0          | 0    | 0   | 6     | 0       | 0       | 3   | 2        | 1         | 0     | 0   | 6     | 0       | 0                                       | 13  | 1          | 1                                     | 1    | 0   | 16       |
| 0730 - 0745   | 0       | 0       | 3   | 4         | 0          | 0    | 0   | 7     | 0       | 0       | 3   | 4        | 1         | 0     | 0   | - 8   | 0       | 0                                       | 12  | 2          | 1                                     | 2    | 0   | 17       |
| 0745 - 0800   | 0       | 0       | 4   | 3         | 1          | 0    | 0   | - 8   | 0       | 0       | 3   | 2        | 1         | 1     | 0   | 7     | 0       | 0                                       | 8   | 1          | 2                                     | 2    | 0   | 13       |
| Hourly Total  | 0       | 0       | 12  | 11        | 1          | 0    | 0.  | 24    | 0       | 0       | 15  | 12       | 3         | 1     | 0   | 31    | O.      | 0                                       | 46  | 6          | 5                                     | 5    | 0   | 62       |
| 0800 - 0815   | 0       | 0       | 5   | 0         | 2          | 0    | 0   | 7     | 0       | 0       | 6   | 4        | 2         | 0     | 0   | 12    | 0       | 0                                       | 15  | 1          | 3                                     | 1    | 0   | 20       |
| 0815 - 0830   | 0       | 0       | 6   | 1         | 0          | 0    | 0   | 7     | 0       | 0       | 2   | 5        | 0         | 1     | 0   | 8     | 0       | 0                                       | 3   | 1          | 1                                     | 1    | 0   | 6        |
| 0830 - 0845   | 0       | 0       | 10  | 3         | 3          | 0    | 0   | 16    | 0       | 0       | 7   | 1        | 1         | 0     | 0   | 9     | 0       | 0                                       | 12  | 0          | 0                                     | 0    | 0   | 12       |
| 0845 - 0900   | 0       | 0       | 7   | 1         | 0          | 0    | 0   | 8     | 0       | 0       | 5   | 2        | 1         | 0     | 0   | 8     | 0       | 0                                       | 5   | 1          | 1                                     | 0    | 0   | 7        |
| Hourly Total  | .0      | 0       | 28  | 5         | 5          | 0    | 0   | 38    | -0      | 0       | 20  | 12       | 4         | 1     | 0   | 37    | 0       | 0                                       | 35  | 3          | 5                                     | 2    | 0   | 45       |
| 0900 - 0915   | 0       | .0      | 3   | 4         | 1          | 0    | 0   | 8     | 0       | 0       | 4   | 3        | 0         | 1     | 0   | 8     | 0       | 0                                       | 6   | 3          | 0                                     | 2    | 0   | 11       |
| 0915 - 0930   | 0       | 0       | 4   | 1         | 0          | 0    | 0   | 5     | 0       | 0       | 4   | 1        | 0         | 1     | 0   | 6     | 0       | 0                                       | 4   | 1          | 1                                     | 1    | 0   | 7        |
| 0930 - 0945   | 0       | 0       | 7   | 0         | 0          | 0    | 0   | 7     | 0       | 0       | 4   | 0        | 0         | Ō     | 0   | 4     | 0       | 0                                       | 5   | 0          | 0                                     | 1    | 0   | 6        |
| 0945 - 1000   | 0       | 0       | 5   | 0         | 0          | 0    | 0   | 5     | 0       | 0       | 3   | 1        | 0         | 1     | 0   | 5     | 0       | 0                                       | 5   | 1          | 1                                     | 2    | 0   | 9        |
| Hourly Total  | 0       | 0       | 19  | - 5       | 1          | 0    | 0   | 25    | 0       | 0       | 15  | 5        | 0         | 3     | 0   | 23    | 0       | 0                                       | 20  | 5          | 2                                     | 6    | 0   | 33       |
|               |         |         |     |           |            |      |     |       |         |         |     |          |           |       |     |       |         | *************************************** |     |            | <u> </u>                              |      |     |          |
| Session Total | 0       | 0       | 59  | 21        | 7          | . 0  | 0   | 87    | 0       | 0       | 50  | 29       | 7         | 5     | 0   | 91    | 0       | 0                                       | 101 | 14         | 12                                    | 13   | 0   | 140      |
|               |         |         |     |           |            |      |     |       |         |         |     |          |           |       | •   |       |         |   |     |            |                                       |      | -4  |          |
| 1600 - 1615   | 0       | 0       | 11  | 2         | 0          | 0    | 0   | 13    | 0       | 0       | 5   | 2        | 0         | 0     | 0   | 7     | 0       | 0                                       | 15  | 2          | 1                                     | 0    | 0   | 18       |
| 1615 - 1630   | 0       | 0       | 6   | 3         | 0          | 0    | 0   | 9     | 0       | 0       | 5   | 0        | 0         | 0     | 0   | 5     | 0       | 2                                       | 6   | 1          | 1                                     | 1    | 0   | 11       |
| 1630 - 1645   | 0       | 0       | 6   | 2         | 0          | 0    | 0   | 8     | 0       | 0       | 6   | 3        | 0         | 0     | 0   | 9     | 0       | 0                                       | 13  | 2          | 0                                     | 2    | 0 - | 17       |
| 1645 - 1700   | 0       | 0       | 7   | 0         | 0          | 0    | 0   | 7     | 0       | 0       | 7   | 1        | 0         | 0     | 0   | 8     | 0       | 0                                       | 11  | 2          | 0                                     | 0    | 0   | 13       |
| Hourly Total  | 0       | 0       | 30  | 7         | 0          | 0    | 0   | 37    | 0       | 0       | 23  | 6        | 0         | 0     | . 0 | 29    | 0       | 2                                       | 45  | 7          | 2                                     | 3    | 0   | 59       |
| 1700 - 1715   | 0       | 1       | 5   | 1         | 0          | 0    | 0 - | 7     | 0       | 0       | 7   | 1        | 0         | 0     | 0   | 8     | 0       | 0                                       | 10  | .3         | 1                                     | 0    | 0   | 14       |
| 1715 - 1730   | 0       | 0       | 6   | 2         | 11         | 0    | 0   | 9     | 0       | 0       | 5   | 1        | 0         | 0     | 0   | 6     | 0       | 0                                       | 11  | 3          | 0                                     | 1    | 0   | 15       |
| 1730 - 1745   | 0       | 11      | 4   | 1         | 11         | 0    | 0   | 7     | 0       | 1       | 4   | 1        | 0         | 0     | 0   | 6     | 0       | 0                                       | 7   | 1          | 0                                     | 0    | 0   | 8        |
| 1745 - 1800   | 0       | 0       | 7   | 0         | 0          | 0    | 0   | 7     | 0       | 0       | 5   | 2        | 11        | 0     | 0   | 8     | 0       | 0                                       | 10  | 2          | 0                                     | 0    | 0   | 12       |
| Hourly Total  | 0       | 2       | 22  | 4         | 2          | 0    | 0   | 30    | 0       | 1       | 21  | 5        | 1         | 0     | 0   | 28    | Q       | 0                                       | 38  | 9          |                                       | 1    | 0   | 49       |
| 1800 - 1815   | 0       | 0       | 4   | 1         | 0          | 0    | 0   | 5     | 0       | 0       | 4   | 1        | 0         | 0     | 0   | 5     | 0       | 0                                       | 5   | 0          | 0                                     | 1    | 0   | 6        |
| 1815 - 1830   | 0       | 0       | 5   | 1         | 1          | 0    | 0   | 7     | 0       | 0       | 4   | 1        | 0         | 0     | 0   | 5     | 0       | 0                                       | 5   | 0          | 1                                     | 0    | 0   | 6        |
| 1830 - 1845   | 0       | 0       | 3   | 2         | 0          | 0    | 0   | :5    | 0       | 0       | 4   | 1        | 0         | 1     | 0   | 6     | 0       | 0                                       | 6   | 2          | 0                                     | 1    | 0   | 9        |
| 1845 - 1900   | 0       | 0       | 3   | 0         | 1          | 0    | 0   | 4     | 0       | 1       | 3   | 0        | 0         | 0     | -0  | 4     | 0       | 0                                       | 4   | 0          | 1                                     | 0    | 0   | 5        |
| Hourly Total  | 0       | 0       | 15  | 4         | 2          | 0    | 0   | 21    | 0       | 1       | 15  | 3        | Q         | 1     | 0   | 20    | 0       | 0                                       | 20  | 2          | 2                                     | 2    | 0   | 26       |
|               |         |         |     |           |            |      |     |       |         |         |     |          |           |       |     |       |         |   |     |            | · · · · · · · · · · · · · · · · · · · |      |     | <u> </u> |
| Session Total | 0       | 2       | 67  | 15        | 4          | 0    | Ö   | 88    | Ò       | 2       | 59  | 14       |           | 10000 | 0   | 77    | 0       | 2                                       | 103 | 18         | 5                                     | 6 1  | n   | 134      |

Produced by The Paul Castle Consultancy

Junction: (5) A41 / Un-Named Road

Approach: A41 (North)

| )             |         |         |     | to Un-Na | med Road (I | East) |     |       |                 |     | S/B to A/ | 11 (South) |      |     |       |                 | Right | to Un-Nan | ned Road (V | West) |     |          |
|---------------|---------|---------|-----|----------|-------------|-------|-----|-------|-----------------|-----|-----------|------------|------|-----|-------|-----------------|-------|-----------|-------------|-------|-----|----------|
| TIME          | P/CYCLE | M/CYCLE | CAR | LGV      | OGV1        | OGV2  | BUS | TOTAL | P/CYCLE M/CYCLE | CAR | LGV       | OGV1       | OGV2 | BUS | TOTAL | P/CYCLE M/CYCLE | CAR   | LGV       | OGV1        | OGV2  | BUS | TOTA     |
| 0700 - 0715   | 0       | 0       | 3   | 0        | 0           | 0     | 0   | 3     | 0 0             | 0   | 0         | Q          | 0    | 3   | ø     | 0 0             | 3     | ŷ         | 0           | O.    | 0   | · 0      |
| 0715 - 0730   | 0       | 1       | 5   | 1        | 0           | 0     | 1   | 8     | 0 0             | ø   | 0         | Q          | 0    |     | Ø     | 0 0             | ď     | 0         | 0           | 0     | 0   | 0        |
| 0730 - 0745   | 0       | 0       | 10  | 3        | 0           | 0     | 0   | 13    | 0 0             | 0   | 0         | 0          | 0    | 0   | 0     | 0 0             | 0     | ŷ.        | 0           | 0     | 8   | 0        |
| 0745 - 0800   | 0       | 0       | 11  | 0        | 0           | 0     | 0   | 11    | 0 0             | 0   | 0         | 0          | Q    | 0   | 0     | 0 0             | 0     | 0         | 0           | 0     | 0   | ິ 0      |
| Hourly Total  | 0       | 1       | 29  | 4        | 0           | 0     | 1   | 35    | 0 0             | . 0 | ß         | 0          | 0    | 0   | 0     | 0 0             | 0     | 0         | 0           | 0     | 0   | 0        |
| 0800 - 0815   | 0       | 0       | 12  | 1        | 0           | 0     | 0   | 13    | 0 0             |     | . 0       | 0          | 0    | 0   | 0     | 0 0             | 0     | Û         | 0           | 0     | 0   | 0        |
| 0815 - 0830   | 0       | 0       | 7   | 2        | 0           | 0     | 0   | 9     | 0 0             | . 0 | £.        | 0          | 0    | 0   | 0     | 0 0             | 0     | 9         | 0           | 0     | 0   | 0        |
| 0830 - 0845   | 0       | 0       | 7   | 0        | 0           | 0     | 0   | 7     | 0 0             | 0   | 0         | Q          | 0    | 0   | 0     | 0 0             | 0     | 9         | Q           |       | 0   | 0        |
| 0845 - 0900   | 0       | 0       | 8   | 2        | 1           | 0     | 1   | 12    | 0 0             | 0   | p o       | Q          | Ö    | 0   | 0     | 0 0             | 0     | 0         | 0           | Ð     |     | 0        |
| Hourly Total  | 0       | 0       | 34  | - 5      | 1           | 0     | 1   | 41    | 0 0             |     | 1 e       | 0          | 0    | 0   | 0     | 0 0             | 0     | 0         | 0           | g     | 0   | 0        |
| 0900 - 0915   | 0       | . 0     | 6   | 3        | 0           | 0     | 0   | 9     | 0 0             | 0   | Ø         | 0          | 0    | 0   | θ     | 0 0             | 0     | 0         | 0           | Ø     | 0   | 0        |
| 0915 - 0930   | 0       | 0       | 5   | 1        | 0 .         | 0     | 0   | 6     | 0 0             | 0   | Ø         | 0          | 0    | 0   | 0     | 0 0             | 0     | 0         | 0           |       | 0   | . 0      |
| 0930 - 0945   | 0       | 1       | 2   | 1        | 0           | 0     | 0   | 4     | 0 0             | 0   | 0         | 0          | 0    |     | 0     | 0 0             | 0     | 0         | 0           | 0     | 0   | 0        |
| 0945 - 1000   | 0 -     | 0       | 7   | 3        | 0.          | 0     | 0   | 10    | 0 0             |     | 0         | 0          |      | . 0 | Ø     | 0 0             |       | 0         | 0           | 0     | 0   | 0        |
| Hourly Total  | 0       | 1       | 20  | - 8      | 0           | 0     | 0   | 29    | 0 0             |     | 0         | 0          | 0    | Ð   | 0     | 0 0             | Ö     | 9         | 0           | n     | 0   | 0        |
|               |         |         |     |          |             |       |     |       |                 |     |           |            |      |     |       |                 |       |           |             |       |     |          |
| Session Total | 0       | 2       | 83  | 17       | 1 1         | 0     | 2   | 105   | 0 0             | 0   | Ø         | Q          | Ü    | 0   | ø     | 0 0             | 0     | 0         | 0           | Ű     | 0   | . 0      |
|               |         |         |     |          |             |       |     |       |                 |     |           |            |      |     |       |                 |       |           |             |       |     | <b></b>  |
| 1600 - 1615   | 0       | 0       | 10  | 4        | 0           | 0     | 0   | 14    | 0 0             |     | Ø         | 0          | 0    | 0   | ø     | 0 0             | 0     | 9         | Q           | 0     | . 0 | 0        |
| 1615 - 1630   | 0       | 0       | . 5 | 2        | 0           | 0     | 0   | 7     | Q Ø             | 0   | 0         | Q          | 0    | 0   | ø     | 0 0             |       | O.        | Q           | 0     | 0   | 0        |
| 1630 - 1645   | 0       | 0       | 8   | 1        | 0           | 0     | 0   | 9     | 0 0             | 0   | 0         | Q          | . 0  | . 0 | 0     | 0 0             | 3     | O         | Q           | 0     | 0   | . 0      |
| 1645 - 1700   | 0       | 0       | 7   | 1        | 0           | 0     | 0   | 8     | 0 0             | 0   | 0         | Q          | 0    | . 0 | 0     | 0 0             | 0     | 0         | Q           | ŋ     | 0   | . 0      |
| Hourly Total  | 0       | 0       | 30  | 8        | Q           | O .   | 0   | 38    | 0 0             | 0   | ø         | Ð          | 0    | 0   |       | 0 0             | 9     | 0         | 0           | . 0   | 0   | 0        |
| 1700 - 1715   | 0       | 0       | 15  | 3        | 0           | 0     | 0   | 18    | 0 0             | 0   | Ø         | Q          | 0    |     | ø     | 0 0             |       | 0         | 0           | 0     | 0   | . 0      |
| 1715 - 1730   | 0       | 0       | 14  | -0       | 0           | 0     | 0   | 14    | 0 0             | 0   | <b>Q</b>  | Q          | 0    | 0   | . 0   | 0 0             | Ü     | 0         | 0           | 0     | 0   | . 0      |
| 1730 - 1745   | 0       | 0       | 6   | 1        | 0           | 0     | 0   | 7     | 0 0             | 0   | 0         | Q          | 0    | 0   | ø     | 0 0             |       | 0         | Q           | - 0   | 0   | 0        |
| 1745 - 1800   | 0       | 0       | 18  | 2        | 0           | 0     | 0   | 20    | 0 0             | 0   | 0         | Q          | 0    | 0   | 0     | 0 0             |       | 0         | Q           | 0     | 0   | 0        |
| Hourly Total  | Q       | 0       | 53  | .6       | 0           | 0     | 0   | 59    | 0 0             | 0   | Ø         | 0          | Ū    | 0   | θ     | 0 0             | Ü     | Ø         | 0           | Ü,    | Ø   | 0        |
| 1800 - 1815   | 0       | 11      | 11  | 0        | 0           | 0     | 0   | 12    | 0 0             |     | 0         | Q          | 0    |     | 0     | 0 0             |       | 0         | 0           | 0     | 0   | 0        |
| 1815 - 1830   | 0       | 0       | 8   | 1        | 0           | 0     | 0   | 9     | 0 0             | 0   | . 0       | Q          |      | 0   | ø     | 0 0             | 0     | 0         | 0           | 0     | 0   | 0        |
| 1830 - 1845   | 0       | 0       | 12  | 1        | 0           | 0     | . 0 | 13    | 0 0             | 0   | Ø         | 0          |      | 0   | ø     | 0 0             | Ü     | O         | 0           | Q     | 0   | . 0      |
| 1845 - 1900   | 0       | 0       | 6   | 0        | 1           | 0     | 0   | 7     | Q B             | 0   | 9         | 0          |      | 0   | 9     | 0 0             | 0     | 9         | 0           | 0     | 0   | <u> </u> |
| Hourly Total  | 0       | 1       | 37  | 2        | 1 1         | 0     | 0   | 41    | 0 0             | 0   | O         | 0          | 0    | 0   | 0     | 0 0             | 0     | .0        | 0           | 0     | 0   | 0        |
|               |         |         |     |          |             |       |     |       |                 |     |           |            |      |     |       |                 |       |           |             |       |     |          |

