



# Gallagher Estates

## Land at Wykham Park Farm, Banbury

### Transport Assessment

February 2013

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## Document Control

Project: Land at Wykham Park Farm, Banbury  
Client: Gallagher Estates  
Job Number: A053410-1  
File Origin: N:\Projects\A053001 - A053500\A053410-1 Banbury\Correspondence\Reports\Transport Assessment

### Document Checking:

Prepared by: Amy Waites	Signed: 
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Checked by: Matthew Grist	Signed: 
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Verified by: Matthew Grist	Signed: 
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Issue	Date	Status
1	16.11.2012	1 <sup>st</sup> Issue
2	13.12.2012	2 <sup>nd</sup> Issue
3	18.12.2012	3 <sup>rd</sup> Issue
4	09.01.2013	4 <sup>th</sup> Issue
5	27.02.2013	5 <sup>th</sup> Issue



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## 1.0 Introduction

1.1.1 SBA has been commissioned by Gallagher Estates to provide traffic and transport advice in relation to a proposed residential development of up to 1000 dwellings, 5000m<sup>2</sup> of employment uses, a local centre and a community primary school on Land at Wykham Park Farm, Banbury.

1.1.2 This Transport Assessment examines the effects of the proposed development on the transport network. It has been prepared following a detailed site visit. The report demonstrates that the proposal reflects latest guidance in terms of sustainable travel and can be accommodated successfully within the local transport network.

1.1.3 The remainder of this document is structured as follows:

- Section 2 sets out the existing situation of the site, including a full accessibility audit by all modes, a record of accident data, and a summary of baseline traffic data and assessment of the existing capacity at the following junctions:
  - Bloxham Road / Wykham Lane;
  - Bloxham Road / Springfield Avenue;
  - Bloxham Road / Queensway;
  - Bloxham Road / South Bar Street / Oxford Road;
  - Oxford Road / Upper Windsor Street;
  - Oxford Road / Horton View;
  - Oxford Road / Farmfield Road and
  - Oxford Road / Grange Road.
- Section 3 reviews relevant national, regional and local policy;
- Section 4 describes the development proposals and details the proposed access arrangements and parking provision;





- Section 5 analyses the likely impact of the development on the local highway network, including an assessment of trip generation potential, method of distribution, and details of traffic growth;
- Section 6 contains junction assessment analysis for the site access junction on Bloxham Road and the existing junctions previously modelled 5 years and 10 years following the submission of the planning application i.e. 2017 and 2022;
- Section 7 summarises the preceding Sections, before drawing conclusions from the analyses presented.



## 2.0 Existing Situation

### 2.1 Site Location

2.1.1 The site is located on the southern boundary of Banbury's existing urban area and lies within the Banbury Easington Ward approximately 2km south of Banbury's main centre. The location of the site is shown in **Figure 2.1**.

**Figure 2.1 – Site Location Plan**



2.1.2 The western site boundary is defined by the alignment of Bloxham Road (A361); the historical Salt Way Cycle Route runs along the northern boundary and open fields abut the eastern and southern sides of the development.



## 2.2 Pedestrian Facilities

2.2.1 Between the site access and the built up area a one metre footway is present on the western side of Bloxham Road (recorded as Public Right of Way (PRoW) 120/33); thereafter the footpath widens to a standard two metres with street lighting present.

2.2.2 Also at this location the footway meets the Salt Way Cycle Route (PRoW 120/26/39/41/42) which provides an east / west route. To the east PRoW 120/45 provides a route to Oxford Road (A4260) where the Sainsbury's supermarket is located. The PRoW network is shown in **Figure 2.2.**

**Figure 2.2 – Public Rights of Way Route Plan**



2.2.3 Dropped kerbs and a pedestrian refuge are provided on Bloxham Road in the vicinity of the Salt Way Cycle route and the Browning Road junction. A Zebra crossing facility with refuge is



provided between Springfield Avenue and Queensway and a Pelican crossing is provided in the vicinity of the Harriers View junction.

- 2.2.4 Pedestrian phases are provided within the signalised junctions on Oxford Road at the Hightown Road, Horton View and South Bar Street junctions. Dropped kerbs and a pedestrian refuge are provided within the signalised junction of Oxford Road / Upper Windsor Street.

### 2.3 Cycling Facilities

- 2.3.1 The Salt Way Cycle Route, which is traffic free and lies adjacent to the northern boundary of the site forms part of National Cycle Route 5. This route connects with villages such as Chipping Campden to the west, Bodicote to the east and Bloxham to the south.
- 2.3.2 To the east, a local on-road route is promoted along Bankside providing access to the town centre and the railway station. These routes are shown in **Figure 2.3**.

**Figure 2.3 – Cycle Network Plan**



### 2.4 Distance to Local Services and Facilities

- 2.4.1 It is widely accepted that walking and cycling are the most important modes of travel at the local level and offer the greatest potential to replace short car trips, particularly under 2



kilometres for walking and under 5 kilometres for cycling. **Figure 2.4** shows the 2km and 5km walking and cycling isochrones.

**Figure 2.4 – 2 and 5 km Isochrones**



- 2.4.2 The isochrones show in a basic format that the southern half of Banbury is within walking distance of the site and that the whole of Banbury is within cycling distance of the site.
- 2.4.3 When assessing the accessibility of a site for pedestrians, and the proximity of local facilities, an average walking speed of 1.4 m/s can be assumed, which equates to approximately 400 metres in 5 minutes, or 3 mph. (Source: The Institution of Highway and Transportation (IHT) publication 'Guidelines for Providing Journeys on Foot, 2000'). An average cycling speed of 4.2 metres/second can be assumed when assessing accessibility.
- 2.4.4 Key local facilities and services within a 2km radius of the site have been interrogated using the Promap database. The report generates the nearest 500 facilities and services to the site.