Produced by The Paul Castle Consultancy

Junction: (5) A41 / Un-Named Road

Approach: Un-Named Road (East)

|               |         |         |     |     | 41 (South) |      |     |       |         |         | W/B | to Un-Nam | ed Road (V | Nest)        |     |       |   |         |     | Right to A | 441 (North) | )    |                  |              |
|---------------|---------|---------|-----|-----|------------|------|-----|-------|---------|---------|-----|-----------|------------|--------------|-----|-------|---|---------|-----|------------|-------------|------|------------------|--------------|
| TIME          | P/CYCLE | M/CYCLE | CAR | LGV | OGV1       | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR | LGV       | OGV1       | OGV2         | BUS | TOTAL | P/CYCLE                                 | M/CYCLE | CAR | LGV        | OGV1        | OGV2 | BUS              | TOTA         |
| 0700 - 0715   | 0       | 0       | 3   | 0   | - 0        | 0    | 0   | 3     | Q       | 0       |     | 0         | Q          | 6            | 0   | 0     | Q                                       | 0       | 0   | 0          | 0           | 0    | 0                | 0            |
| 0715 - 0730   | 0       | 0       | 4   | 0   | 0          | 0    | 0   | 4     | Q       | 0       | 0   | Ø         | 0          | 0            | 0   | 0     | 0                                       | 0       | 0   | Ø          | 0           | 0    | 0                | 0            |
| 0730 - 0745   | 0       | 0       | 2   | 0   | 0          | 0    | 0   | 2     | 0       | 0       | . 0 | 0         | Q          | 0            | 0   | 0     | 0                                       | 0       | 0   | 0          | 0           | 0    | 0                | 0            |
| 0745 - 0800   | . 0     | 0       | 3   | 0   | 0          | 0    | 0   | 3     | 0.      | 0       | 0   | 0         | Q          | - 0          |     | 0     | Q                                       | Ö       | 0   | 0          | 0           | 6    | 0                | 0            |
| Hourly Total  | 0       | 0       | 1.2 | 0   | 0          | 0    | 0   | 12    | 0       | 0       | Ø   | 9         | Q          | 0            | Ø   | 0     | 0                                       | 0       | 0   | θ          | 0           | 0    | 0                | 0            |
| 0800 - 0815   | 0       | 0       | 2   | 0   | 0          | 0    | 0   | 2     | Q       | . 0     | Ø   | 0         | 0          | 0            |     | 0     | 0                                       | 0       | 0   | 0          | 0           | Ö    | j j              | · 0          |
| 0815 - 0830   | 0       | 0       | 5   | 11  | 0          | 0    | 0   | 6     | Q       | 0       |     | ٥         | -0         | . 0          | 0   | 0     | 0                                       |         | 0   | 0          | 0           | 0    | 0                | <u> </u>     |
| 0830 - 0845   | 0       | 0       | 5   | 0   | 0          | 0    | 0   | 5     | 0       | 0       | 0   | 0         | Q          | 0            |     | 0     | 0                                       | 0       | 0   | 0          | 0           | 8    |                  | O            |
| 0845 - 0900   | 0       | 0       | 2   | 0   | 0          | 0    | 0   | 2     | 0       | 0       | 0   | 0         | 0          | 0            | 0   | 0     | Q                                       | G G     | 0   | 0          | 0           | ð    | 0                | o o          |
| Hourly Total  | 0       | 0       | 14  | 1   | 0          | 0    | 0   | 15    | 0       | Ü       | Ø   | 0         | 0          | 0            | - 3 | 0     | 0                                       | 0       | 0   | 0          | 0           | 0    | D                | 0            |
| 0900 - 0915   | 0       | 1       | 2   | 3   | 0          | 1    | 0   | 7     | 0       | 0       | 0   | 0         | Q          | 0            | - 0 | 0     | Q                                       | 0       | 0   | 0          | Q           | i o  | 0                | 0            |
| 0915 - 0930   | 0       | 0       | 6   | 1   | 1          | 0    | 0   | . 8   | 0       | 0       | 0   | . 0       | Q          | 0            |     | 0     | Q                                       | 0       | 0   | 0          | 0           | 6    | 0                | i o          |
| 0930 - 0945   | 0       | 0       | _ 6 | 0   | 0          | 0    | 0   | 6     | Q       | 0       | - 0 | 0         | 0          | ą.           | 0   | 9     | 0                                       | 0       | 0   | 0          | - 6         | 0    | 0                | 0            |
| 0945 - 1000   | .0      | 0       | _ 1 | 0   | 0          | 0    | 0   | 11    | 0       | 0       | 0   | 0         | Q          | Ð            | 3   | 0     | 0                                       | 0       | 0   | 9          | 0           | i o  | 3                | 0            |
| Hourly Total  | 0       | 1       | 15  | 4   | 1 1        | 1    | 0   | 22    | - 0     | a       | Ø   | 0         | 0          | Ū            | 0   | 0     | 6                                       | 0       | 0   | θ          | 0           | i i  | 9                | o e          |
|               |         |         |     |     |            |      |     |       |         |         |     |           |            |              |     |       | •                                       |         |     |            |             |      | •                |              |
| Session Total | 0       | 1 1     | 41  | 5   | 1          | 1    | 0   | 49    | 0       | 0       | Ø   | 0         | - 0        | 0            |     | Ø     | Q                                       | 0 1     | 0   | 0          | 0           | T 0  | 0                | 0            |
|               |         |         |     |     |            |      |     |       |         |         |     |           |            |              |     |       |   |         |     |            |             |      |                  | <b></b>      |
| 1600 - 1615   | 0       | 0       | 1   | 2   | 0          | 0    | 0   | - 3   | 0       |         | 0   | 0         | Q          | 0            | 0   | 0     | 0                                       | 0 [     | 3   | 9          | 0           | 1 0  |                  | 0            |
| 1615 - 1630   | 0       | 0       | - 5 | 0   | 0          | 0    | 0   | 5     | Q       | - 0     | - 3 | O         | Q          | 0            | - 0 | 0     | 0                                       | 0       | 0   | 9          | 0           | 0    | 0                | 0            |
| 1630 - 1645   | 0       | 0       | 4   | 1   | 0          | 0    | 0   | - 5   | 0       | 0       | 0   | 0         | 0          | 0            | 0   | θ     | 0                                       | 0       | 0   | 9          | Q           | . 0  |                  | 0            |
| 1645 - 1700   | 0       | 0       | 2   | 1   | 0          | 0    | 0   | 3     | Q       | - 0     | 0   | 0         | Q          | 0            | 0   | 9     | 0                                       | 0       | - 0 | Ø          | Q           | - 0  | 0                | 0            |
| Hourly Total  | 0       | . 0     | 12  | 4   | 0          | 0    | 0   | 16    | 0       | 0       | Ø   | θ         | 0          | 0            | 0   | θ     | Q                                       | 0       | Ø   | 0          | θ           | 0    | 0                | 0            |
| 1700 - 1715   | 0       | 0       | 1   | 0   | 0          | 0    | 0   | 1     | 0       | 0       | - 0 | 0         | Q          | 0            | 0   | θ     | 0                                       | 0       | 0   | 0          | Q           | 0    | 0                | 0            |
| 1715 - 1730   | 0       | 0       | 2   | 0 . | 0 -        | 0    | 0   | 2     | Q       | 0       | - 0 | O.        | <b>Q</b>   | , o          |     | 9     | Q I                                     | 0       | . 0 | 9          | 0           | 0    | . 0              | 0            |
| 1730 - 1745   | 0       | 0       | 1   | 0   | 0          | 0    | 00  | 1     | Q       | - 0     | Ø   | , o       | 0          | 0            | 0   | Ø     | 0                                       | 0       | 0   | 0          | Q           | 0    | 0                | 0            |
| 1745 - 1800   | 0       | 0       | 2   | 0   | 0          | 0    | 0   | 2     | Q       | Ų.      | 0   | 0         | 0          | Ø            | . 0 | θ     | Q                                       | 0       | Ū   | Ø          | Q           | ð    | 0                | 0            |
| Hourly Total  | 0       | 0       | 6   | 0   | 0          | 0    | 0   | 6     | Q       | 0       | - 3 | θ         | Q          | 0            | 0   | 0     | -0                                      | 0       | 0   | θ          | Q           | 0    | 0                | 0            |
| 1800 - 1815   | 0       | 0       | 3   | 0   | 0          | 0    | 00  | 3     | 0       | 0       | Ø   | 9         | Q          | 0            |     | θ     | 0                                       | 0       |     | 9          | Q           | 0    | 0                | 0            |
| 1815 - 1830   | 0       | 0       | 0   | 0   | 0          | 0    | 0   | .0    | 0       |         | Ø   | 0         | 0          | 0            |     | Ø     | 0                                       | 0       | 0   | 0          | Q           | Ö    | ø                | o o          |
| 1830 - 1845   | 0       | 0       | 5   | 0   | 0          | 0    | 0   | - 5   | Q       | 0       | 0   | 0         | Q          | 0            | . 0 | 0     | 0                                       | 6       | 0   | 0          | 0           | 6    | 3                | 3            |
| 1845 - 1900   | 0       | 0       | 1   | 0   | 0          | 0    | 0   | 1.00  | Q       | 0       | 0   | 0         | Q          | 0            | 0   | 0     | Q                                       | 0       | 0   | 0          | 0           | 8    | Ø                | 0            |
| Hourly Total  | 0       | 0       | 9   | . 0 | 0          | 0    | 0   | 9     | 0       | 0       | 0   | Ø         | 0          | 0            | 0   | 0     | 0                                       | 0       | 0   | 0          | 0           | Ö    | 0                | 0            |
|               |         |         |     |     |            |      |     |       |         |         |     |           |            | ************ |     |       | *************************************** |         |     |            |             | -    | Francisco Topico | المستنشدينات |

#### Produced by The Paul Castle Consultancy

Junction: (5) A41 / Un-Named Road

Approach: A41 (South)

|               |       |            | Left | to Un-Nam | ned Road (V | Vest) |     |       | T       |          |     | N/B to A | 41 (North) |      |     |       | [        |         | Right | to Un-Nar | ned Road ( | East) |     |          |
|---------------|-------|------------|------|-----------|-------------|-------|-----|-------|---------|----------|-----|----------|------------|------|-----|-------|----------|---------|-------|-----------|------------|-------|-----|----------|
| TIME          | P/CYC | LE M/CYCLI | CAR  | LGV       | OGV1        | OGV2  | BUS | TOTAL | P/CYCLE | M/CYCLE  | CAR | LGV      | OGV1       | OGV2 | BUS | TOTAL | P/CYCLE  | M/CYCLE | CAR   | LGV       | OGV1       | OGV2  | BUS | TOTAL    |
| 0700 - 0715   | 0     | 0          | 1    | 0         | 0           | 0     | 0   | 1     | 0       | 0        | 0   | 0        | Q          | Q    | 0   | Ø     | Q        | 0       | ø     | Q         | 0          | Q.    | 0   | 0        |
| 0715 - 0730   | 0     | 0          | 2    | 3         | 1           | 0     | 0   | 6     | Q       | 0        | Ø   | Q        | 0          | 0    | Ø   | 0     | Q        | 0       | 0     | 0         | 0          | 0     | 0   | 0        |
| 0730 - 0745   | 0     | 0          | 0    | 0         | 0           | 0     | 0   | 0     | Q       | 0        |     | 0        | Q          | 0    |     | 9     | Q        | 0       | 0     | 0         | 0          | 0     | 0   | 0        |
| 0745 - 0800   | 0     | 0          | 2    | 0         | 0           | 0     | 0   | 2     | 0       | - 0      | Ø   | 9        | Q          | 0    | 0   | 0     | Q        | 0       | 0     | 9         | 0          | • 0   | 0   | . 0      |
| Hourly Total  | 0     | 0          | 5    | 3         | 1           | 0     | 0   | 9     | 0       | . O      | 9   | 0        | 0          | 0    |     | Ø     | 0        | Ü       | 0     | ø         | Q          | 0     | 0   | 0        |
| 0800 - 0815   | 0     | 0          | 1    | 1         | 2           | 1     | 0   | 5     | Q       | 0        |     | 9        | 0          | 0    | 0   | 0     | 0        | 0       | - 0   | 0         | 0          | 0     | 0   | 0        |
| 0815 - 0830   | 0     | 0          | 1    | 1         | 1           | 0     | 0.  | 3     | 0       | i 0      | 0   | 0        | Q          |      | 0   | 0     | Q        | 0       | 0     | 0         | 0          | 0     | 0   | . 0      |
| 0830 - 0845   | 0     | 0          | 1    | 1         | 0           | 0     | 0   | 2     | Q       | . 0      | 0   | 0        | 0          | • 0  | 6   | 0     | 0        | 0       | 0     | Û         | ····0      | 0     | 0   | 0        |
| 0845 - 0900   | 0     | 0          | 0    | 0         | 0           | 0     | 0   | 0     | 0       | 0        | 0   | 9        | Q          | Ō    | Ø   | Ø     | 0        | O .     | 0     | 9         | 0          | 0     | 0   | 0        |
| Hourly Total  | 0     | 0          | 3    | 3         | 3           | 1     | 0   | 10    | 0       | Ø        | 0   | ø        | 0          | 0    | Ø   | 0     | 0        | 0       | 0     | θ         | 0          | 0     | Ü   | 0        |
| 0900 - 0915   | 0     | 0          | 1    | 1         | 1           | 2     | 0   | - 5   | Q       | 0        | 0   | Ø        | Q          | 0    | 0   | 0     | Q        | 0       | 0     | 0         | •          | 0     | 0   | . 0      |
| 0915 - 0930   | 0     | 0          | 0    | 0         | 1           | 1     | 0   | 2     | - 0     | 0        |     | 0        | 0          | - 0  | 0   | 0     | 0        | 0       | 0     | 0         | 0          | 0     | 0   | 0        |
| 0930 - 0945   | 0     | 0          | 2    | 0         | 3           | 0     | 0   | 5     | 0       | - 0      | 0   | 0        | Q          | 0    | 0   | 0     | Q        | 0       | 0     | 0         | 0          | Q     |     | 0        |
| 0945 - 1000   | 0     | 0          | 1    | 1 1       | ) 0         | 0     | 0   | 2     | 0       | Ø        | 0   | , o      | Q          | 0    | - 0 | Ø     | 0        | 0       | 0     | . 0       | 0          | Q     | 0   | 0        |
| Hourly Total  | 0     | . 0        | 4    | 2         | 5           | 3     | 0   | 14    | 0       | g g      | Ø   | ø        | Q          | 0    | 0   | Ø     | 0        | 0       | 0     | 0         | 0          | Ü     | 0   | 0        |
|               |       |            |      |           |             |       |     |       |         |          |     |          |            |      |     |       |          |         |       |           |            |       |     | 8        |
| Session Total | 0     | 0          | 12   | 8         | 9           | . 4   | 0   | 33    | 0       | g .      | 0   | 0        | 0          | - 0  | 0   | 0     | 0        | 0 [     | 0     | 0         | 0          | O O   | 0   | 0        |
|               |       |            |      |           | ,           |       |     |       |         | .,       |     |          |            |      |     |       | ,        |         |       |           | ,          |       |     | <u> </u> |
| 1600 - 1615   | 0     | 0          | 3    | 1 1       | 2           | 0     | 0   | 6     | 0       | 0        | - 0 | 0        | 0          | 0    | 0   | 0     | <u> </u> | 0       | 0     | 0         | 0          | 0     | 0   | 0        |
| 1615 - 1630   | 0     | 0          | 11   | 11        | 1_1_        | 0     | 0   | 3     | 0       | 0        | 0   | 0        | 0          | 0    | 0   | 0     | 0        | 0       | 0     | 0         | Q          | Q     | 0   | 0        |
| 1630 - 1645   | 0     | 0          | 2    | 0         | 0           | 0     | 0   | 2     | 0       | 0        | 0   | 0        | 0          | 0    | 0   | 0     | 0        | 0       | 0     | 0         | 0          | 0     | 0   | 0        |
| 1645 - 1700   | 0     | 0          | 6    | 4         | 0           | 0     | 0   | 10    | 0       | 0        | 0   | 0        | 0          | 0    | 0   | 0     | Q        | 0       | . 0   | 0         | Q          | . 0   | 0   | 0        |
| Hourly Total  | 0     | 0          | 1.2  | 6         | 3           | 0     | 0   | 21    | 0       | 0        | 0   | θ        | 0          | 0    | Ü   | 0     | 0        | 0       | Ü     | θ         | 0          | 0     | Ø   | 0        |
| 1700 - 1715   | 0     | 0          | 3    | 0         | 0           | 0     | 0   | 3     | 0       | 0        | 0   | 1 0      | 0          | 0    | 0   | 0     | 0        | 0       | 0     | 0         | 0          | 0     | 0   | 0        |
| 1715 - 1730   | 0     | 0          | 7    | 0         | 0           | 0     | 0   | 7     | 0       | 0        | 0   | 0        | 0          | 0    | 0   | 0     | 0        | 0       | 0     | 0         | Q          | 0     | 0   | 0        |
| 1730 - 1745   | 0     | 0          | 5    | 11        | 0           | 0     | 0   | 6     | 0       | 0        | 0   | 0        | 0          | 0    | 0   | θ     | 0        | 0       | 0     | 0         | 0          | 0     | - 0 | 0        |
| 1745 - 1800   | 0     | -0         | 5    | 0         | 0           | 0     | 0   | 5     | 0       | 0        | 0   | 0        | Q          | 0    | 0   | θ     | 0        | 0       | . 0   |           | Q          | 0     | 0   | 0        |
| Hourly Total  | 0     | 0          | 20   | 1 1       | 0           | 0     | 0   | 21    | 0       | 0        | 0   | ρ        | 0          | - 0  | 9   | . 0   | 0        | 0       | 0     | 0         | 0          | Ü     | ō   | 0        |
| 1800 - 1815   | 0     | 0          | 4    | 0         | 0           | 0     | 0   | 4     | 0       | <u> </u> | 0   | 0        | 0          | 0    | D.  | 0     | 0        | 0       | 0     | . 0       | 0          | 0     | 0   | 0        |
| 1815 - 1830   | . 0   | 1          | 9    | 0         | 0           | 0     | 0   | 10    | 0       | 0        | 0   | Ø        | 0          | 0    | 0   | 0     | 0        | 0       | Ø     | 0         | 0          | Q     | 0   | 0        |
| 1830 - 1845   | 0     | 0          | 2    | 0         | 0           | 0     | 0   | 2     | 0       | 0        | 0   | 0        | <u> </u>   | 0    | 0   | 0     | 0        | 0       | . 0   | 0         | 0          | . 0   | . 0 | 0        |
| 1845 - 1900   | 0     | 0          | 3    | 0         | 0           | 0     | 0   | 3     | 0       | 0        | 0   | 0        | 9          | 0    | 0   | 0     | 0        | 0       | 0     | 0         | 0          | 0     | 0   | 0        |
| Hourly Total  | Q     | 1 1        | 18   | 0         | 0           | 0     | 0   | 19    | ] 0     | 0        | 0   | 0        | 0          | 0    | 0   | 0     | ] 0      | 0 [     | 0     | 0         | Q          | 0     | 0   | 0        |
| Session Total | 0     | 1 1        | 50   | 7         | ] 3         | 0     | 0   | 61    | 0       | 0        | 0   | 0        | 0          | 0    | 0   | 0     | 0        | 0 ]     | 0     | 0         | 0          | 0     | 0   | 0        |

#### Produced by The Paul Castle Consultancy

Junction: (5) A41 / Un-Named Road

Approach: Un-Named Road (West)

|  |              |                |          | Left to A | 41 (North)     |       |      |       |          |         | E/B         | to Un-Nam  | ed Road (E | ast)  |     |                    |                                       |              | Right to A                            |             |      |     |  |
|--|--------------|----------------|----------|-----------|----------------|-------|------|-------|----------|---------|-------------|------------|------------|-------|-----|--------------------|---------------------------------------|--------------|---------------------------------------|-------------|------|-----|--|
| TIME   | P/CYCLE      | M/CYCLE        | CAR      | LGV       | OGV1           | OGV2  | BUS  | TOTAL | P/CYCLE  | M/CYCLE | CAR         | LGV        | OGV1       | OGV2  | BUS | TOTAL              | P/CYCLE M/CYCLE                       | CAR          | LGV                                   | OGV1        | OGV2 | BUS | TOTAL                                    |
| 0700 - 0715  | 0            | 0              | 6        | 4         | 0              | 0     | . 0  | 10    | 0        | 0       | 0           | Ç.         | 0          | 0     | 0   | 0                  | 0 0                                   | 0            | 0                                     | 9           |      | 0   | 0  |
| 0715 - 0730  | . 0          | . 0            | 10       | 5         | 0              | 0     | 0    | 15    | Q        | 0       | 0           | Ø          | Q          | 0     | 0   | 0                  | 0 0 1                                 | 0            | 0                                     |             | 0    | 0   | 0  |
| 0730 - 0745  | 0            | 1              | 12       | 7         | 1              | 0     | 0    | 21    | 0        | 0       | 0           | 0          | 0          | Q.    | 0   | θ                  | 0 0 1                                 |              | 0                                     | 0           | 0    | 0   | 0  |
| 0745 - 0800  | 0            | 1              | 25       | 2         | 2              | 0     | 0    | 30    | 0        | 0       |             | 0          | 0          | 0     | 0   | 0                  | 1 0 0 1                               | 0            |                                       | Q           | 'n   |     | 0  |
| Hourly Total   | 0            | 2              | 53       | 18        | 3.             | 0     | 0    | 76    | 0        | 0       | 0           | 0          | 0          | 0     | 0   | 0                  | 0 0                                   | D.           | 0<br>0                                | 0           | n    | 0   | 0  |
| 0800 - 0815  | 0            | 0              | 17       | 4         | 2              | 0     | 0    | 23    | 0        | 0       | . 0         | 0          | Q          | 0     | 0   | 0                  | 0 0                                   | 0            |                                       | 0           |      |     | 0  |
| 0815 - 0830  | 0            | 0              | 25       | 4         | 0              | 1     | 11   | 31    | 0        | 0       | 0           | 0          | 0          | 0     | 0   | 0                  | 0 0                                   | 0            | ····                                  | 6           | , v  | 0   | 1 0<br>0                                 |
| 0830 - 0845  | . 0          | 0              | 28       | 3         | 4              | 0     | 0    | 35    | 0        |         | Ü           | 0          | 0          |       | 0   | , v                | 0 0                                   | Ö<br>a       | , , , , , , , , , , , , , , , , , , , | - u         |      | 0   | 0  |
| 0845 - 0900  | 0            | 0              | 28       | 2         | 1              | 0     | 0    | 31    | 0        | 0       |             | 0          | 0          |       | 0   | 0                  | 0 0                                   | n            |                                       | 6           |      | n   | 0  |
| Hourly Total   | 0            | 0              | 98       | 13        | 7              | 1     | 1 1  | 120   | 0        | 0       | 0           | 0          | 0          | 0     | ļ   |                    | 0 0                                   | <u>'</u>     | 0                                     | ο           |      | 'n  | 0  |
| 0900 - 0915  | 0            | 0              | 22       | 3         | 0              | 11    | 0    | 26    | 0        | 0       | 0           | 0          | 0          | 0     | 0   | 0                  | 0 0                                   | <del>-</del> | 9                                     | 0           | **** | n   | 0  |
| 0915 - 0930  | 0            | 0              | 13       | 4         | 0              | 0     | 0    | 17    | 0        | 0       | . 0         | 9          | 0          | 0     |     |                    | 1 0 8                                 | n            | 0                                     | <del></del> |      | n   | 0  |
| 0930 - 0945  | 0            | 1              | 14       | 6         | 2              | 0     | 0    | 23    | 0        |         | . 0         | 0          | 0          | 0     |     | 9                  | 0 0                                   |              | e e                                   |             | 'n   | n n | o o                                      |
| 0945 - 1000  | 0            | 0              | 16       | 5         | 0              | 11    | 1 1  | 23    | Q        | 0       | 0           | 0          | 0          | 0     | ň   | 0                  | 0 8                                   | n            | 9                                     | <u>à</u>    | n n  | 8   | 0  |
| Hourly Total   | 0            | 1              | 65       | 18        | 2              | 2     | 1 1  | 89    | <u> </u> | 0       | Ü           | 9          | . 4        | 1     | 1   | L                  | 1                                     | <b>-</b>     | 1                                     | <del></del> | I    | •   | en e |
|  | ************ | tala managanan |          |           |                | T-100 | 1000 | 005   | 1 A      | n n     | В           | T 8        |            | T n   | n   | 0                  | 0 0                                   |              | 0                                     | T 0         | O O  | 0   | 0  |
| Session Total  | 0            | 3              | 216      | 49        | 12             | 3     | 2    | 285   | 1        | ¥       | · · · · · · | 1 <b>v</b> |            | ····· | ×   | <del></del>        | · · · · · · · · · · · · · · · · · · · | •            | <del>.</del>                          |             |      |     | Š.                                       |
|  |              | <del></del>    | 0.7      | T 0       | 3              | T 1   | 0    | 48    | Ι ο      | n n     | a           | T 0        | T          | 7 B   | T 0 | θ                  |                                       | 0            | T 0                                   | 0           | 0    | 0   | 0  |
| 1600 - 1615  | 0            | 1              | 37<br>29 | 6         | 1              | 1-    | 1 0  | 37    | - č      | i a     | ****        | 9          | 0          | i a   | 3   | 9                  | 0 6                                   | 0            | 0                                     | 0           | 0    | - 0 | 0  |
| 1615 - 1630  | 0            | 1              | 32       | 8         | 1 4            | 0     | 1 0  | 45    | T 0      | i i     | 7           | Θ          |            | i o   | 0   | 0                  | 0 0                                   |              | 0                                     | Q           | Q    | 0   | 0  |
| 1630 - 1645  | 0            | 0              | 26       | 8         | 0              | 0     | 0    | 34    | T 0      |         | 7           | 9          | <u> </u>   | 1 8   | 0   | 0                  | 0 0                                   | 0            | 0                                     | Q           |      |     | 0  |
| 1645 - 1700  | - 6          | 3              | 124      | 28        | 8              | 1     | i o  | 164   | 0        | i i     | <u> </u>    | θ          | 0          | 0     | 0   | 0                  | 0 0                                   | 0            | Ø                                     | - 0         | 0    | 0   | . 0                                      |
| Hourly Total<br>1700 - 1715  | 0            | 3              | 38       | 2         | 0              | 0     | 0    | 43    | 0        | i ä     | 0           | 7 0        | 0          | 0     | 0   | 0                  | 0 0                                   | 0            | 0                                     | 0           | 0    | 0   | 0  |
| 1715 - 1730  | 0            | 0              | 36       | 2         | 0              | 0     | 0    | 38    |          | 6       | 0           | 0          | 0          | - 0   | 0   | 0                  | 0 0                                   | 0            | 9                                     | Q           | 0    | 6   | 0  |
| 1730 - 1745  | 0            | 0              | 41       | 2         | <del>-</del> 0 | 1 0   | 0    | 43    | 0        | - T     | 0           | 0          | 0          | . 0   | 0   | 0                  | 0 0                                   | Ø.           | 9                                     | Q           | 0    |     | . 0                                      |
| 1745 - 1800  | 1 0          | 0              | 36       | 3         | 0              | 1 0   | 0    | 39    | 1 0      | 0       | 0           | 9          | Q          | 0     | 0   | 0                  | 0 0                                   | - 0          | Ø                                     | 0           | 0    | 0   | 0  |
| Hourly Total   | 6            | 3              | 151      | 9         | 0              | 0     | 0    | 163   | 0        | 0       | - 0         | 9          | 9          | 0     |     | 9                  | 0 0                                   | 9            | <u> </u>                              | 0           | 0    | - 0 | <u> </u>                                 |
| 1800 - 1815  | 0            | 1              | 49       | 5         | 1              | 0     | 0    | 56    | 0        | 0       | . 0         | 0          | Q          | 0     | 0   | 0                  | 0 0                                   | - 0          | 0                                     | 0           | 0    | . 0 | 0  |
| 1815 - 1830  | 0            | 0              | 32       | 2         | 0              | 0     | 0    | 34    | 0        | 0       | Ø           | Ø          | 0          | 0     | 0   | 0                  | 0 0                                   | 0            | 0                                     | 0           | 0    | 0   | 0  |
| 1830 - 1845  | , o          | 0              | 21       | 2         | 0              | 0     | 0    | 23    | 0        | 0       | 0           | 9          | 0          | 0     | 0   | 9                  | 0 0                                   | 0            | 0                                     | Q           | 0    | 0   | 0  |
| 1845 - 1900  | 0            | 0              | 18       | 1         | 0              | 0     | 0    | 19    | 0        | 0       | 0           | 0          | 0          | 0     | 0   | θ                  | 0 0                                   | - 0          | 0                                     | 0           | 0    | 0   | 0  |
| Hourly Total   | Q            | i              | 120      | 10        | 1 1            | 0     | 0    | 132   | 0        | 0       | 0           | 0          | 0          | 0     | 0   | 0                  | 0 0                                   | . 0          | Ø                                     | Q           | 0    | 0   | 0  |
| the same of the sa |              |                | ******   |           |                |       |      |       |          | .,      |             |            |            |       |     | The second section |                                       |              | ar in Arma                            | area Area   |      |     | 0  |
| Session Tota   | 0            | 7              | 395      | 47        | 9              | 1 1   | 0    | 459   | 0        | 0       | 0           | 0          | 0          | 0     | 0   | ) 0                | 1 0 0                                 | 0            | 0                                     | 0           | 0    | 0   | 1 U                                      |

# **APPENDIX C**

# 2005 Automatic Traffic Count Surveys

### Bicester - Howes Lane

### Produced by The Paul Castle Consultancy

Channel 1 - Northbound

6-22

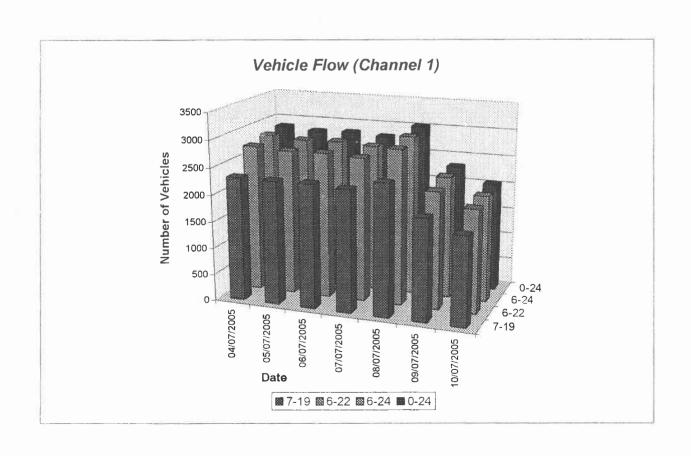
6-24

0-24

| Ve | hi | ic | le | F | low |
|----|----|----|----|---|-----|
|----|----|----|----|---|-----|

Week 1

| 7 Day Ave |
|-----------|
|           |
| 13        |
| 6         |
| 4         |
| 6         |
| 4         |
| 14        |
| 32        |
| 111       |
| 146       |
| 120       |
| 122       |
| 136       |
| 151       |
| 167       |
| 163       |
| 208       |
| 301       |
| 331       |
| 217       |
| 158       |
| 112       |
| 75        |
| 49        |
| 27        |
| 2173      |
|           |

### Bicester - Howes Lane

0-24

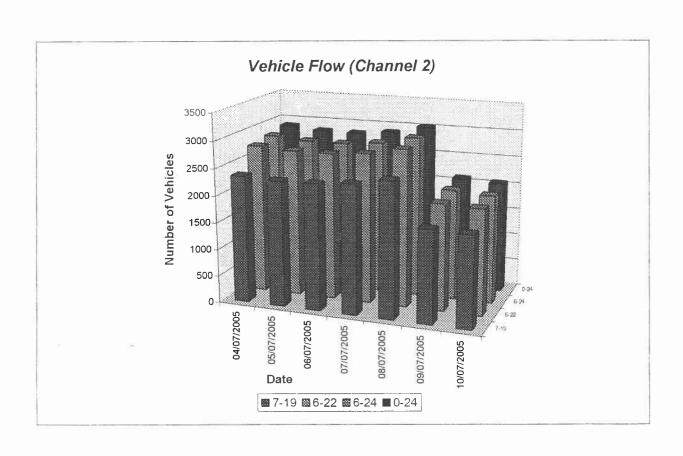
#### Produced by The Paul Castle Consultancy

Channel 2 - Southbound

Vehicle Flow

Week 1

| 1         | 04/07/2005 | 05/07/2005 | 06/07/2005   | 07/07/2005 | 08/07/2005 | 09/07/2005 | 10/07/2005 |           |           |
|-----------|------------|------------|--|------------|------------|------------|------------|-----------|-----------|
| Hr Ending | Monday     | Tuesday    | Wednesday  | Thursday   | Friday     | Saturday   | Sunday     | 5 Day Ave | 7 Day Ave |
| 1         | 7          | 11         | 8  | 10         | 7          | 16         | 35         | 9         | 13        |
| 2         | 2          | 3          | 2  | 6          | 2          | 10         | 12         | 3         | 5         |
| 3         | 4          | 3          | 1  | 3          | 5          | 3          | 6          | 3         | 4         |
| 4         | 8          | 7          | 7  | 9          | 7          | 4          | 2          | 8         | 6         |
| 5         | 8          | 5          | 6  | 7          | 6          | 4          | 2          | 6         | 5         |
| 6         | 41         | 35         | 38   | 33         | 41         | 17         | 6          | 38        | 30        |
| 7         | 129        | 132        | 126  | 128        | 134        | 47         | 26         | 130       | 103       |
| 8         | 386        | 356        | 379  | 379        | 398        | 72         | 50         | 380       | 289       |
| 9         | 409        | 397        | 411  | 399        | 462        | 111        | 55         | 416       | 321       |
| 10        | 203        | 211        | 214  | 205        | 224        | 155        | 131        | 211       | 192       |
| 11        | 168        | 156        | 167  | 169        | 169        | 211        | 178        | 166       | 174       |
| 12        | - 112      | 105        | 103  | 109        | 109        | 162        | 210        | 108       | 130       |
| 13        | 123        | 126        | 116  | 123        | 121        | 173        | 208        | 122       | 141       |
| 14        | 113        | 110        | 112  | 113        | 127        | 164        | 144        | 115       | 126       |
| 15        | 113        | 115        | 112  | 122        | 118        | 171        | 139        | 116       | 127       |
| 16        | 167        | 158        | 151  | 152        | 167        | 148        | 150        | 159       | 156       |
| 17        | 199        | 215        | 200  | 229        | 212        | 105        | 133        | 211       | 185       |
| 18        | 206        | 201        | 201  | 215        | 226        | 127        | 156        | 210       | 190       |
| 19        | 155        | 171        | 161  | 167        | 170        | 109        | 135        | 165       | 153       |
| 20        | 137        | 132        | 136  | 130        | 141        | 99         | 124        | 135       | 128       |
| 21        | 88         | 78         | 79   | 77         | 76         | 78         | 70         | 80        | 78        |
| 22        | 55         | 59         | 52   | 54         | 46         | 42         | 39         | 53        | 50        |
| 23        | 38         | 37         | 33   | 43         | 43         | 27         | 27         | 39        | 35        |
| 24        | 20         | 14         | 16   | 12         | 21         | 49         | 30         | 17        | 23        |
| 7-19      | 2354       | 2321       | 2327   | 2382       | 2503       | 1708       | 1689       | 2377      | 2183      |
| 6-22      | 2763       | 2722       | 2720   | 2771       | 2900       | 1974       | 1948       | 2775      | 2543      |
| 6-24      | 2821       | 2773       | 2769   | 2826       | 2964       | 2050       | 2005       | 2831      | 2601      |
|           |            |            | la constant de la con |            |            | 2121       | 2222       | 2207      | 2000      |



## Bicester - A41 (Oxford Road)

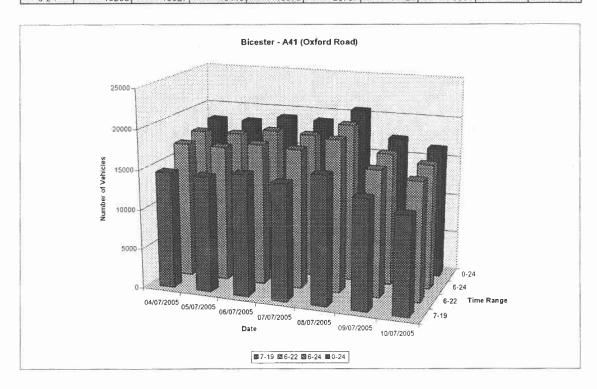
### Produced by The Paul Castle Consultancy

### Weekly Flow

Channel 1 - Northbound

Week 1

|           | 04/07/2005 | 05/07/2005 | 06/07/2005 | 07/07/2005 | 08/07/2005 | 09/07/2005 | 10/07/2005 | L.,       |           |
|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|
| Hr Endina | Monday     | Tuesday    | Wednesday  | Thursday   | Friday     | Saturday   | Sunday     | 5 Day Ave | 7 Day Ave |
| 1         | 125        | 131        | 137        | 144        | 173        | 229        | 238        | 142       | 168       |
| 2         | 95         | 92         | 82         | 102        | 104        | 119        | 161        | 95        | 108       |
| 3         | 85         | 55         | 76         | 119        | 128        | 124        | 112        | 93        | 100       |
| 4         | 70         | 104        | 110        | 99         | 95         | 110        | 62         | 96        | 93        |
| 5         | 99         | 125        | 123        | 112        | 146        | 93         | 90         | 121       | 113       |
| 6         | 176        | 151        | 172        | 178        | 204        | 120        | 146        | 176       | 164       |
| 7         | 535        | 489        | 478        | 500        | 578        | 291        | 350        | 516       | 460       |
| 8         | 1241       | 1231       | 1251       | 1193       | 1209       | 662        | 623        | 1225      | 1059      |
| 9         | 1568       | 1470       | 1523       | 1574       | 1598       | 813        | 737        | 1547      | 1326      |
| 10        | 1144       | 1210       | 1219       | 1328       | 1253       | 945        | 825        | 1231      | 1132      |
| 11        | 927        | 980        | 1081       | 1038       | 1170       | 1272       | 1141       | 1039      | 1087      |
| 12        | 987        | 1005       | 1039       | 1047       | 1315       | 1463       | 1391       | 1079      | 1178      |
| 13        | 1099       | 1030       | 1085       | 1008       | 1169       | 1445       | 1331       | 1078      | 1167      |
| 14        | 999        | 1053       | 1100       | 1134       | 1316       | 1430       | 1258       | 1120      | 1184      |
| 15        | 1108       | 1152       | 1251       | 1252       | 1277       | 1315       | 1081       | 1208      | 1205      |
| 16        | 1192       | 1194       | 1243       | 1268       | 1290       | 1203       | 1016       | 1237      | 1201      |
| 17        | 1610       | 1566       | 1668       | 1358       | 1632       | 1202       | 977        | 1567      | 1430      |
| 18        | 1534       | 1548       | 1679       | 1225       | 1605       | 1024       | 951        | 1518      | 1367      |
| 19        | 1187       | 1043       | 1072       | 1175       | 1219       | 975        | 930        | 1139      | 1086      |
| 20        | 928        | 1005       | 975        | 1058       | 1139       | 767        | 941        | 1021      | 973       |
| 21        | 571        | 598        | 561        | 780        | 762        | 581        | 766        | 654       | 660       |
| 22        | 440        | 449        | 486        | 544        | 533        | 478        | 633        | 490       | 509       |
| 23        | 334        | 381        | 409        | 435        | 441        | 419        | 479        | 400       | 414       |
| 24        | 212        | 265        | 299        | 304        | 351        | 346        | 292        | 286       | 296       |
| 7-19      | 14596      | 14482      | 15211      | 14600      | 16053      | 13749      | 12261      | 14988     | 14422     |
| 6-22      | 17070      | 17023      | 17711      | 17482      | 19065      | 15866      | 14951      | 17670     | 17024     |
| 6-24      | 17616      | 17669      | 18419      | 18221      | 19857      | 16631      | 15722      | 18358     | 17734     |
| 0-24      | 18266      | 18327      | 19119      | 18975      |            | 17426      | 16531      | 19079     | 18479     |



## Bicester - A41 (Oxford Road)

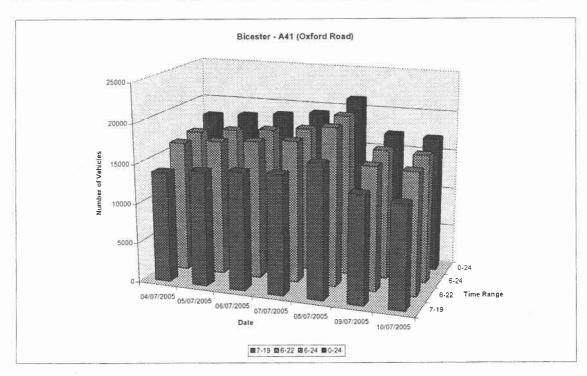
### Produced by The Paul Castle Consultancy

### Weekly Flow

Channel 2 - Southbound

Week 1

|           | 04/07/2005 | 05/07/2005 | 06/07/2005 | 07/07/2005 | 08/07/2005 | 09/07/2005 | 10/07/2005 |           |           |
|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|
| Hr Ending | Monday     | Tuesday    | Wednesday  | Thursday   | Friday     | Saturday   | Sunday     | 5 Day Ave | 7 Day Ave |
| 1         | 331        | 102        | 83         | 77         | 114        | 132        | 408        | 141       | 178       |
| 2         | 126        | 82         | 77         | 86         | 82         | 110        | 170        | 91        | 105       |
| 3         | 46         | 63         | 58         | 70         | 82         | 110        | 77         | 64        | 72        |
| 4         | 66         | 78         | 88         | 106        | 113        | 134        | 53         | 90        | 91        |
| 5         | 178        | 155        | 180        | 169        | 201        | 150        | 80         | 177       | 159       |
| 6         | 498        | 463        | 489        | 480        | 545        | 248        | 152        | 495       | 411       |
| 7         | 1272       | 1243       | 1206       | 1197       | 1203       | 428        | 267        | 1224      | 974       |
| 8         | 1662       | 1773       | 1790       | 1733       | 1808       | 616        | 377        | 1753      | 1394      |
| 9         | 1319       | 1369       | 1383       | 1403       | 1438       | 928        | 525        | 1382      | 1195      |
| 10        | 1235       | 1207       | 1282       | 1293       | 1207       | 1042       | 726        | 1245      | 1142      |
| 11        | 946        | 964        | 985        | 1020       | 1163       | 1162       | 961        | 1016      | 1029      |
| 12        | 982        | 1012       | 1027       | 1043       | 1351       | 1278       | 1097       | 1083      | 1113      |
| 13        | 976        | 995        | 1087       | 1093       | 1306       | 1224       | 1167       | 1091      | 1121      |
| 14        | 1018       | 1024       | 1151       | 1152       | 1385       | 1268       | 1191       | 1146      | 1170      |
| 15        | 1043       | 1139       | 1158       | 1161       | 1434       | 1204       | 1125       | 1187      | 1181      |
| 16        | 1085       | 1179       | 1262       | 1287       | 1392       | 1237       | 1370       | 1241      | 1259      |
| 17        | 1407       | 1500       | 1428       | 1430       | 1477       | 1264       | 1502       | 1448      | 1430      |
| 18        | 1220       | 1248       | 1219       | 1283       | 1319       | 1191       | 1392       | 1258      | 1267      |
| 19        | 1009       | 992        | 1015       | 1037       | 1406       | 1077       | 1434       | 1092      | 1139      |
| 20        | 543        | 624        | 667        | 823        | 1000       | 877        | 1117       | 731       | 807       |
| 21        | 404        | 435        | 385        | 481        | 582        | 472        | 627        | 457       | 484       |
| 22        | 315        | 312        | 323        | 344        | 376        | 279        | 457        | 334       | 344       |
| 23        | 213        | 228        | 248        | 287        | 223        | 312        | 329        | 240       | 263       |
| 24        | 153        | 140        | 162        | 204        | 203        | 457        | 434        | 172       | 250       |
| 7-19      | 13902      | 14402      | 14787      | 14935      | 16686      | 13491      | 12867      | 14942     | 14439     |
| 6-22      | 16436      | 17016      | 17368      | 17780      | 19847      | 15547      | 15335      | 17689     | 17047     |
| 6-24      | 16802      | 17384      | 17778      |            | 20273      | 16316      | 16098      | 18102     | 17560     |
| 0.24      | 18047      | 18327      | 18753      | 19259      | 21410      | 1.7200     | 17038      | 19159     | 18576     |



## Bicester - A41 (Tesco)

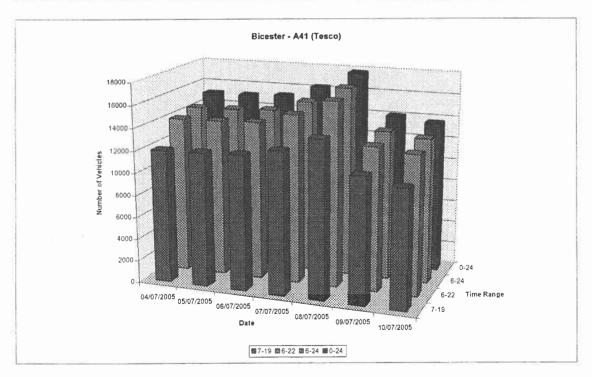
### Produced by The Paul Castle Consultancy

### Weekly Flow

Channel 1 - Westbound

Week 1

|           | 04/07/2005 | 05/07/2005   | 06/07/2005 | 07/07/2005 | 08/07/2005   | 09/07/2005 | 10/07/2005 |           |           |
|-----------|------------|--|------------|------------|--|------------|------------|-----------|-----------|
| Hr Endina | Monday     | Tuesday  | Wednesday  | Thursday   | Friday   | Saturday   | Sunday     | 5 Day Ave | 7 Day Ave |
| 1         | 168        | 91   | 96         | 74         | 95   | 142        | 235        | 105       | 129       |
| 2         | 80         | 80   | 67         | 64         | 73   | 90         | 128        | 73        | 83        |
| 3         | 49         | 44   | 52         | 76         | 82   | 86         | 65         | 61        | 65        |
| 4         | 63         | 76   | 74         | 80         | 92   | 95         | 41         | 77        | 74        |
| 5         | 107        | 104  | 118        | 115        | 131  | 80         | 52         | 115       | 101       |
| 6         | 227        | 224  | 243        | 244        | 271  | 137        | 118        | 242       | 209       |
| 7         | 603        | 584  | 585        | 596        | 614  | 256        | 209        | 596       | 492       |
| 8         | 1151       | 1189   | 1106       | 1206       | 1226   | 549        | 376        | 1176      | 972       |
| 9         | 1026       | 1137   | 1056       | 1054       | 1146   | 758        | 491        | 1084      | 953       |
| 10        | 1009       | 975  | 1121       | 1056       | 1102   | 904        | 673        | 1053      | 977       |
| 11        | 824        | 876  | 911        | 899        | 1094   | 1085       | 940        | 921       | 947       |
| 12        | 859        | 851  | 898        | 923        | 1154   | 1196       | 1191       | 937       | 1010      |
| 13        | 921        | 922  | 923        | 985        | 1184   | 1116       | 1215       | 987       | 1038      |
| 14        | 902        | 935  | 1018       | 1006       | 1235   | 1075       | 961        | 1019      | 1019      |
| 15        | 931        | 950  | 970        | 1031       | 1198   | 1005       | 872        | 1016      | 994       |
| 16        | 1000       | 1019   | 1062       | 1135       | 1280   | 941        | 982        | 1099      | 1060      |
| 17        | 1199       | 1223   | 1247       | 1247       | 1281   | 940        | 1010       | 1239      | 1164      |
| 18        | 1135       | 1038   | 1013       | 1168       | 1192   | 896        | 920        | 1109      | 1052      |
| 19        | 1051       | 940  | 828        | 1074       | 1017   | 807        | 925        | 982       | 949       |
| 20        | 673        | 710  | 748        | 879        | 900  | 652        | 773        | 782       | 762       |
| 21        | 448        | 443  | 427        | 536        | 576  | 431        | 542        | 486       | 486       |
| 22        | 338        | 326  | 340        | 396        | 389  | 289        | 425        | 358       | 358       |
| 23        | 215        | 245  | 247        | 272        | 281  | 268        | 286        | 252       | 259       |
| 24        | 152        | 150  | 169        | 169        | 202  | 277        | 258        | 168       | 197       |
| 7-19      | 12008      | 12055  | 12153      | 12784      | 14109  | 11272      | 10556      | 12622     | 12134     |
| 6-22      | 14070      | A STATE OF THE PARTY OF THE PAR | 14253      | 15191      | 16588  | 12900      | 12505      | 14844     | 14232     |
| 5·24      | 14437      | 14513  |            | 15632      | And the second s | 13445      | 13049      | 15284     | 14688     |
| 0.24      | 15131      | 15132  |            |            |  | 14075      | 13688      | 15936     | 15349     |



## Bicester - A41 (Tesco)

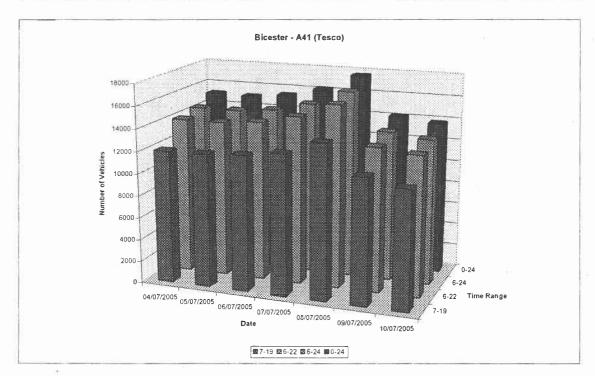
### Produced by The Paul Castle Consultancy

### Weekly Flow

Channel 2 - Eastbound

Week 1

|           | 04/07/2005 | 05/07/2005 | 06/07/2005 | 07/07/2005 | 08/07/2005 | 09/07/2005 | 10/07/2005 |           |           |
|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|
| Hr Ending | Monday     | Tuesday    | Wednesday  | Thursday   | Friday     | Saturday   | Sunday     | 5 Day Ave | 7 Day Ave |
| 1         | 169        | 96         | 95         | 78         | 100        | 143        | 234        | 108       | 131       |
| 2         | 82         | 79         | 70         | 67         | 77         | 94         | 137        | 75        | 87        |
| 3         | 49         | 49         | 55         | 71         | 84         | 90         | 66         | 62        | 66        |
| 4         | 62         | 73         | 73         | 82         | 101        | 100        | 41         | 78        | 76        |
| 5         | 121        | 113        | 126        | 121        | 142        | 87         | 59         | 125       | 110       |
| 6         | 251        | 241        | 263        | 274        | 310        | 144        | 129        | 268       | 230       |
| 7         | 620        | 589        | 603        | 611        | 623        | 270        | 228        | 609       | 506       |
| 8         | 1160       | 1188       | 1161       | 1198       | 1228       | 554        | 387        | 1187      | 982       |
| 9         | 1135       | 1247       | 1129       | 1173       | 1242       | 770        | 502        | 1185      | 1028      |
| 10        | 1013       | 988        | 999        | 1062       | 1121       | 906        | 676        | 1037      | 966       |
| 11        | 825        | 878        | 909        | 897        | 1110       | 1091       | 938        | 924       | 950       |
| 12        | 863        | 861        | 894        | 925        | 1157       | 1201       | 1180       | 940       | 1012      |
| 13        | 917        | 913        | 926        | 997        | 1194       | 1124       | 1231       | 989       | 1043      |
| 14        | 919        | 937        | 1021       | 1016       | 1136       | 1080       | 966        | 1006      | 1011      |
| 15        | 936        | 953        | 974        | 1032       | 1205       | 1003       | 880        | 1020      | 998       |
| 16        | 1009       | 1013       | 1061       | 1114       | 1179       | 942        | 992        | 1075      | 1044      |
| 17        | 1204       | 1132       | 1151       | 1176       | 1189       | 944        | 1007       | 1170      | 1115      |
| 18        | 1046       | 1045       | 1082       | 1097       | 1 105      | 906        | 940        | 1075      | 1032      |
| 19        | 964        | 843        | 891        | 982        | 1022       | 811        | 931        | 940       | 921       |
| 20        | 673        | 704        | 751        | 866        | 905        | 655        | 782        | 780       | 762       |
| 21        | 449        | 452        | 437        | 540        | 589        | 437        | 547        | 493       | 493       |
| 22        | 347        | 324        | 347        | 405        | 393        | 286        | 416        | 363       | 360       |
| 23        | 215        | 238        | 253        | 274        | 279        | 271        | 285        | 252       | 259       |
| 24        | 154        | 150        | 178        | 171        | 206        | 276        | 259        | 172       | 199       |
| 7-19      | 11991      | 11995      | 12198      | 12669      | 13888      | 11332      | 10630      | 12549     | 12101     |
| 6-22      | 14080      | 14067      | 14336      | 15091      | 16398      | 12980      | 12603      | 14794     | 14222     |
| 6-24      | . 14449    | 14455      | 14767      | 15536      | 16883      | 13527      | 13147      | 15218     | 14681     |
| 0-24      | 15183      | 15106      | 15449      | 16229      | 17697      | 14185      | 13813      | 15933     | 15380     |



# APPENDIX D

2003 Turning Count Surveys

3arms full classification Map Reference :5791 2224 Oxfordshire County Council - Environmental Services

File Ref 0 **Traffic Turning Count** Data File TC2321

Location

B4030 Middleton Stoney Road / Kings End Bicester

Date

11/09/2003

12 Hour Flow 7am to 7pm

| From            |             | Oxford   |     | Midd       | leton Stoney |     |        | Bicester  |    |           | æ  |     | Total    |
|-----------------|-------------|----------|-----|------------|--------------|-----|--------|-----------|----|-----------|----|-----|----------|
| То              | Middletor E | Bicester |     | Bicester C | Oxford       |     | Oxford | Middletor |    | <u>\$</u> |    |     | 200,0000 |
| Pedal Cycles    | 1           | 12       |     | 2          | 4            | į.  | 28     | 1         |    |           | 22 | s   | 48       |
| Motor Cycles    | 31          | 48       | €   | 4          | 27           | -   | 54     | 7         | 23 | ¥         | 3  | -   | 171      |
| Cars & Taxis    | 3179        | 5662     |     | 863        | 2929         | *   | 6448   | 979       | į. | 45        | 74 | 8   | 20060    |
| Cars + Trailers | 4           | 19       | 8   | 0          | 14           | *   | 34     | 2         | *  | +9        |    |     | 73       |
| Light Vans      | 437         | 748      | \$  | 96         | 375          | *   | 794    | 126       | 2  | ŧ         | 97 | 53  | 2576     |
| Goods 2axle     | 19          | 78       | 28  | 6          | 26           | 2   | 61     | 8         |    | 4)        |    | 55  | 198      |
| Goods 2ax(P)    | 32          | 73       | \$3 | 12         | 45           | 28  | 65     | 10        | 7  | 27        | 9  | 100 | 237      |
| Goods 3ax(R)    | 12          | 12       | žą. | 0          | 18           | 4.5 | 7      | 0         | ¥. | ž:        | 2  | 23  | 49       |
| Goods 3ax(A)    | 8           | 4        | #   | 0          | 0            | ÷   | 2      | 0         | 83 | *:        | 9  | 40  | 14       |
| Goods 4ax(R)    | 2           | 2        | #3  | 1          | 8            | 23  | 5      | 0         | *  | *8        | 8  | ÷   | 18       |
| Goods 4ax(A)    | 6           | 9        | 50  | 0          | 13           |     | 6      | 0         | -  |           |    | ±1  | 34       |
| Goods 5axle     | 22          | 19       | 20  | 1          | 18           | 2.7 | 9      | 0         | 27 | 12        | 2  |     | 69       |
| Goods 6axle     | 2           | 8        | *   | 0          | 1            | *   | 5      | 1         | \$ |           | 1  | 25  | 17       |
| Buses           | 16          | 49       | *)  | 9          | 4            | ×   | 69     | 8         | Ξï | (6        | 8  | *1  | 155      |
| HGV 30cwts +    | 103         | 205      |     | 20         | 129          | -   | 160    | 19        | -  |           |    |     | 636      |
| Goods 3Ton +    | 84          | 127      | 23  | 14         | 103          | 20  | 99     | 11        | -  |           | 9  | 53  | 438      |
| Total Vehicles  | 3771        | 6743     | 100 | 994        | 3482         | 11  | 7587   | 1142      | 26 | 7,27      | 4  | 23  | 23719    |

#### Flow on Arms

0700 - 1900

|                 | FROM  | то    | FROM      | то     | FROM  | то       | FROM        | and a        |
|-----------------|-------|-------|-----------|--------|-------|----------|-------------|--------------|
|                 |       |       |           |        |       |          | FROM        | TO           |
|                 | Oxfo  | ora   | Middleton | Stoney | Bices | Bicester |             |              |
| Pedal Cycles    | 13    | 32    | 6         | 2      | 29    | 14       | (9)         | -            |
| Motor Cycles    | 79    | 81    | 31        | 38     | 61    | 52       | 1.51        |              |
| -               |       |       |           |        |       |          |             |              |
| Cars & Taxis    | 8841  | 9377  | 3792      | 4158   | 7427  | 6525     | 626         | 25           |
| Cars + Trailers | 23    | 48    | 14        | 6      | 36    | 19       | 20          | 35           |
| Light Vans      | 1185  | 1169  | 471       | 563    | 920   | 844      | 37          | \$           |
|                 |       |       |           |        |       |          |             |              |
| Goods 2axle     | 97    | 87    | 32        | 27     | 69    | 84       | <b>1</b> €0 | *            |
| Goods 2ax(P)    | 105   | 110   | 57        | 42     | 75    | 85       | 3.          | 51           |
| Goods 3ax(R)    | 24    | 25    | 18        | 12     | 7     | 12       |             | 30           |
| Goods 3ax(A)    | 12    | 2     | 0         | 8      | 2     | 4        | 12.4        | 9            |
|                 |       |       |           |        |       |          |             |              |
| Goods 4ax(R)    | 4     | 13    | 9         | 2      | 5     | 3        | 년           | <del>-</del> |
| Goods 4ax(A)    | 15    | 19    | 13        | 6      | 6     | 9        | 44          | 5€           |
| Goods 5axle     | 41    | 27    | 19        | 22     | 9     | 20       | 3           | *            |
| Goods 6axle     | 10    | 6     | 1         | 3      | 6     | 8        | 12          | *            |
| _               |       |       |           |        |       |          |             |              |
| Buses           | 65    | 73    | 13        | 24     | 77    | 58       |             | <b>\$</b>    |
| HGV 30cwts +    | 308   | 289   | 149       | 122    | 179   | 225      | **          |              |
| Goods 3Ton +    | 211   | 202   | 117       | 95     | 110   | 141      | **          |              |
| Total Vehicles  | 10514 | 11069 | 4476      | 4913   | 8729  | 7737     | ***<br>**   |              |
|                 |       |       | .110      |        | 5125  |          |             |              |
| % HGV(30cwts+)  |       | 2.77% |           | 2 89%  |       | 2 45%    |             | 25           |

3arms full classification

#### Oxfordshire County Council - Environmental Services **Traffic Turning Count**

File Ref 0 Data File TC2321

Map Reference :5791 2224

B4030 Middleton Stoney Road / Kings End Bicester Location Date 11/09/2003

AM PEAK HOUR 07.00 - 08.00

| From            |             | Oxford  |     | Middle      | ton Stor | iey |          | Bicester  |    |     | 0    |     | Total |
|-----------------|-------------|---------|-----|-------------|----------|-----|----------|-----------|----|-----|------|-----|-------|
| То              | Middletor B | icester |     | Bicester O: | xford    |     | Oxford N | Middletor |    |     | 7.5  |     |       |
| Pedal Cycles    | : O         | 0       |     | 0           | 2        |     | 1        | 0         |    |     |      |     | 3     |
| Motor Cycles    | 2           | 5       | 2   | 0           | 5        | 9   | 10       | 2         |    |     |      |     | 24    |
|                 | -           |         |     | •           | ·        |     | 10       |           |    | - 0 | - 55 | - 2 | 24    |
| Cars & Taxis    | 153         | 348     | *   | 45          | 490      | (4) | 554      | 26        | 2  | 2.  | 4    | £   | 1616  |
| Cars + Trailers | 0           | 1       | *   | 0           | 0        | *   | 0        | 0         | *  | ¥2  | 12   | *   | 1     |
| Light Vans      | 40          | 67      |     | 9           | 69       | 35  | 110      | 9         | 8  | *   | 2.00 | *   | *304  |
|                 |             |         |     |             |          |     |          |           |    |     |      |     |       |
| Goods 2axle     | 0           | 6       | ē.  | 0           | 2        | 2   | 4        | 0         |    | Ð   | 95   | 5   | 12    |
| Goods 2ax(P)    | 2           | 5       | 27  | 1           | 2        | 2   | 3        | 3         |    |     | 9    | -   | 16    |
| Goods 3ax(R)    | 0           | 2       | -   | 0           | 2        | *   | 1        | 0         | 2  | \$1 | 12   | 7   | 5     |
| Goods 3ax(A)    | 0           | 0       | 83  | 0           | 0        | ⊗ ⊛ | 0        | 0         | -  | +3  | -    | £   | 0     |
|                 |             |         |     |             |          |     |          |           |    |     |      |     |       |
| Goods 4ax(R)    | 1           | 2       | \$  | 0           | 1        | *   | 1        | 0         | *  | *2  |      | *9  | 5     |
| Goods 4ax(A)    | 1           | 1       | 5   | 0           | 1        | -   | 0        | 0         | 8  | 50  |      | 55  | 3     |
| Goods 5axle     | 1           | 1       | 13  | 1           | 1        | -   | 1        | 0         | *  | - 8 | -    | 5)  | 5     |
| Goods 6axle     | 1           | 4       | 23  | 0           | 0        | *   | 0        | 0         | 21 | 7.1 | 2    | a 1 | 5     |
|                 |             |         |     |             |          |     |          |           |    |     |      |     |       |
| Buses           | 2           | 5       | *   | 0           | 0        | -   | 11       | 2         | *  | Ę:  | 8    | **  | 20    |
|                 |             |         |     |             |          |     |          |           |    |     |      |     |       |
| HGV 30cwts +    | 6           | 21      | \$6 | 2           | 9        | *:  | 10       | 3         | ** | 50  | *    | **  | 51    |
| Goods 3Ton +    | 6           | 15      | 7.  | 2           | 7        | 3   | 6        | 3         | 55 |     | 20   | *2, | 39    |
| Total Vehicles  | 203         | 447     | 24  | 56          | 575      | 2   | 696      | 42        | ĕ  | 1.5 | 3    |     | 2019  |

#### PM PEAK HOUR 17:30 - 18:30

| From            | (+)          | Oxford  |      | Middle      | aton Stoney | ,   | Е        | licester |     |      |     |     | Total |
|-----------------|--------------|---------|------|-------------|-------------|-----|----------|----------|-----|------|-----|-----|-------|
| То              | Middletor Bi | icester | -    | Bicester O: |             | -   | Oxford M | iddletor |     |      |     |     |       |
|                 |              |         |      |             |             |     |          |          |     |      |     |     |       |
| Pedal Cycles    | 0            | 2       | F.   | 0           | 0           | **  | 6        | 0        | ÷   | :0.  | *   | 160 | 8     |
| Molor Cycles    | 4            | 9       | *    | 1           | 2           | * 7 | 7        | 1        | 45  | 1.00 | *   | 75  | 24    |
|                 |              |         |      |             |             |     |          |          |     |      |     |     |       |
| Cars & Taxis    | 604          | 559     | 0.25 | 43          | 277         | 2.5 | 579      | 120      | 2   |      | 8   |     | 2182  |
| Cars + Trailers | 0            | 1       |      | 0           | 0           | 1.5 | 0        | 0        | £1  | -    | ¥3  |     | 1     |
| Light Vans      | 45           | 29      | 2(4) | 1           | 25          | +3  | 44       | 6        | ¥3  | (2)  | :=: |     | 150   |
|                 |              |         |      |             |             |     |          |          |     |      |     |     |       |
| Goods 2axle     | 0            | 2       | 1,50 | 2           | 0           | ==  | 2        | 1        | E   | (+)  | *   | 100 | 7     |
| Goods 2ax(P)    | 1            | 2       |      | 1           | 0           | -   | 4        | 1        |     | 585  | *   | 8.0 | 9     |
| Goods 3ax(R)    | 0            | 0       |      | 0           | 0           | 54  | 0        | 0        | (e) | 120  |     |     | 0     |
| Goods 3ax(A)    | 0            | 0       | 720  | 0           | 0           | 2   | 0        | 0        |     |      |     |     | 0     |
|                 |              |         |      |             |             |     |          |          |     |      |     |     |       |
| Goods 4ax(R)    | 0            | 0       | 100  | 0           | 0           | 1.0 | 1        | 0        | 183 | 30   | *   | 823 | 1     |
| Goods 4ax(A)    | 1            | 0       |      | 0           | 0           | 1.0 | 0        | 0        |     | 360  | 120 | 963 | 1     |
| Goods 5axle     | 0            | 2       |      | 0           | 0           | 190 | 0        | 0        |     | (90) | *   |     | 2     |
| Goods 6axle     | 0            | 0       |      | 0           | 0           |     | 0        | 0        |     |      |     | 285 | 0     |
|                 |              |         |      |             |             |     |          |          |     |      |     |     |       |
| Buses           | 3            | 4       | -    | 0           | 1           | 120 | 5        | 0        | 12  | 157  | 2   | 120 | 13    |
|                 |              |         |      |             |             |     |          |          |     |      |     |     |       |
| HGV 30cwts +    | 2            | 6       |      | 3           | 0           |     | 7        | 2        | (6) | (9.) | +   | (4) | 20    |
| Goods 3Ton +    | 2            | 4       | 80   | 1           | 0           | (#S | 5        | 1        | 190 |      | *   |     | 13    |
| Total Vehicles  | 658          | 610     |      | 48          | 305         | 120 | 648      | 129      |     | 54   | +:  | 3.  | 2398  |

# APPENDIX E

Accident Analysis

Run on: 25/05/2005

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Ouery:

Tuesday 09/05/2000 Time 1900 Slight

E: 457924 N: 222039 Junction Detail:

Control

at PINGLE DRIVE APPROX 100M EAST OF RBT J/W A41 & A421, BICESTER.

Fine without high winds

Road surface Dry

Daylight:street lights present

Moving from SE to N

Vehicle Reference 1 Pedal Cycle Casualty Reference:

Age: 19 Male

Driver/rider

Going ahead other

Severity:

Slight

Slight

Slight

Vehicle Reference 2

Car

Moving from E to N

Going ahead right bend

Injured by vehicle: 1

Friday

12/05/2000 Time 2130 E: 458051 N: 222507 Junction Detail: 3

Serious

at QUEEN'S AVE AT J/W KINGSCLERE RD- BICESTER

Fine without high winds

Road surface Dry

4

Control

Darkness: street lights present and lit

Moving from SW to NE

Going ahead other

Car

Casualty Reference: Casualty Reference:

52 Male Age: 40 Age: Female Pedestrian Driver/rider Severity: Serious Severity:

Injured by vehicle: 1 Injured by vehicle: 1

Monday

22/05/2000

Vehicle Reference 1

Time 0834

Junction Detail: 7

Slight

at B4100 CAUSEWAY J/W CHAPEL ST/ MARKET SQUARE / BICESTER

E: 458453 N: 222348 Fine without high winds

Control Road surface

Dry

Daylight:street lights present

Vehicle Reference 1 Car

Moving from SW to NE

Going ahead other

Vehicle Reference 2 Pedal Cycle

4

Moving from S to N

Going ahead other

Casualty Reference: 1

Age: 37 Male Driver/rider

Severity:

Injured by vehicle: 2

Saturday

27/05/2000

Time 1447 Slight

at A41 SBOUND NORTH OF CHESTERTON TURN (EXACT LOC UNCERTAIN)

E: 457313 N: 221207 Fine without high winds

Junction Detail: 0 Control

Car

Wet/Damp

Daylight: no street lighting

Vehicle Reference 1

Road surface

Moving from

to 0

Parked

Run on: 25/05/2005

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Ouery:

| Vehicle Reference 2 Car  Moving from NE to SW Changing lane to right  Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight In   | issued by the last of the last |  |
|---|--|--|
| Vehicle Reference: 1 Age: 24 Female Driver/rider Severity: Slight In  Webicle Reference 3 Car Moving from NE to SW Changing lane to right   | jured by vehicle: 2  |  |
| Tuesday 20/06/2000 Time 0815 Slight at A41 AT RBT J/W BYPASS & PETROL STATION BICESTER  E: 457736 N: 221895 Junction Detail: 1 Control 4  Fine without high winds Road surface Dry Daylight:street lights present   |  |  |
| Vehicle Reference 1 Car  Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight Inj  Vehicle Reference 2 Car  Moving from SW to NE Stopping  Casualty Reference: 2 Age: 32 Male   | jured by vehicle: 1 jured by vehicle: 2  |  |
| Thursday 22/06/2000 Time 1735 Slight at A4095 HOWES LANE AT J/W SHAKESPEARE DRIVE BICESTER  E: 456936 N: 223597 Junction Detail: 3 Control 4  Raining without high winds Road surface Wet/Damp Daylight:street lights present  Vehicle Reference 1 Car Moving from SE to NE Turning right  Vehicle Reference 2 Motorcycle 50cc and under Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight Ini | ured by vehicle: 2   |  |

at PED XING OPP 37-39 KINGS END BICESTER

Daylight:street lights present

Moving from NE to SW

Moving from NE to SW

Registered to: Oxfordshire CC

Fine without high winds

30/06/2000

E: 458017 N: 222431 Junction Detail: 0

Vehicle Reference 1

Vehicle Reference 2

Time

Car

Car

1315

Slight

Dry

Control

Road surface

Friday

Going ahead other

Going ahead but held up

Run on: 25/05/2005

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

| Casualty Reference: 1  | Age: 99         | Female        | Passenger                  | Severity: Slight   | Injured by wal-i-1-                     | 2 |
|--|-----------------|---------------|----------------------------|--|---|---|
| Casualty Reference: 2  | Age: 99         | Female        | Passenger                  | Severity: Slight   | Injured by vehicle: Injured by vehicle: |   |
|  |                 |               |                            | Diameter Control of the Control of t | injured by venicle.                     | 2 |
| 0 1  |                 |               |                            |  |   |   |
| Sunday 16/07/2000 Time 0640 Sligh  |                 | RBT J/W A41 F | BICESTER BYPASS & ESSO     | SERVICES BICESTER  |   |   |
| E: 457738 N: 221911 Junction Detail: 1 Control Fine without high winds Road surface    | 4               |               |                            |  |   |   |
| -  | e Dry           | Day           | ight:street lights present |  |   |   |
| Vehicle Reference 1 Car  |                 | M             | oving from SW to NE        | Going ahead other  |   |   |
| Casualty Reference: 1  | Age: 99         | Male          | Driver/rider               | Severity: Slight   | Injured by vehicle:                     | 1 |
|  |                 |               |                            |  | injured by veinere.                     | 1 |
| Wadnesday 10/07/2000 Tim 2100 G  |                 |               |                            |  |   |   |
| Wednesday 19/07/2000 Time 2100 Serio<br>E: 456934 N: 223595 Junction Detail: 3 Control |                 | 95 HOWES LAN  | E AT J/W SHAKESPEARE D     | RIVE, BICESTER   |   |   |
| Control  | 4               |               |                            |  |   |   |
| -  | Dry             | . Dayl        | ight: no street lighting   |  |   |   |
| Vehicle Reference 1 Car  |                 | M             | oving from SE to NE        | Turning right  |   |   |
| Vehicle Reference 2 Motor Cycle over 125 cc  | and up to 500cc | Me            | oving from NE to S         | Going ahead left bend  |   |   |
| Casualty Reference: 1  | Age: 99         | Male          | Driver/rider               | Severity: Serious  | Indone J. Lance 1 (1)                   | • |
|  |                 |               |                            | Severity, Serious  | Injured by vehicle:                     | 2 |
|  |                 |               |                            |  |   |   |
| Saturday 22/07/2000 Time 1801 Sligh  | t at A40        | 95 J/W HOWES  | LANE CHESTERTON            |  |   |   |
| E: 456408 N: 222760 Junction Detail: 3 Control   | 4               |               |                            |  |   |   |
| Fine without high winds Road surface   | Dry             | Dayl          | ight: no street lighting   |  |   |   |
| Vehicle Reference 1 Car  |                 | Mo            | oving from NE to N         | Turning right  |   |   |
| Casualty Reference: 1  | Age: 21         | Female        | Driver/rider               | Severity: Slight   | Injured by vehicle:                     | 1 |
| Vehicle Reference 2 Car  |                 | Mo            | oving from N to SE         | Going ahead other  | injured by venicle.                     | 1 |
| Casualty Reference: 2  | Age: 20         | Female        | Driver/rider               | Severity: Slight   | 7 11 11                                 |   |
|  | 5               |               | Dirvoiridoi                | Severny. Sugni   | Injured by vehicle:                     | 2 |

Run on: 25/05/2005

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

| Monday         07/08/2000         Time         0900         Slight           E: 458633         N: 222272         Junction Detail: 2         Control | 4              | ON RD APPROX 20M SE OF RBT J/W          | LAUNTON RD BICESTER    |                       |
|---|----------------|---|------------------------|-----------------------|
| Fine without high winds Road surface  | Dry            | Daylight:street lights present          |                        |                       |
| Vehicle Reference 1 Car   |                | Moving from SE to N                     | Going ahead other      |                       |
| Vehicle Reference 2 Pedal Cycle   |                | Moving from NE to SW                    | Changing lane to right |                       |
| Casualty Reference: 1   | Age: 26 Male   | Driver/rider                            | Severity: Slight       | Injured by vehicle: 2 |
| Sunday         01/10/2000         Time         2230         Slight           E: 457870         N: 222098         Junction Detail: 1         Control | 4 .            | T J/W PINGLE DRIVE, BICESTER            |                        |                       |
| Fine without high winds Road surface  | Wet/Damp       | Darkness: street lights present and lit |                        | *                     |
| Vehicle Reference 1 Car   |                | Moving from N to S                      | Changing lane to left  |                       |
| Casualty Reference: 1   | Age: 31 Male   | Pedestrian                              | Severity: Slight       | Injured by vehicle: 1 |
| Casualty Reference: 2   | Age: 41 Male   | Pedestrian                              | Severity: Slight       | Injured by vehicle: 1 |
|   |                |   |                        |                       |
| Wednesday 11/10/2000 Time 1255 Slight E: 458796 N: 222348 Junction Detail: 3 Control  | at LAUNTON RE  | O AT J/W VICTORIA RD BICESTER           |                        |                       |
| Fine without high winds  Road surface   | Dry            | Daylight:street lights present          |                        |                       |
| Vehicle Reference 1 Car   |                | Moving from SW to NE                    | Going ahead other      |                       |
| Casualty Reference: 1   | Age: 99 Female | Passenger                               | Severity: Slight       | Injured by vehicle: 1 |
| Vehicle Reference 2 Car   |                | Moving from N to SW                     | Turning right          | injured by remote.    |
|   |                |   |                        |                       |
| Monday 16/10/2000 Time 1810 Slight E: 458043 N: 222474 Junction Detail: 3 Control   | at QUEENS AVE  | AT J/W KINGS END BICESTER               |                        |                       |
| Raining without high winds Road surface   | Wet/Damp       | Darkness: street lights present and lit |                        |                       |
| Vehicle Reference 1 Car   |                | Moving from SW to SE                    | Turning right          |                       |
| Casualty Reference: 1   | Age: 29 Female | Driver/rider                            | Severity: Slight       | Injured by vehicle: 1 |
|   |                |   | •                      | J                     |

Registered to: Oxfordshire CC

Run on: 25/05/2005 AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months Notes:

Selection: Selected using Build Query:

> Vehicle Reference 2 Car

Moving from NE to SW

Going ahead other

Friday

20/10/2000

1901 Time

Slight

at A41 BICESTER BYPASS J/W B4030 OXFORD ROAD BICESTER

Raining without high winds

E: 457789 N: 221903 Junction Detail: 1 Control

Road surface Wet/Damp

Darkness: street lights present and lit

Driver/rider

Vehicle Reference 1 Car

Female

Moving from SE to SW

Waiting to turn left

Vehicle Reference 2 Car

Moving from SE to SW

Waiting to turn left

Slight

Severity:

Tuesday

24/10/2000

Time 0640

Slight

Fine without high winds

E: 457922 N: 222244 Junction Detail: 2

Casualty Reference:

Control Road surface

Slight

Wet/Damp

Age: 29

Darkness: street lights present and lit

at B4030 OXFORD RD AT J/W MIDDLETON STONEY RD BICESTER

Vehicle Reference 1

Car

Moving from N to SW

Moving from SW to NE

Going ahead other

Turning right

Vehicle Reference 2 Casualty Reference: 1

Pedal Cycle

Driver/rider

Severity: Slight

Injured by vehicle: 2

Injured by vehicle: 2

Monday

06/11/2000

0730 Time

Age: 44

at B4030 OXFORD RD RBT J/W PINGLE DRIVE, BICESTER.

E: 457839 N: 222049 Junction Detail: 1

Control

4

Daylight:street lights present

Raining without high winds Vehicle Reference 1 Road surface

Wet/Damp

Moving from SW to NE

Going ahead but held up

Car Casualty Reference:

Age: 22

Female

Female

Passenger

Severity: Slight

Vehicle Reference 2

Moving from SW to NE

Going ahead but held up

Injured by vehicle: 1

Registered to: Oxfordshire CC

5

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Tuesday

14/11/2000

Time

0725

4

at B4100 LONDON RD MINI RBT J/W LAUNTON RD BICESTER

Fine without high winds

E: 458633 N: 222286 Junction Detail: 2

Road surface

Slight

Control

Drv

Daylight:street lights present

Vehicle Reference 1

Car

Moving from N to NE

Turning left

Vehicle Reference 2

Pedal Cycle

Moving from N to SE

Overtaking nearside

17/11/2000

Time 2159

Age: 27

Male Driver/rider Severity:

at BURE PLACE AT BEND APPROX 70M NE OF MANORSFIELD RD (NR CROWN WALK) BICESTER

Slight

Injured by vehicle: 2

Run on: 25/05/2005

Friday

E: 458561 N: 222348 Junction Detail: 0 Control

at B4100 MARKET SQUARE BY KINGS ARMS HOTEL BICESTER

Fine without high winds

Road surface

Wet/Damp

Darkness: street lights present and lit

Vehicle Reference 1 Car

Moving from E to W

Going ahead other

Casualty Reference:

Casualty Reference: 1

Age: 99

Male

Pedestrian

Severity:

Slight

Injured by vehicle: 1

Thursday

14/12/2000 E: 458419 N: 222504 Junction Detail: 3

Time 1810

Slight Control

Slight

Fine without high winds

Car

Casualty Reference:

Road surface

Wet/Damp

Darkness: street lights present and lit Moving from N to SW

Vehicle Reference 1 Car

Age: 52

Male

Pedestrian

Going ahead right bend Severity: Slight

Injured by vehicle: 1

Thursday

Other

28/12/2000

Time

0935

1

Slight

at BURE PLACE NEAR ACCESS TO CROWN WALK BICESTER

E: 458421 N: 222501 Junction Detail: 5

Control Road surface

Snow

Daylight:street lights present Moving from N to SW

Going ahead right bend

Casualty Reference:

Age: 36

Male

Pedestrian

Severity:

Slight

Injured by vehicle: 1

Vehicle Reference 2

Vehicle Reference 1

Goods over 3.5 tonnes and under 7.5 tonnes mgw

Moving from

to 0

Parked

Registered to: Oxfordshire CC

6

Run on: 25/05/2005

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Tuesday

23/01/2001

Time

Casualty Reference:

0905

Serious

at LAUNTON RD APPROX 25M SW OF J/W VICTORIA ROAD BICESTER

Fine without high winds

E: 458748 N: 222325 Junction Detail: 0

Control Road surface

Wet/Damp

Daylight:street lights present

Vehicle Reference 1 Car

Age: 31

2

Male

Moving from SW to NE Driver/rider

Going ahead other Severity:

Serious

Slight

Slight

Injured by vehicle: 1

Vehicle Reference 2

Goods 7.5 tonnes mgw and over

Moving from SW to NE

Stopping

Friday E: 458177 N: 222782 Junction Detail: 3

26/01/2001

Time 1600 Slight

Control

at QUEENS AVE APPROX 15M SW OF J/W ST JOHNS ST BICESTER

Other

Road surface

Wet/Damp

Daylight:street lights present

Going ahead other

Vehicle Reference 1

Goods 3.5 tonnes mgw and under

Moving from NE to SW Moving from NE to SW

Going ahead other

Vehicle Reference 2 Car

Casualty Reference: 1

Age: 99 Female Passenger

Severity:

Injured by vehicle: 2

Vehicle Reference 3

Car

Moving from NE to SW

Going ahead other

Saturday

03/02/2001

Time 0030

Slight Control

at B4100 MARKET SQUARE BICESTER

E: 458521 N: 222383 Junction Detail: 0 Raining without high winds

Road surface

Wet/Damp

Darkness: street lights present and lit

Vehicle Reference 1

Car

Moving from SW to NE

Starting

Casualty Reference:

Age: 31

Male

Driver/rider

Severity:

Injured by vehicle: 1

Saturday

10/02/2001

0030 Time

Slight

at B4100 MARKET PLACE J/W SHEEP ST BY TAXI RANK, BICESTER

E: 458567 N: 222391 Junction Detail: 8 Fine without high winds

Control Road surface

4 Dry

Darkness: street lights present and lit

Vehicle Reference 1

Taxi/Private hire car

Moving from N to SW

Turning right

Run on: 25/05/2005

TRAFFMAP

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Slight Injured by vehicle: 1 Casualty Reference: 1 Age: 22 Male Pedestrian Severity: at B4030 MIDDLETON STONEY RD AT J/W SHAKESPEARE DRIVE BICESTER Saturday 10/02/2001 1330 Slight E: 456982 N: 222560 Junction Detail: 3 Control Raining without high winds Road surface Wet/Damp Daylight:street lights present Turning left Moving from N to E Vehicle Reference 1 Car Turning left Vehicle Reference 2 Moving from N to E Car Slight Injured by vehicle: 2 Casualty Reference: Age: 47 Female Driver/rider Severity: 10/03/2001 Time 1200 Serious at A41 APPROX 20M SW OF RBT J/W A41 BICESTER BYPASS BICESTER Saturday E: 457725 N: 221874 Junction Detail: 1 Control Daylight:street lights present Road surface Dry Fine without high winds Moving from SW to NE Going ahead other Vehicle Reference 1 Car Moving from SW to NE Going ahead but held up Vehicle Reference 2 Car Serious Injured by vehicle: 2 Casualty Reference: Age: 51 Male Passenger Severity: Slight at BUCKNELL RD APPROX 15M NW OF CROCKWELL CLOSE BICESTER 25/03/2001 Time 1745 Sunday Control E: 458163 N: 222881 Junction Detail: 3 Fine without high winds Road surface Dry Daylight:street lights present Moving from NE to SW Reversing Vehicle Reference 1 Car Going ahead other Moving from N to SE Vehicle Reference 2 Car Casualty Reference: Age: 30 Severity: Injured by vehicle: 2 Female Driver/rider Slight

at B4100 J/W CAUSEWAY & MARKET SQUARE BICESTER

Daylight:street lights present

Registered to: Oxfordshire CC

Fine without high winds

Thursday

29/03/2001

E: 458450 N: 222347 Junction Detail: 6

1351

Time

Serious

4

Dry

Control

Road surface

8

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Vehicle Reference 1 Car

Moving from SW to SE

Going ahead other

Vehicle Reference 2

Pedal Cycle

Moving from NE to N

Going ahead right bend

Casualty Reference: 1

Age: 43

Male

Driver/rider

at B4030 MIDDLETON STONEY ROAD J/W SHAKESPEARE DRIVE BICESTER

Serious

Injured by vehicle: 2

Run on: 25/05/2005

Sunday

Fine without high winds

01/04/2001

Time -2350

Severity:

E: 456982 N: 222555 Junction Detail: 3

Serious

4

Darkness: street lights present and lit

Vehicle Reference 1 Car Road surface Drv

Moving from E to N

Turning right

Vehicle Reference 2

Motor Cycle over 50 cc and up to 125cc

Control

Moving from N to SE

Going ahead other

Serious

Casualty Reference:

Age: 25

Male

Male

Driver/rider

Severity:

Injured by vehicle: 2

Friday

13/04/2001

Time 1019 E: 457507 N: 221476 Junction Detail: 3

at A41 AT J/W ACCESS ROAD TO GARDEN CENTRE CHESTERTON

Fine without high winds

Road surface Drv

Control

Slight

Moving from SE to NE

Daylight: no street lighting

Turning right

Vehicle Reference 1 Car

4

Moving from NE to SW

Vehicle Reference 2

Casualty Reference:

Car

Age: 31 Driver/rider

Moving from NE to SW

Going ahead other Severity:

Injured by vehicle: 2

Casualty Reference:

2

Age: 24

Female Passenger

Slight Slight Injured by vehicle: 2

Vehicle Reference 3

Severity: Going ahead other

Thursday

26/04/2001

1540 Time

Slight

at B4100 MARKET HILL ENT TO TAXI RANK OPP J/W SHEEP ST BICESTER

Fine without high winds

E: 458566 N: 222391 Junction Detail: 9

Control Road surface

Drv

Daylight:street lights present

Turning right

Vehicle Reference 1 Car Casualty Reference:

Age: 63

Female

Moving from N to SW Pedestrian

Severity:

Slight

Injured by vehicle: 1

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Ouerv:

Monday

18/06/2001

Time 1113 Slight

at A41 BICESTER BYPASS RBT I/W B4030 BICESTER

Fine without high winds

E: 457760 N: 221895 Junction Detail:

Control Road surface

Drv

4

Daylight:street lights present

Moving from SE to SW

Turning left

Vehicle Reference 1 Car Casualty Reference:

Age: 43

Female

Driver/rider

Severity:

Injured by vehicle: 1

Run on: 25/05/2005

Vehicle Reference 2

Goods 7.5 tonnes mgw and over

Moving from SE to N

Going ahead other

Slight

Slight

Sunday

29/07/2001

1030 Time

Slight

at A4095 LORDS LANE RBT J/W BUCKNELL RD BICESTER

E: 457171 N: 223958 Junction Detail: 1 Fine without high winds

Control

Road surface Drv Daylight:street lights present

Vehicle Reference 1 Car

Moving from N to SE

Going ahead left bend

Casualty Reference:

Age: 81 Female Driver/rider

at B4030 MIDDLETON STONEY ROAD J/W SHAKESPEARE DRIVE BICESTER

Severity:

Injured by vehicle: 1

Friday

31/08/2001 E: 456986 N: 222556 Junction Detail: 3

Time 1357

Slight Control

Slight

Control

Fine without high winds

Road surface

Wet/Damp

Daylight:street lights present

Vehicle Reference 1 Car

Moving from N to E Moving from N to E Turning left

Vehicle Reference 2. Car

Casualty Reference:

Age: 13

Male

Passenger

Turning left Severity:

Injured by vehicle: 2

Sunday

30/09/2001

Time 0611

at A41 BICESTER BYPASS APPROX 350M SE OF RBT J/W A41 TO WENDLEBURY / ESSO SERVICES

Fine without high winds

E: 458104 N: 221764 Junction Detail: 0 Road surface

Casualty Reference:

Dry

Darkness: street lights present and lit

Vehicle Reference 1 Car

Moving from SE to N

Going ahead other

Casualty Reference:

2

Age: 18 Age: 99

Female Male

Driver/rider Passenger

Severity: Severity:

Slight Slight

Slight

Injured by vehicle: 1 Injured by vehicle: 1

Run on: 25/05/2005 TRAFFMAP AccsMap - Accident Analysis System

(60) months 01/05/2000 and 30/04/2005 Accidents between dates Notes:

Selection:

Selected using Build Query:

at A41 RBT AT W END OF BICESTER BYPASS BICESTER 2010 Slight 01/10/2001 Time Monday

Control 4 E: 457778 N: 221942 Junction Detail: 1

Darkness: street lights present and lit Fine with high winds Road surface Dry

Moving from SW to SE Turning right Vehicle Reference 1 Goods 7.5 tonnes mgw and over

Driver/rider Severity: Slight Injured by vehicle: 1 Casualty Reference: 39 Male

at A41 SBOUND NEAR CHESTERTON TURN - EXACT LOCATION UNCERTAIN Slight Tuesday 09/10/2001 Time 1545

E: 456964 N: 220813 Junction Detail: 0 Control

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

Changing lane to right Moving from NE to SW Vehicle Reference 1 Goods 7.5 tonnes mgw and over

Going ahead other Moving from NE to SW Vehicle Reference 2 Car

Severity: Slight Driver/rider Age: 30 Male Casualty Reference:

B4095 MIDDLETON STONEY RD J/W ACCESS TO WHITELANDS FARM BICESTER 16/10/2001 Time 1615 Slight Tuesday

E: 457260 N: 222454 Junction Detail: 8 Control 4 Road surface Daylight:street lights present Dry Fine without high winds

Going ahead other

Moving from N to SE Vehicle Reference 1 Car

Waiting to turn right Moving from N to SW Vehicle Reference 2 Car

Injured by vehicle: 2 Driver/rider Severity: Slight Casualty Reference: Age: 24 Male

11

Injured by vehicle: 2

Injured by vehicle: 1

LAUNTON RD J/W VICTORIA RD BICESTER 01/11/2001 Time 1045 Slight Thursday

E: 458786 N: 222344 Junction Detail: 3 Control

Daylight:street lights present Road surface Fine without high winds

Moving from SW to NE Going ahead other Vehicle Reference 1 Goods 7.5 tonnes mgw and over

Severity: Pedestrian Slight Casualty Reference: Age: 20 Male

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Notes:

Selection:

Selected using Build Query:

at A41 APPROX 500M SW OF RBT J/W A41 BICESTER BYPASS CHESTERTON Slight 0915 Wednesday 21/11/2001 Time

E: 457470 N: 221464 Junction Detail: 0

Control

Fine without high winds

Car

Road surface Dry

Daylight: no street lighting

Moving from SW to NE

Changing lane to right

Casualty Reference:

21 Age:

Male

Driver/rider

Slight Severity:

Injured by vehicle: 1

Run on: 25/05/2005

Vehicle Reference 2

Vehicle Reference 1

Goods 7.5 tonnes mgw and over

Moving from SW to NE

Going ahead other

at A4095 HOWES LANE AT J/W SHAKESPEARE DRIVE BICESTER 30/11/2001 Time 0806 Slight Friday

E: 456935 N: 223599 Junction Detail: 3 Fine without high winds

Fine without high winds

Control

Wet/Damp Road surface

Daylight: no street lighting

Vehicle Reference 1 Car Moving from SE to NE

Moving from NE to SW

Going ahead other

Turning right

Vehicle Reference 2 Car

Female Age: 24

Driver/rider

Severity: Slight

Wednesday

12/12/2001

Time 1740 Slight

OUEENS AVE J/W KINGS END BICESTER

E: 458038 N: 222471 Junction Detail: 3

Control Road surface

Darkness: street lights present and lit

Dry

Vehicle Reference 1 Car

Moving from SE to NE

Turning right

Motor Cycle over 50 cc and up to 125cc Vehicle Reference 2

Moving from NE to SW

Going ahead other

Casualty Reference:

Casualty Reference:

Age: 18 Male Driver/rider

Severity: Slight

Vehicle Reference 3

4

Moving from SW to NE

Going ahead other

Injured by vehicle: 2

Injured by vehicle: 2

12

Run on: 25/05/2005

Accidents between dates

AccsMap - Accident Analysis System

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Tuesday

18/12/2001

1730 Time

Serious

at A4095 AT J/W B4030 CHESTERTON

Fine without high winds

E: 456370 N: 222763 Junction Detail: 7

Control Road surface

Wet/Damp

Darkness: no street lighting

Vehicle Reference 1

Car

Moving from SW to SE

Turning right

Motorcycle 50cc and under

Moving from SE to N

Going ahead other

Injured by vehicle: 2

Vehicle Reference 2 Casualty Reference: 1

Age: 17

Male

Driver/rider

Severity:

Monday

07/01/2002

Time

0930 Slight

Control

at OUEENS AVE AT ATS J/W ST JOHNS ST BICESTER

F: 458179 N: 222794 Fine without high winds

Junction Detail: 3

Road surface

2

Wet/Damp

Daylight:street lights present

Moving from SW to NE

Going ahead but held up

Vehicle Reference 1 Car

Casualty Reference:

Age: 29 Male Driver/rider

Severity: Slight Injured by vehicle: 1

Vehicle Reference 2

Goods 7.5 tonnes mgw and over

Moving from SW to NE

B4100 LONDON RD AT MINI RBT J/W LAUNTON RD & WESSEX WAY BICESTER

Going ahead other

Monday

Friday

28/01/2002

0854 Time

Slight Control

E: 458631 N: 222277 Junction Detail: 2 Fine without high winds

Road surface Dry Daylight:street lights present

Moving from SE to NE

Moving from NE to N

Turning right

Vehicle Reference 1 Car

Casualty Reference:

Age: 58

Female

Driver/rider

Severity: Turning right Slight

Serious

Injured by vehicle: 1

Vehicle Reference 2

Car

01/03/2002

2143 Time

Slight

4

B4030 KINGS END MINI RBT J/W MIDDLETON STONEY RD BICESTER

Fine without high winds

E: 457913 N: 222244 Junction Detail: 2

Control 4 Road surface

Dry

Darkness: street lights present and lit Moving from N to NE

Turning left

Vehicle Reference 1

Car

13

TRAFFMAP
AccsMap - Accident Analysis System

Run on: 25/05/2005

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

| Vehicle Reference 2 Motorcycle 50cc and under                                     | <b>.</b>       | Moving from N to NE                     | Turning left             |                       |
|---|----------------|---|--------------------------|-----------------------|
| · · · · · · · · · · · · · · · · · · ·   | Age: 16 Male   | Driver/rider                            | Severity: Slight         | Injured by vehicle: 2 |
|   |                |   |                          |                       |
| Saturday 23/03/2002 Time 1340 Slight  | at A41 SBOUND  | AT J/W ACCESS TO GARDEN CEN             | TRE CHESTERTON           |                       |
| E: 457513 N: 221482 Junction Detail: 3 Control                                    | 4              |   |                          |                       |
| Fine without high winds Road surface  | Dry            | Daylight: no street lighting            |                          |                       |
| Vehicle Reference 1 Car   |                | Moving from NE to SW                    | Changing lane to left    |                       |
| Casualty Reference: 1   | Age: 66 Female | Driver/rider                            | Severity: Slight         | Injured by vehicle: 1 |
| Vehicle Reference 2 Goods 7.5 tonnes mgw and                                      | d over         | Moving from NE to SW                    | Going ahead other        |                       |
|   |                |   |                          |                       |
| Friday 05/04/2002 Time 1130 Slight E: 457782 N: 221927 Junction Detail: 1 Control | 4              | J/W A41 BICESTER BYPASS/ B4030          | / ESSO SERVICES BICESTER |                       |
| Fine without high winds Road surface  | Dry            | Daylight:street lights present          |                          |                       |
| Vehicle Reference 1 Car   |                | Moving from SE to N                     | Going ahead but held up  |                       |
| Vehicle Reference 2 Car   |                | Moving from N to S                      | Going ahead other        |                       |
| Vehicle Reference 3 Car   |                | Moving from N to S                      | Stopping                 |                       |
| Casualty Reference: 1   | Age: 43 Male   | Driver/rider                            | Severity: Slight         | Injured by vehicle: 3 |
|   |                |   |                          |                       |
| Sunday 14/04/2002 Time 0120 Slight E: 457734 N: 221889 Junction Detail: 1 Control | at A41 BICESTF | ER BYPASS RBT J/W A41 (FROM M4          | 0 J9) BICESTER           |                       |
| Fine without high winds  Road surface   | Dry            | Darkness: street lights present and lit |                          |                       |
| Vehicle Reference 1 Taxi/Private hire car   |                | Moving from SW to NE                    | Going ahead other        |                       |
| Casualty Reference: 1   | Age: 29 Male   | Driver/rider                            | Severity: Slight         | Injured by vehicle: 1 |
| Vehicle Reference 2 Car   |                | Moving from SW to NE                    | Going ahead but held up  |                       |
| Casualty Reference: 2   | Age: 34 Female | e Driver/rider                          | Severity: Slight         | Injured by vehicle: 2 |

Run on: 25/05/2005

TRAFFMAP

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

| Friday 19/04/2002 Time 1310 Fatal<br>E: 457461 N: 221406 Junction Detail: 0 Control    | at A41 SBOUND AT LAYBY APPROX 7     | 75M SW OF GARDEN CENTRE TURN CHESTERTON               |
|--|-------------------------------------|---|
| Fine without high winds Road surface   | Dry Daylight: no street lighti      | ing   |
| Vehicle Reference 1 Car  | Moving from NE to                   | o NE U-turn   |
| Casualty Reference: 1  | Age: 74 Female Driver/ride          |   |
| Casualty Reference: 2  | Age: 78 Male Passenger              |   |
| Vehicle Reference 2 Car  | Moving from NE to                   | 50 SW Going ahead right bend                          |
| Casualty Reference: 3  | Age: 30 Female Driver/ride          | ler Severity: Slight Injured by vehicle: 2            |
|  |                                     |   |
| Tuesday 28/05/2002 Time 1820 Slight  | at SHAKESPEARE DRIVE NEAR J/W B4    | 4030 MIDDLETON STONEY ROAD - EXACT LOCATION UNCERTAIN |
| E: 456943 N: 222611 Junction Detail: 0 Control<br>Fine without high winds Road surface | Wet/Damp Daylight:street lights pro | recent  |
|  | Moving from N to                    |   |
| Vehicle Reference 1 Taxi/Private hire car  Casualty Reference: 1                       | Age: 6 Male Pedestrian              | · · · · · · · · · · · · · · · · · · ·                 |
| Casualty Reference.  | Age. o Male Tedestran               | 1 Severity. Single Injured by volicie. 1              |
|  | •                                   |   |
| Friday 07/06/2002 Time 1730 Slight   | at A41 BICESTER BYPASS J/W B4030 C  | OXFORD RD BICESTER                                    |
| E: 457783 N: 221947 Junction Detail: 1 Control Fine without high winds Road surface    | Dry Daylight:street lights pr       | resent  |
|  | Moving from NE to                   |   |
| Vehicle Reference 1 Car  |                                     |   |
| Vehicle Reference 2 Taxi/Private hire car  | Moving from NE to                   |   |
| Casualty Reference: 1  | Age: 42 Male Driver/rid             | der Severity: Slight Injured by vehicle: 2            |
|  |                                     |   |
| Tuesday 11/06/2002 Time 0820 Slight E: 458135 N: 222718 Junction Detail: 0 Control     | at QUEENS AVE O/S POLICE STATION    | VAT PED XING BICESTER                                 |
| Fine without high winds Road surface   | Dry Daylight:street lights pr       | resent  |
| Vehicle Reference 1 Car  | Moving from NE t                    | to SW Going ahead other                               |

15

Run on: 25/05/2005

Accidents between dates

AccsMap - Accident Analysis System

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Casualty Reference:

Age: 99

Female

Passenger

Severity:

Slight

Injured by vehicle: 1

Vehicle Reference 2

Car

Moving from NE to SW

Stopping

Thursday

04/07/2002

2215 Time

Slight

at BUCKNELL RD APPROX 20M SE OF J/W HOWES LANE BICESTER

E: 457237 N: 223841 Junction Detail: 0 Control

Other

Road surface

Wet/Damp

Age: 29

Darkness: street lights present and lit

Vehicle Reference 1 Car

Male

Moving from SE to N Driver/rider

Going ahead other

Severity: Slight Injured by vehicle: 1

Thursday

01/08/2002

Time 1619 Serious

at BUCKINGHAM RD AT RAILWAY BRIDGE BICESTER

E: 458418 N: 223217 Junction Detail: 0 Fine without high winds

Control

Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car

Age: 16

Moving from NE to SW

Going ahead other

Casualty Reference:

Casualty Reference:

Female

Pedestrian

B4030 JUST SOUTH OF MINI RBT J/W MIDDLETON STONEY ROAD BICESTER

B4030 OXFORD RD AT MINI RBT J/W MIDDLETON STONEY RD BICESTER

Severity:

Serious

Injured by vehicle: 1

Saturday

07/09/2002

1600 Time

Serious

Control

Fine without high winds

E: 457900 N: 222194 Junction Detail: 0 Road surface

Dry

4

Dry

Daylight:street lights present

Moving from NE to SW

Going ahead other

Vehicle Reference 1 Car

Casualty Reference:

Age: 7

Pedestrian

Severity:

Serious

Injured by vehicle: 1

Friday E: 457915 N: 222230

13/09/2002

Time 1835

Slight Control

Fine without high winds

Road surface

Daylight:street lights present Moving from SW to NE

Female

Going ahead other

Vehicle Reference 1 Vehicle Reference 2

Car Car

Junction Detail: 2

Moving from SW to NE

Going ahead but held up

Run on: 25/05/2005

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

| Casualty Reference: 1  | Age: 16 Fe            | male Passenger   | Severity: Slight              | Injured by vehicle: 2 |
|--|-----------------------|--|-------------------------------|-----------------------|
| Friday 27/09/2002 Time 1928 Slight E: 458431 N: 221612 Junction Detail: 0 Control  |                       | ESTER BYPASS ON BRIDGE OVER RAILV                                | VAY BICESTER                  |                       |
| Fine without high winds Road surface   | Dry                   | Darkness: no street lighting                                     | 0 11 0/0                      |                       |
| Vehicle Reference 1 Motor Cycle over 125 cc a  | -                     | Moving from N to SE  | Overtaking moving vehicle O/S | T                     |
| Casualty Reference: 1  | Age: 32 M             | ale Driver/rider   | Severity: Slight              | Injured by vehicle: 1 |
| Vehicle Reference 2 Car  | •                     | Moving from N to SE  | Going ahead other             |                       |
| Vehicle Reference 3 Car  |                       | Moving from SE to N  | Going ahead other             |                       |
| Vehicle Reference 4 Car  |                       | Moving from N to SE  | Going ahead other             |                       |
|  |                       |  |                               |                       |
| Thursday 10/10/2002 Time 1030 Slight E: 458292 N: 222956 Junction Detail: 1 Control Fine without high winds Road surface | at BUCKIN<br>4<br>Dry | GHAM ROAD RBT J/W BANBURY RD, NO  Daylight:street lights present |                               |                       |
| Vehicle Reference 1 Car  |                       | Moving from NE to SW   | Going ahead other             |                       |
| Vehicle Reference 2 Car  |                       | Moving from NE to SW   | Going ahead but held up       |                       |
| Casualty Reference: 1  | Age: 38 Fe            | emale Driver/rider   | Severity: Slight              | Injured by vehicle: 2 |
|  |                       |  |                               |                       |
| Friday 11/10/2002 Time 2041 Slight E: 458431 N: 223246 Junction Detail: 0 Control  | at BUCKIN             | GHAM ROAD APPROX 30M NE OF RAIL                                  | BRIDGE BICESTER               |                       |
| Fine without high winds  Road surface  | Dry                   | Darkness: street lights present and lit                          |                               |                       |
| Vehicle Reference 1 Car  |                       | Moving from SW to NE   | Going ahead other             |                       |
| Vehicle Reference 2 Car  |                       | Moving from NE to SW   | Going ahead other             |                       |
| Casualty Reference: 1  | Age: 71 Fe            | emale Driver/rider   | Severity: Slight              | Injured by vehicle: 2 |

Run on: 25/05/2005

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

AccsMap - Accident Analysis System

Friday

18/10/2002

1611 Time

Slight

at B4100 MANORSFIELD ROAD J/W BURE PLACE BICESTER

Fine without high winds

E: 458374 N: 222469 Junction Detail: 3

Casualty Reference:

Control Road surface

Dry

Daylight:street lights present

Vehicle Reference 1 Car

Moving from NE to N

Turning right

Vehicle Reference 2 Car

Age: 19 Female Moving from N to SE

Going ahead left bend

Injured by vehicle: 2

Tuesday

22/10/2002

Time 1447 Slight

Driver/rider

Severity:

Slight

E: 458199 N: 222807 Junction Detail: 3

Control 2

Raining without high winds

Road surface

Wet/Damp

Daylight:street lights present Moving from SE to N

at B4100 ST JOHNS ROAD AT J/W QUEENS AVE BICESTER

Going ahead other

Vehicle Reference 1

Motorcycle 50cc and under Casualty Reference: 1

Female Age: 44

Driver/rider

Severity: Slight

Injured by vehicle: 1

Friday

08/11/2002 E: 457772 N: 221900 Junction Detail: 1

Time

0700

at A41 BICESTER BYPASS RBT J/W B4030 OXFORD RD BICESTER

Raining without high winds

Control Road surface

Slight

Wet/Damp

Darkness: street lights present and lit

Vehicle Reference 1 Car

Moving from SE to SW

Turning left

Vehicle Reference 2

Motor Cycle over 50 cc and up to 125cc

Moving from NE to SW

Going ahead other

Casualty Reference: 1

Age: 53

Wet/Damp

Male

at A41 BICESTER BYPASS ON RAIL BRIDGE

Driver/rider

Severity:

Slight

Injured by vehicle: 2

18/11/2002

Serious

Control Road surface

**BICESTER** 

Monday

Fog or mist

Time 0730

Daylight: no street lighting

Moving from N to SE

Going ahead other

E: 458475 N: 221595 Junction Detail: 0

Motorcycle 50cc and under

18

Serious

Injured by vehicle: 1

Vehicle Reference 1

Registered to: Oxfordshire CC

Casualty Reference: 1

Age: 17

Male

Driver/rider

Severity:

Run on: 25/05/2005

Accidents between dates

AccsMap - Accident Analysis System

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Vehicle Reference 2

Moving from

to 0

Parked

Vehicle Reference 3

Moving from N to SE

Going ahead other

Tuesday

26/11/2002

Time 2115 Slight

4

at A421 QUEENS AVE AT J/W BICESTER COMMUNITY COLLEGE BICESTER

Fine without high winds

E: 458093 N: 222638 Junction Detail: 3 Control Road surface

Casualty Reference:

Casualty Reference:

Dry

4

Daylight:street lights present

Vehicle Reference 1 Car Moving from NE to N

Turning right

Vehicle Reference 2 Car

Age: 30 Male Moving from N to SW Driver/rider

Turning right

Injured by vehicle: 2

Thursday

05/12/2002

Time 0838

Severity:

Slight

Slight Control

at B4100 MANORSFIELD RD AT J/W EXIT FROM BURE PLACE CAR PARK BICESTER

Fine without high winds

E: 458389 N: 222454 Junction Detail: 3 Road surface

Wet/Damp

Age: 9

Daylight:street lights present

Vehicle Reference 1 Car

Male

Moving from N to SE

Going ahead other

Injured by vehicle: 1

Sunday

Time 1220

Pedestrian

Severity:

Slight

15/12/2002

at BUCKNELL ROAD APPROX 75M NW OF J/W FIELD ST BICESTER

E: 458149 N: 222892 Junction Detail: 0

Raining without high winds

Control Road surface

Wet/Damp

Daylight:street lights present

Vehicle Reference 1 Car

Slight

Female

Moving from N to SE

Going ahead other Slight

Car

Casualty Reference:

Age: 30

Driver/rider

Severity:

Injured by vehicle: 1

Vehicle Reference 2

Moving from

to 0

Parked

Run on: 25/05/2005

Injured by vehicle: 1

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

Slight

Control Road surface 2

Wet/Damp

Male

Age: 22

(60) months

Selection:

Notes:

Selected using Build Query:

at A41 BICESTER BYPASS RBT J/W A41 / B4030 OXFORD ROAD BICESTER -LOCATION WITHI 2105 Slight 17/12/2002 Time Tuesday E: 457754 N: 221918 Junction Detail: Control Darkness: street lights present and lit Road surface Dry Fine without high winds Going ahead other Moving from to 0 Vehicle Reference 1 Car Going ahead but held up to 0 Moving from Vehicle Reference 2 Car Driver/rider Severity: Slight Injured by vehicle: 2 Casualty Reference: Age: 22 Female at A41 BICESTER BYPASS RBT J/W A41 / B4030 OXFORD ROAD BICESTER 18/12/2002 Time 1220 Slight Wednesday E: 457762 N: 221952 Junction Detail: 1 Control Daylight:street lights present Road surface Dry Fine without high winds Moving from SW to SE Turning right Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other Moving from SW to NE Vehicle Reference 2 Car Injured by vehicle: 2 Severity: Slight Casualty Reference: 38 Male Driver/rider Age: at A41 NBOUND CWAY APPROX 100M S OF RBT J/W A41 BICESTER BYPASS 23/12/2002 Time 0050 Slight Monday E: 457683 N: 221805 Junction Detail: Control Darkness: street lights present and lit Road surface Wet/Damp Other Going ahead other Moving from SW to NE Car Vehicle Reference 1 Injured by vehicle: 1 Severity: Slight Age: 8 Female Passenger Casualty Reference:

OUEENS AVE J/W B4100 ST JOHNS ST BICESTER

Darkness: street lights present and lit

Driver/rider

Moving from SE to N

20

Going ahead other

Slight

Severity:

Fine without high winds

Tuesday

24/12/2002

E: 458194 N: 222810 Junction Detail:

Vehicle Reference 1

Time

Casualty Reference: 1

2320

Pedal Cycle

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Fine without high winds

Fine with high winds

Vehicle Reference 2 Car Moving from NE to SW

Going ahead other

at A41 BICSETER BYPASS RBT J/W B4030 OXFORD ROAD & ESSO SERVICES BICESTER Monday 06/01/2003 Time 1332 Slight Control E: 457779 N: 221948 Junction Detail: 1 Daylight:street lights present Road surface Drv Fine without high winds Going ahead other Moving from NE to SW Vehicle Reference 1 Car Going ahead other Moving from NE to SW Vehicle Reference 2 Car Severity: Slight Injured by vehicle: 2 Casualty Reference: Passenger Age: 42 Female OXFORD RD AT J/W KINGS AVE BICESTER 1940 Slight 17/01/2003 Time

Friday 4

E: 457974 N: 222349 Junction Detail: 3

Control Road surface

Wet/Damp

Darkness: street lights present and lit

Vehicle Reference 1 Car

Casualty Reference:

Age: 50

Male

Moving from NE to SW Pedestrian

Going ahead other Severity:

Slight

Fatal

Slight

Injured by vehicle: 1

at A4095 HOWES LANE AT J/W SHAKESPEARE DRIVE BICESTER 22/01/2003 Time 1753 Fatal Wednesday

E: 456940 N: 223594 Junction Detail: 3

Control Road surface 4 Wet/Damp

Darkness: no street lighting

Vehicle Reference 1 Car

Moving from SE to NE

Age: 56

Turning right

Casualty Reference:

Female

Driver/rider

Severity:

Vehicle Reference 2 Goods 3.5 tonnes mgw and under

Moving from NE to SW

Going ahead other

Age: 48 Casualty Reference:

Male

Driver/rider

Severity:

Injured by vehicle: 2

Injured by vehicle: 1

Run on: 25/05/2005

A4095 AT STAGGERED JCTN WITH B4030 CHESTERTON 10/02/2003 1625 Slight Monday Time Control 4

E: 456370 N: 222761 Junction Detail: 3 Fine without high winds

Road surface

Dry

Daylight: no street lighting

Run on: 25/05/2005

TRAFFMAP

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

| Vehicle Reference 1 Car  Casualty Reference: 1 Age  | e: 49                | Male             | Moving from SW to SE  Driver/rider   | Turning right  Severity: Slight   | Injured by vehicle:           | 1 |
|---|----------------------|------------------|--|---|-------------------------------|---|
| Vehicle Reference 2 Car   |                      |                  | Moving from SE to N  | Going ahead other   |                               |   |
| Casualty Reference: 2 Age   | e: 45                | Male             | Driver/rider   | Severity: Slight  | Injured by vehicle:           | 2 |
| Wednesday 12/02/2003 Time 1735 Serious E: 457476 N: 221427 Junction Detail: 0 Control Fine without high winds Road surface D  Vehicle Reference 1 Car  Casualty Reference: 1 Ag  Vehicle Reference 2 Goods 7.5 tonnes mgw and over  Vehicle Reference 3 Car | e: 35                | 1 SBOUND<br>Male | ADJACENT TO LAYBY TO SW Control of the second of the secon | OF TURN TO GARDEN CENTRE CHI<br>Overtaking moving vehicle O/S<br>Severity: Serious<br>Parked<br>Going ahead other | ESTERTON  Injured by vehicle: | 1 |
| Wednesday 02/04/2003 Time 1035 Slight E: 458594 N: 222530 Junction Detail: 8 Control 4 Fine without high winds Road surface E   | at VIO               | CTORIA RD        | Daylight:street lights present   |   |                               |   |
| Vehicle Reference 1 Goods 3.5 tonnes mgw and un<br>Casualty Reference: 1 Ag   | der<br>ge: 75        | Female           | Moving from SW to NE Pedestrian  | Reversing Severity: Slight  | Injured by vehicle:           | 1 |
|   |                      |                  |  |   |                               |   |
| Tuesday 08/04/2003 Time 1730 Serious E: 458727 N: 222478 Junction Detail: 3 Control 4 Fine without high winds Road surface I  | at VI<br>Dry         | CTORIA RO        | DAD J/W VICTORIA COURT BICE  Daylight:street lights present  | STER  |                               |   |
| Vehicle Reference 1 Car  Casualty Reference: 1 A  | ge: 55               | Female           |  | Turning right Severity: Slight Going ahead other  | Injured by vehicle:           | 1 |
| Vehicle Reference 2 Motor Cycle over 50 cc and u  Casualty Reference: 2 A   | p to 125cc<br>ge: 16 | Male             | Moving from SE to N<br>Driver/rider  | Severity: Serious   | Injured by vehicle:           | 2 |

Age: 16

22

Casualty Reference: 2

Run on: 25/05/2005

Accidents between dates

AccsMap - Accident Analysis System

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

| Saturday 17/05/2003 Time 1507 Slight E: 456405 N: 222756 Junction Detail: 3 Control Fine without high winds Road surface   | at A4095 HOWES LANE AT J/W B4030 BICESTER  4 Wet/Damp Daylight: no street lighting   |  |
|--|--|--|
| Vehicle Reference 1 Car  | Moving from NE to N  | Turning right  |
| Casualty Reference: 1  | Age: 40 Female Driver/rider  | Severity: Slight Injured by vehicle: 1                                       |
| Casualty Reference: 2  | Age: 15 Female Passenger   | Severity: Slight Injured by vehicle: 1                                       |
| Casualty Reference: 3  | Age: 13 Female Passenger   | Severity: Slight Injured by vehicle: 1                                       |
| Vehicle Reference 2 Car  | Moving from N to SE  | Going ahead other  |
| Casualty Reference: 4  | Age: 32 Female Driver/rider  | Severity: Slight Injured by vehicle: 2                                       |
| Sunday 18/05/2003 Time 1231 Slight E: 457629 N: 221715 Junction Detail: 0 Control Snowing without high winds Road surface  Vehicle Reference 1 Car  Casualty Reference: 1  Vehicle Reference 2 Car  Saturday 24/05/2003 Time 1231 Slight | at A41 APPROX 200M SW OF J/W A41 BICESTER BY  Wet/Damp Daylight: no street lighting  Moving from SW to NE  Age: 21 Female Driver/rider  Moving from SW to NE  at QUEENS AVENUE APPROX 30M NE OF J/W KING | Going ahead other  Severity: Slight Injured by vehicle: 1  Going ahead other |
| E: 458050 N: 222501 Junction Detail: 0 Control Raining without high winds Road surface   |  |  |
| Vehicle Reference 1 Motor Cycle over 125 cc Casualty Reference: 1  Vehicle Reference 2 Car   | and up to 500cc Moving from SW to NE  Age: 26 Male Driver/rider  Moving from SW to NE  | Going ahead other  Severity: Slight Injured by vehicle: 1  Going ahead other |

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Wednesday

28/05/2003

Time

Casualty Reference:

1505 Slight LAUNTON RD AT J/W VICTORIA RD BICESTER

Fine without high winds

E: 458799 N: 222351 Junction Detail:

Control Road surface

4 Dry

Age: 14

Daylight:street lights present

Car Vehicle Reference 1

3

Female

Moving from SW to NE Pedestrian

Going ahead other

Slight Severity:

Injured by vehicle: 1

Run on: 25/05/2005

Tuesday

10/06/2003

Time 0636 Slight

B4030 MIDDLETON STONEY RD AT MINI RBT J/W OXFORD ROAD BICESTER

Raining without high winds

E: 457922 N: 222241 Junction Detail: 2

Control 4 Road surface

Wet/Damp

Daylight:street lights present

Moving from NE to SW

Going ahead other

Vehicle Reference 1 Car

Casualty Reference: Casualty Reference: Age: Age: Male Male Passenger Passenger Severity: Severity:

VICTORIA ROAD APPROX 100M SE OF J/W LIINDEN ROAD BY REAR ACCESS TO ICELAND STORE

Slight Slight Injured by vehicle: 1 Injured by vehicle: 1

Vehicle Reference 2 Car

Turning right Moving from N to SW

Tuesday E: 458569 N: 222559 Junction Detail: 0

01/07/2003

1243 Time

Slight Control

Daylight:street lights present

Fine without high winds

Road surface

2

Dry

Moving from SE to N

Overtaking stat vehicle O/S

Vehicle Reference 1 Car

Age: 2 Male Pedestrian

Severity:

Slight

Injured by vehicle: 1

Friday

04/07/2003

Time 2135 Slight

B4100 FIELD ST J/W ST JOHNS ST BICESTER

Fine without high winds

E: 458199 N: 222815 Junction Detail: 3

Casualty Reference:

2 Control Dry Road surface

Daylight:street lights present

Vehicle Reference 1 Car

Moving from NE to SW Moving from SE to N

Going ahead other Going ahead other

Vehicle Reference 2

Pedal Cycle Age: 17 Casualty Reference:

Male

Driver/rider

Severity:

Slight

Injured by vehicle: 2

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Wednesday

16/07/2003

Time

1620 Slight at B4100 NORTH ST 60M N OF J/W ST JOHN ST BY NO 18 BICESTER

Fine without high winds

E: 458334 N: 222766 Junction Detail: 0

Road surface Dry

Control

Daylight:street lights present

Vehicle Reference 1 Car

Moving from N to SE

Going ahead other

Casualty Reference:

Age: 50

Driver/rider

Slight Severity:

Injured by vehicle: 1

Run on: 25/05/2005

Vehicle Reference 2

Goods 3.5 tonnes mgw and under

Moving from

to 0

Parked

Saturday

02/08/2003

2325 Time

Slight

at B4030 MIDDLETON STONEY RD J/W A4095 CHESTERTON ROAD CHESTERTON

Fine without high winds

E: 456366 N: 222763 Junction Detail: 3

Control Road surface

4

Dry

Darkness: no street lighting

Vehicle Reference 1

Taxi/Private hire car

Moving from SW to SE

Turning right

Injured by vehicle: 1

Casualty Reference:

Age: 47

Male

Female

Driver/rider

Severity:

Vehicle Reference 2 Car

Moving from SE to N

Going ahead other

Slight

Slight

Slight

Tuesday

19/08/2003

1710 Time

Slight

at B4030 OXFORD RD AT J/W PINGLE DRIVE RBT BICESTER

E: 457859 N: 222049 Junction Detail: 1 Fine without high winds

Control Road surface

4 Dry

Daylight:street lights present

Moving from SW to NE

Going ahead other

Vehicle Reference 1 Vehicle Reference 2

Car Car

Female

Moving from SE to NE

Turning right

Casualty Reference: Casualty Reference: 2 Age: 50 Age: 14

Passenger Passenger Severity: Severity:

Injured by vehicle: 2

Vehicle Reference 3

Male

Injured by vehicle: 2

Moving from SE to NE

Turning right

Run on: 25/05/2005

Accidents between dates

AccsMap - Accident Analysis System

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

| Tuesday 26/08/2003 Time 1840 Slight E: 456399 N: 222762 Junction Detail: 3 Control  | at A          | A4095 HOWES  | LANE J/W B4030 MIDDLETON STO            | ONEY ROAD CHESTERTON  |                       |
|---|---------------|--------------|---|-----------------------|-----------------------|
| Fine without high winds  Road surface   | Dry           |              | Daylight: no street lighting            |                       |                       |
| Vehicle Reference 1 Car   |               |              | Moving from SE to NE                    | Turning right         |                       |
| Vehicle Reference 2 Car   |               |              | Moving from N to SE                     | Going ahead other     |                       |
| Vehicle Reference 3 Car   |               |              | Moving from NE to N                     | Waiting to turn right |                       |
| Casualty Reference: 1   | Age: 55       | Female       | Driver/rider                            | Severity: Slight      | Injured by vehicle: 3 |
|   |               |              |   |                       |                       |
| Friday 12/09/2003 Time 1720 Slight E: 457765 N: 221897 Junction Detail: 1 Control   | at .          | A41 BICESTER | RD BYPASS J/W A41 OXFORD RO             | AD BICESTER           |                       |
| Fine without high winds Road surface  | Dry           |              | Daylight:street lights present          |                       |                       |
| Vehicle Reference 1 Pedal Cycle   |               |              | Moving from SE to NE                    | Turning right         |                       |
| Vehicle Reference 2 Motor Cycle over 50 cc an                                       | nd up to 125c | c            | Moving from NE to SW                    | Going ahead other     |                       |
| Casualty Reference: 1   | Age: 20       | Male         | Driver/rider                            | Severity: Slight      | Injured by vehicle: 2 |
|   |               |              |   |                       |                       |
| Thursday 25/09/2003 Time 1950 Seriou  | s at          | QUEENS AVE   | APPROX 50M SW OF J/W KINGS E            | ND BICESTER           |                       |
| E: 458014 N: 222426 Junction Detail: 0 Control Fine without high winds Road surface | Dry           |              | Darkness: street lights present and lit |                       |                       |
| Vehicle Reference 1 Car   |               | •            | Moving from NE to SW                    | Stopping              |                       |
| Vehicle Reference 2 Car   |               |              | Moving from NE to SW                    | Stopping              |                       |
| Casualty Reference: 1   | Age: 19       | Female       | Passenger                               | Severity: Slight      | Injured by vehicle: 2 |
| Casualty Reference: 2   | Age: 26       | Male         | Passenger                               | Severity: Serious     | Injured by vehicle: 2 |
| Casualty Reference: 3   | Age: 45       | Male         | Driver/rider                            | Severity: Serious     | Injured by vehicle: 2 |
| Vehicle Reference 3 Car   |               |              | Moving from NE to SW                    | Stopping              |                       |

Run on: 25/05/2005

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

| Saturday 27/09/2003 Time 1015 Slight E: 457918 N: 222244 Junction Detail: 2 Control Fine without high winds Road surface | at B4030 OXFO               | RD RD AT J/W MIDDLETON STONE  Daylight:street lights present | EY RD BICESTER                      | •   |
|--|-----------------------------|--|-------------------------------------|---|
| Vehicle Reference 1 Car  |                             | Moving from N to SW  | Turning right                       |   |
| Vehicle Reference 2 Motor Cycle over 125 cc  | and up to 500cc             | Moving from SW to NE   | Going ahead other                   |   |
| Casualty Reference: 1  | Age: 32 Male                | Driver/rider   | Severity: Slight                    | Injured by vehicle: 2                       |
| Saturday 04/10/2003 Time 1142 Slight E: 458209 N: 222842 Junction Detail: 3 Control Fine without high winds Road surface | at FIELD ST J/W<br>2<br>Dry | BUCKNELL ROAD BICESTER  Daylight:street lights present       |                                     |   |
| Vehicle Reference 1 Car  | Diy                         | Moving from to 0   | Going shood attent                  |   |
| Casualty Reference: 1  | Age: 30 Male                | Driver/rider   | Going ahead other  Severity: Slight | Turisma I I 1 . 1                           |
| Casualty Reference: 2  | Age: Male                   | Passenger  | Severity: Slight                    | Injured by vehicle: 1 Injured by vehicle: 1 |
| Vehicle Reference 2 Car  |                             | Moving from to 0   | Going ahead other                   | g   |
|  |                             |  |                                     |   |
| Tuesday 14/10/2003 Time 1525 Slight E: 457618 N: 222327 Junction Detail: 3 Control Fine without high winds Road surface  | 4                           | LETON STONEY RD AT J/W VILLIE                                | ERS RD BICESTER                     | ·   |
| ******   | Dry                         | Daylight:street lights present                               |                                     |   |
|  |                             | Moving from SE to NE   | Turning right                       |   |
| Casualty Reference: 1  | Age: 85 Male                | Driver/rider   | Severity: Slight                    | Injured by vehicle: 1                       |
| Vehicle Reference 2 Car  |                             | Moving from N to SE  | Going ahead other                   |   |
| Casualty Reference: 2  | Age: 38 Female              | Driver/rider   | Severity: Slight                    | Injured by vehicle: 2                       |
| Vehicle Reference 3 Car  |                             | Moving from NE to SE   | Waiting to turn left                |   |

Run on: 25/05/2005

Accidents between dates

01/05/2000 and 30/04/2005

Control

Wet/Damp

Road surface

(60) months

Selection:

Notes:

Selected using Build Query:

| Sunday 02/11/2003 Time 1838 Sligh E: 458399 N: 223179 Junction Detail: 3 Control Fine without high winds Road surface   | 4  | CH (ACCESS ROAD TO RAIL STATION) BICESTER                              |
|---|--|--|
| Vehicle Reference 1 Car   | 2 ayrıgını sür öct ilgilis present   | <b>T</b>   |
| ****  | Moving from SW to SE   | Turning right  |
| _ <del> </del>  | Moving from NE to SW   | Going ahead other  |
| Casualty Reference: 1 Casualty Reference: 2   | Age: 61 Female Passenger   | Severity: Slight Injured by vehicle: 2                                 |
| Casualty Reference: 2  Casualty Reference: 3  | Age: 10 Male Passenger Age: 34 Female Passenger  | Severity: Slight Injured by vehicle: 2                                 |
| Castally Reference.   | Age: 34 Female Passenger   | Severity: Slight Injured by vehicle: 2                                 |
| Monday 03/11/2003 Time 1205 Slight E: 458117 N: 222679 Junction Detail: 8 Control Fine without high winds Road surface  Vehicle Reference 1 Car  Vehicle Reference 2 Car  Casualty Reference: 1 | at QUEENS AVE OUTSIDE POLICE STATION BICK  4 Dry Daylight:street lights present Moving from N to SW Moving from NE to SW Age: 39 Female Driver/rider | ESTER  Turning right  Stopping  Severity: Slight Injured by vehicle: 2 |
|   |  |  |
| Monday 08/12/2003 Time 0915 Slight E: 457618 N: 222331 Junction Detail: 3 Control   | at B4030 MIDDLETON STONEY ROAD J/W VILLIE  | RS ROAD BICESTER   |
| Fine without high winds Road surface  | Dry Daylight:street lights present   |  |
| Vehicle Reference 1 Car   | Moving from N to S   | Stopping   |
| Vehicle Reference 2 Car   | Moving from N to N   | Waiting to turn right  |
| Casualty Reference: 1   | Age: 40 Male Driver/rider  | Severity: Slight Injured by vehicle: 2                                 |
|   |  | injured by venicle. 2  |
| Tuesday 12/01/2004 To 1022  |  |  |
| Tuesday 13/01/2004 Time 1930 Slight   | at QUEENS AVE AT J/W KINGS END BICESTER  |  |

Darkness: street lights present and lit

Registered to: Oxfordshire CC

Fine without high winds

E: 458039 N: 222473 Junction Detail: 3

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Vehicle Reference 1 Car

Moving from SW to SE

Turning right

Vehicle Reference 2 Pedal Cycle

Moving from NE to SW

Going ahead other

Casualty Reference: 1

Age: 28 Male Driver/rider

at SHEEP ST AT J/W APPROX 20M SE OF J/W ST JOHNS ST CAR PARK BICESTER

Slight

Injured by vehicle: 2

Run on: 25/05/2005

Wednesday

21/01/2004 Time Slight

4

Dry

Severity:

E: 458378 N: 222698 Junction Detail: 3

2313

Car

Control

Fine without high winds

Road surface

Darkness: street lights present and lit Moving from SW to N

Turning left

Vehicle Reference 2 Car

Vehicle Reference 1

Moving from N to SE

Overtaking stat vehicle O/S

Casualty Reference:

Age: 41

Female

Passenger

Severity: Slight Injured by vehicle: 2

Friday

23/01/2004

Time 0802

at A4095 CHESTERTON RD AT J/W B4030 MIDDLETON STONEY RD CHESTERTON

E: 456369 N: 222762 Junction Detail: 3 Fine without high winds

Control 4 Road surface Dry

Serious

Daylight: no street lighting

Vehicle Reference 1 Car

Age: 23 Female Moving from SW to SE

Turning right

Vehicle Reference 2

Goods 7.5 tonnes mgw and over

Driver/rider

Severity: Serious

Injured by vehicle: 1

Moving from SE to N

Going ahead other

Tuesday

27/01/2004

Time 0845

Casualty Reference:

Slight

at A41 BICESTER BYPASS J/W B4030 OXFORD BICESTER

E: 457787 N: 221920 Junction Detail: 1 Fine without high winds

Control

Daylight:street lights present

Vehicle Reference 1 Car Road surface Dry

Moving from N to SE

Turning left

Casualty Reference:

Age: 38 Male

4

Driver/rider

Severity: Slight

Injured by vehicle: 1

Vehicle Reference 2

Goods 7.5 tonnes mgw and over

Moving from N to SW

Going ahead other

Run on: 25/05/2005

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Ouery:

Thursday 04/03/2004 Time 0735 Slight at KINGS END J/W KINGS AVE BICESTER

E: 457988 N: 222375 Junction Detail: 3 Fine without high winds

Control

4

Vehicle Reference 1 Pedal Cycle

Road surface Dry

Moving from N to SE

Casualty Reference: 1

Age:

Male

Driver/rider

Going ahead other Severity:

Injured by vehicle: 1

Vehicle Reference 2

Moving from NE to SW

Daylight:street lights present

Going ahead but held up

Slight

Slight

Serious

Tuesday

11/05/2004 E: 457757 N: 221949 Junction Detail: 1

Vehicle Reference 1

Time 1924

Slight Control

at A41 BICESTER BYPASS RBT J/W A41 TO M40 / ESSO SERVICES & B4030 OXFORD ROAD BICESTER

Fine without high winds

Road surface

4 Dry

Daylight:street lights present

Moving from SW to NE

Going ahead other

Vehicle Reference 2 Pedal Cycle

Casualty Reference:

Car

Age: 54 Male Moving from SW to SE Driver/rider

Turning right Severity:

Injured by vehicle: 2

Friday

14/05/2004

Vehicle Reference 1

Time 2056 Serious

WITHINGTON ROAD APPROX 30M NE OF J/W VICTORIA ROAD BY BARDWELL TERRACE BICESTER

E: 458497 N: 222699 Junction Detail: 0 Fine without high winds

Control Road surface

Dry

Daylight:street lights present

Moving from NE to SW

Casualty Reference:

Car

Age: 26 Male Pedestrian

Severity:

Starting

Injured by vehicle: 1

Sunday

30/05/2004

Time 0108 Slight

B4100 MANORSFIELD ROAD J/W MARKET SQUARE & CAUSEWAY BICESTER

Fine without high winds

E: 458461 N: 222351 Junction Detail: 7

Control 4 Road surface

Dry Darkness: street lights present and lit

Vehicle Reference 1

Taxi/Private hire car

2

Moving from N to E

Turning left

Casualty Reference:

Casualty Reference:

Age: 38 Age: 20

Female Male

Driver/rider Passenger

Severity: Severity:

Slight Slight

Injured by vehicle: 1 Injured by vehicle: 1

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Tuesday 08/06/2004 Time 1610 Slight E: 458245 N: 222770 Junction Detail: 0 Control Fine without high winds Road surface

at B4100 ST JOHNS ST APPROX 70M SE OF J/W QUEENS AVE BICESTER

Dry

Daylight:street lights present

Vehicle Reference 1 Car

Age:

Male

Moving from SE to N Pedestrian

Going ahead other

Severity: Slight

Slight

Injured by vehicle: 1

Run on: 25/05/2005

Friday

16/07/2004 E: 457844 N: 221888 Junction Detail:

Time 1245 0

Slight Control

at A41 BICESTER BYPASS APPROX 75M SE OF RBT J/W A41 TO M40 / B4030 OXFROD ROAD BICESTER

Raining without high winds

Road surface

Wet/Damp

Daylight: no street lighting

Vehicle Reference 1 Car

Casualty Reference:

28

Moving from N to N

U-turn

Vehicle Reference 2

Age: Female Driver/rider

Severity:

Injured by vehicle: 1

Car

Casualty Reference: 1

Moving from N to SE

Going ahead other

Saturday

24/07/2004

Vehicle Reference 1

Time 1420 E: 458289 N: 222600 Junction Detail: 3

Slight Control

B4100 MANORSFIELD ROAD AT PED REFUGE APPROX 60M NW OF J/W HUNT CLOSE BICESTER

Fine without high winds

Road surface

Daylight:street lights present

Moving from SE to N

Going ahead other

Car Casualty Reference:

Age: 3

Dry

4

Male

Pedestrian

Severity: Slight

Injured by vehicle: 1

Sunday

25/07/2004

Time 1517

Slight

at B4030 MIDDLETON STONEY ROAD J/W A4095 CHESTERTON ROAD CHESTERTON

E: 456368 N: 222764 Fine without high winds

Junction Detail: 3 Control Road surface

2

4 Dry

Daylight: no street lighting

Moving from SW to SE

Turning right

Vehicle Reference 1 Casualty Reference:

Car

Age: 17

Female

Driver/rider

Severity:

Slight Slight

Injured by vehicle: 1

Casualty Reference:

Age: 23

Female

Passenger

Severity:

Injured by vehicle: 1

Run on: 25/05/2005

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

| Vehicle Reference 2 Car   |              | Moving from SE to N                | Going ahead other                   |                       |
|---|--------------|------------------------------------|-------------------------------------|-----------------------|
| Casualty Reference: 3   | Age: 74      | Female Driver/rider                | Severity: Slight                    | Injured by vehicle: 2 |
| Casualty Reference: 4   | Age: 36      | Female Passenger                   | Severity: Slight                    | Injured by vehicle: 2 |
|   |              |                                    |                                     |                       |
| M   |              |                                    |                                     |                       |
| Monday 09/08/2004 Time 2125 Slight E: 457377 N: 224005 Junction Detail: 3 Control | at A40951    | ORDS LANE J/W TREFOIL DRIVE E      | BICESTER                            |                       |
| Raining with high winds  Road surface   | Wet/Damp     | Darkness: street lights present an | nd lie                              |                       |
|   | *            |                                    |                                     |                       |
|   |              | Moving from SW to SE               | Turning right                       |                       |
| Casualty Reference: 1   | Age: 20      | Male Driver/rider                  | Severity: Slight                    | Injured by vehicle: 1 |
| Vehicle Reference 2 Car   |              | Moving from NE to SW               | Going ahead other                   |                       |
| Casualty Reference: 2   | U            | Male Driver/rider                  | Severity: Slight                    | Injured by vehicle: 2 |
| Casualty Reference: 3   | Age: 17      | Female Passenger                   | Severity: Slight                    | Injured by vehicle: 2 |
|   |              |                                    |                                     |                       |
| Thursday 09/09/2004 Time 2026 Serious   | s at B4100 N | AANODSEIELD DOAD I/W DUDE DLA      | CE (COLUMNED N. H. N.COMON) - DICEO | TOD                   |
| E: 458382 N: 222464 Junction Detail: 3 Control                                    | 4            | MANORSFIELD ROAD J/W BURE PLA      | ACE (SOUTHERN JUNCTION) BICES       | IER                   |
| Fine without high winds  Road surface   | Dry          | Darkness: street lights present an | nd lit                              |                       |
|   |              |                                    |                                     |                       |
| 2 Goods 5.5 tollings ing." and  | under        | Moving from NE to SE               | Turning left                        |                       |
| Vehicle Reference 2 Pedal Cycle   |              | Moving from N to SE                | Going ahead other                   |                       |
| Casualty Reference: 1   | Age: 24 I    | Female Driver/rider                | Severity: Serious                   | Injured by vehicle: 2 |
|   |              |                                    |                                     |                       |
| Monday 13/09/2004 Time 1610 Slight  | at B4100 F   | DANIDUDA DAN IAU EYET DAT ANIO     | DETI OT A DUCKBIOUALARD DIOTO       | · ·                   |
| E: 458282 N: 222948 Junction Detail: 2 Control                                    | 4 4          | SANBURY ROAD I/W FIELD ST & NO     | ORTH ST & BUCKINGHAM RD BICES       | HER                   |
| Fine without high winds  Road surface   | Dry          | Daylight:street lights present     |                                     |                       |
|   |              |                                    |                                     |                       |
|   | 40           | Moving from SW to NE               | Going ahead other                   |                       |
| Casualty Reference: 1   | Age: 49 I    | Female Pedestrian                  | Severity: Slight                    | Injured by vehicle: 1 |

Run on: 25/05/2005

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

| Monday 13/09/2004 Time 1234 Slight E: 458435 N: 222399 Junction Detail: 0 Control    | at B410  | 00 MANO | RSFIELD ROAD AT PELICAN CRO    | SSING APPROX 50M NW OF J/W MA    | RKET SQUARE         |   |
|--|----------|---------|--------------------------------|----------------------------------|---------------------|---|
| Fine without high winds Road surface   | Dry      |         | Daylight:street lights present |                                  |                     |   |
| Vehicle Reference 1 Car  |          |         | Moving from SE to N            | Going ahead other                |                     |   |
| Casualty Reference: 1  | Age: 92  | Female  | Pedestrian                     | Severity: Slight                 | Injured by vehicle: | 1 |
|  |          |         |                                |                                  | , ,                 |   |
| Tuesday 14/09/2004 Time 1310 Slight E: 457378 N: 221336 Junction Detail: 0 Control   | at A41   | NBOUNE  | O C/WAY 200M N OF LAYBY N OF   | UNCLASS RD TO CHESTERTON         |                     |   |
| Fine without high winds Road surface   | Wet/Damp |         | Daylight: no street lighting   |                                  |                     |   |
| Vehicle Reference 1 Agricultural vehicle   |          |         | Moving from SW to NE           | Going ahead other                |                     |   |
| Casualty Reference: 3  | Age: 39  | Male    | Driver/rider                   | Severity: Slight                 | Injured by vehicle: | 1 |
| Vehicle Reference 2 Car  |          |         | Moving from SW to NE           | Changing lane to left            |                     |   |
| Casualty Reference: 1  | Age: 43  | Female  |                                | Severity: Slight                 | Injured by vehicle: | 2 |
| Casualty Reference: 2  | Age: 2   | Female  | Passenger                      | Severity: Slight                 | Injured by vehicle: | 2 |
|  |          |         |                                |                                  |                     |   |
| Wednesday 13/10/2004 Time 1410 Slight E: 458248 N: 221698 Junction Detail: 0 Control | at A41   | BICESTE | R BYPASS APPROX 500M SE OF R   | BT J/W A41 TO M40 / B4030 OXFORD | ROAD BICESTER       |   |
| Raining without high winds Road surface  | Wet/Damp |         | Daylight: no street lighting   |                                  |                     |   |
| Vehicle Reference 1 Goods 7.5 tonnes mgw and   | d over   |         | Moving from N to SE            | Going ahead other                |                     |   |
| Vehicle Reference 2 Car  |          |         | Moving from N to SE            | Going ahead but held up          |                     |   |
| Casualty Reference: 1  | Age: 46  | Female  | Driver/rider                   | Severity: Slight                 | Injured by vehicle: | 2 |
| Vehicle Reference 3 Car  |          |         | Moving from N to SE            | Going ahead but held up          |                     | - |
| Casualty Reference: 2  | Age: 52  | Male    | Driver/rider                   | Severity: Slight                 | Injured by vehicle: | 3 |

Run on: 25/05/2005

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Thursday

Raining without high winds

14/10/2004

0745 Time

Slight

at B4030 MIDDLETON STONEY ROAD J/W A4095 HOWES LANE BICESTER

E: 456402 N: 222757 Junction Detail: 3

Control Road surface

Wet/Damp

4

Daylight: no street lighting

Vehicle Reference 1 Car

2

Age: 28

Female

Driver/rider

Turning right Severity:

Slight

Injured by vehicle: 1

Vehicle Reference 2 Car

Casualty Reference:

Casualty Reference:

Casualty Reference:

Female

Moving from N to SE Driver/rider

Moving from SE to NE

Going ahead other Severity: Slight

Injured by vehicle: 2

Vehicle Reference 3 Car Age: 28

Moving from NE to N

at B4030 OXFORD ROAD BETWEEN RBTS WITH A41 AND PINGLE DRIVE (TESCOS/ BICESTER VILLAGE)

Waiting to turn right

Saturday

16/10/2004 E: 457808 N: 222006 Junction Detail: 0

Time 1015

Slight

Fine without high winds

Road surface Dry Daylight:street lights present

Vehicle Reference 1

Motor Cycle over 50 cc and up to 125cc

Control

Moving from

to 0 Driver/rider

Going ahead other

Injured by vehicle: 1

28/10/2004

Time 1830 Fatal

Severity:

Slight

CHESTERTON

Thursday

E: 457504 N: 221469 Junction Detail: 7

Control

at A41 SOUTH BOUND C/WAY AT ENTRANCE TO BLOOMS GARDEN CENTRE

Raining without high winds

Road surface

Wet/Damp

42

Darkness: no street lighting

Vehicle Reference 1 Car

Moving from N to N

U-turn

Casualty Reference:

1 Age: Female

Female

Driver/rider

Severity: Fatal Injured by vehicle: 1

Vehicle Reference 2

Goods 7.5 tonnes mgw and over

Moving from N to SE

Going ahead other

Saturday

30/10/2004

Time 1928 Slight

at B4030 MIDDLETON STONEY RD J/W A4095 HOWES LANE

Fog or mist

E: 456395 N: 222758 Junction Detail: 3

Control Road surface

Wet/Damp

Darkness: no street lighting

Registered to: Oxfordshire CC

34

Run on: 25/05/2005

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Ouery:

Vehicle Reference 1

Car

Moving from S to E Turning right

Casualty Reference:

Age: 21 Female Driver/rider

Severity: Slight Injured by vehicle: 1

Vehicle Reference 2

Car

Moving from N to S

Going ahead other

Saturday

13/11/2004

Time 1623

Car

Car

Slight

at OUEENS AVE OUTSIDE TELEPHONE EXCHANGE BICESTER

Fine without high winds

E: 458133 N: 222710 Junction Detail: 0

Control Road surface Dry

Daylight:street lights present

Vehicle Reference 1

Motor Cycle over 50 cc and up to 125cc

Moving from SW to NE

Going ahead other

Casualty Reference: 1

Age: 18

Driver/rider

Severity: Slight Injured by vehicle: 1

Vehicle Reference 2

Moving from SW to NE

at B4030 MIDDLETON STONEY RD J/W A4095 HOWES LANE BICESTER

Going ahead but held up

Saturday E: 456402 N: 222759 Junction Detail: 3

20/11/2004

Vehicle Reference 1

Time 1440 Slight

Control

Snowing without high winds

Road surface

Wet/Damp

4

Daylight: no street lighting

Moving from SE to NE

Moving from N to SE

Turning right

Slight

Slight

Casualty Reference:

Age: 33

Female Driver/rider

Severity: Slight Going ahead other

Injured by vehicle: 1

Vehicle Reference 2 Car

Casualty Reference: 2

Age: 41

Female

Male

Driver/rider

Severity:

Injured by vehicle: 2

Thursday

16/12/2004

1720

Slight

at A41 APPROX 800M SW OF J/W A421 NBOUND

CHESTERTON

Time E: 457225 N: 221137 Junction Detail: 0

Dry

Darkness: no street lighting

Fine without high winds Vehicle Reference 1

Car

Moving from SW to NE

Going ahead other

Casualty Reference:

Age: 28 Female

Driver/rider

Vehicle Reference 2

Control

Road surface

Severity:

Injured by vehicle: 1

Goods 7.5 tonnes mgw and over

Moving from SW to NE

Going ahead but held up

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Notes:

Selected using Build Query:

Monday

Fine without high winds

20/12/2004

1600

Slight

Control

at THE CAUSEWAY (EXACT LOCATION UNCERTAIN)

BICESTER

E: 458419 N: 222331 Junction Detail: 0

Road surface

Wet/Damp

Daylight:street lights present Moving from SW to NE

Vehicle Reference 1 Car

Casualty Reference:

Casualty Reference:

Age: 15

Male

Pedestrian

Going ahead other

Injured by vehicle: 1

Tuesday

11/01/2005

2130

Serious

Severity: Slight

Run on: 25/05/2005

E: 458106 N: 221764 Junction Detail: 0

Time

at A41 BICESTER BYPASS APPROX 350M SE OF RBT J/W A41 TO WENDLEBURY

**BICESTER** 

BICESTER

Fine with high winds

Control Road surface Dry

Darkness: no street lighting

Vehicle Reference 1

Motor Cycle over 50 cc and up to 125cc

Moving from SE to N

Going ahead other

1.

Male

Driver/rider

Severity:

Injured by vehicle: 1

Vehicle Reference 2

Age: 17

Moving from SE to N

Going ahead but held up

Serious

Serious

Friday E: 457477 N: 222373 Junction Detail: 0

04/02/2005

Time

Car

Car

1840

Serious

Control

at B4030 MIDDLETON STONEY RD APPROX 150M NW OF J/W VILLIERS RD

Dry

Darkness: street lights present and lit

Fine without high winds

Fine without high winds

Road surface

Moving from E to W

Going ahead other

Casualty Reference:

Vehicle Reference 1

Age: 18

Male

Pedestrian Moving from W to E

Severity: Going ahead other Injured by vehicle: 1

Vehicle Reference 2

Car

Sunday

24/04/2005

Time 1620 Slight

at B4100 MANORSFIELD ROAD J/W HANOVER GARDENS

**BICESTER** 

E: 458403 N: 222434 Junction Detail: 3

Vehicle Reference 1

Control Road surface

4 Dry

Daylight:street lights present Moving from SE to N

Going ahead other

Casualty Reference:

Age: 20 Male

Pedestrian

Severity: Slight

Injured by vehicle: 1

Run on: 25/05/2005

AccsMap - Accident Analysis System

Accidents between dates

01/05/2000 and 30/04/2005

(60) months

Selection:

Selected using Build Query:

Notes:

Accidents involving:

|               | Fatal | Serious | Slight | Total |
|---------------|-------|---------|--------|-------|
| Vehicles only | 3     | 10      | 85     | 98    |
| Motor cycles  | 0     | 6       | 11     | . 17  |
| Bicycles      | 0     | 2       | 11     | 13    |
| Total         | 3     | 18      | 106    | 127   |

Casualties:

| Casuaines.     | ,     |         |        |       |
|----------------|-------|---------|--------|-------|
|                | Fatal | Serious | Slight | Total |
| Vehicle Driver | 3     | 4       | 69     | 76    |
| Passenger      | 0     | 2       | 30     | 32    |
| Motorcyclist   | . 0   | 6       | 11     | 17    |
| Cyclist        | 0     | 2       | 10     | 12    |
| Pedestrian     | 0     | 5       | 20     | 25    |
| Total          | 3     | 19      | 140    | 162   |