Whilst Promap measures distances as the crow flies the locations identified have been used and then the distance measured using actual walking / cycling distances from the centre of the site.

- 2.4.5 The distance from the centre of the site to the nearest key facilities and services are shown in **Table 2.1** below along with the time taken to travel on foot and by bicycle. For facilities over 2km from the site only cycling times have been shown. The full Promap report is attached in **Appendix A**.

**Table 2.1 Walking and Cycling Time to Key Services and Facilities**

Service / Facility	Postcode	Distance (metres)	Walking Time (mins)	Cycling Time (mins)
Pub	OX16 9JU	1305	15½	5
Farm Shop	OX16 9UP	1425	17	5½
Hairdressers	OX16 9EP	1630	19½	6½
Church	OX16 9LB	1655	19½	6½
Convenience Store	OX16 9HR	1725	20½	7
Post Office	OX16 9HW	1765	21	7
Tennis Courts	OX16 9HR	1785	21	7
Bowling Green	OX16 9HR	1885	22½	7½
Catholic Primary School	OX16 9JW	1895	22½	7½
Nursery School	OX16 9HY	1895	22½	7½
Secondary School	OX16 9HY	1895	22½	7½
Playing Field	OX16	1895	22½	7½
Primary School	OX16 9YA	1930	23	7½
Community Centre	OX16 9YA	1930	23	7½
Pharmacy	OX16 9XA	1960	23½	8
Supermarket	OX16 9XA	1960	23½	8
Doctor	OX16 9AD	2005	24	8
Hospital inc A&E	OX16 9AL	2055	24½	8
Cricket Ground	OX15	2155		8½
Vets	OX16 9SA	2290		9
Dentist	OX16 9RZ	2380		9½



Sports Hall	OX16 0HS	2795		11
Library	OX16 0AT	2795		11
Opticians	OX16 9AA	2795		11
Snooker Hall	OX16 9AA	2960		11½
Cinema	OX16 0AH	3125		12½
Bookmakers	OX16 5EG	3205		12½
Town Centre		3345		13½
Train Station		3400		13½
Bus Station		3470		14
Swimming Pool	OX16 2BW	3745		15
Leisure centre	OX16 2BW	3745		15

2.4.6 The results show that there are a wide range of local services and facilities within walking and cycling distance of the development site ensuring that future residents are able to undertake their everyday requirements by sustainable modes of transport.

2.4.7 Additionally, the main employment areas in Banbury which lie to the north and north-east of the town are located at a cycling distance of 5.5km from the site. Future residents working at these sites would be able to undertake their journey to work by bicycle.

## 2.5 Public Transport

### 2.5.1 Bus

2.5.2 The Banbury Bus Network Plan is attached in **Appendix B**.

2.5.3 The nearest bus stops to the development give access to Services 488/489 which runs along Bloxham Road and Service B1 which runs along Springfield Avenue and Timms Road within the residential estate to the north-east of the development site.

2.5.4 **Figure 2.5** shows the locations of the bus stops in relation to the development site.



**Figure 2.5 – Location of Bus Stops**



2.5.5 Details of the services are shown in **Table 2.2**.

**Table 2.2 Bus Services and Frequencies**

Service	Route	Frequency		
		Mon - Fri	Sat	Sun
488 / 489	Banbury – Chipping Norton	Hourly	Hourly	-
B1	Banbury – Easington	Half hourly	Half Hourly	Bi-Hourly

2.5.6 In addition to these services, there are a number of services which run from Banbury Centre to the following destinations – Stratford-upon-Avon, Shipston-on-Stour, Chipping Norton, Oxford, Brackley and Eydon enabling commuting and leisure journeys to be undertaken by bus.

2.5.7 Bus timetables are attached in **Appendix B**.





2.5.8 National Express run coaches from Banbury to Gatwick, Heathrow, Birmingham, Wolverhampton and Oxford.

2.5.9 **Rail**

2.5.10 Banbury railway station lies on the Chiltern Mainline with frequent services to / from Birmingham Snowhill, Stratford-upon-Avon, Kidderminster, London Marylebone, London Paddington, Oxford, Manchester and Reading.

2.5.11 The railway station is located within cycling distance at 3.4km from the site and cycle parking is provided at the station enabling future residents of the site to undertake a multi-modal journey to work and leisure locations.

## 2.6 Highway Network

2.6.1 **Bloxham Road (A361)**

2.6.2 Bloxham Road is approximately 7.0 metres wide in the proximity of the site and is a single carriageway subject to a 60mph speed limit. Further north, on entry to Banbury's built-up area the speed limit changes to 30mph.

2.6.3 Bloxham Road is a key strategic link from Banbury to Bloxham 2.5km to the south-west and Chipping Norton 17km to the south-west.

2.6.4 **Queensway**

2.6.5 Queensway is an urban dual carriageway subject to a 30mph speed limit which provides access to the north-west of Banbury and also to the M40 via Ruscote Avenue and Hennef Way.

2.6.6 **Oxford Road (A4260)**

2.6.7 Oxford Road provides a key strategic link into the centre of Banbury for the south eastern housing areas and villages to the south of Banbury.

2.6.8 **South Bar Street (A361)**

2.6.9 South Bar Street is a continuation of Oxford Road and heads towards the main centre. Continuing along Horsefair and Southam Road provides access to Hennef Way and the M40.



2.6.10 **Upper Windsor Street (A4260)**

2.6.11 This road provides an alternative access to the main centre, skirting Banbury's eastern side, and also the railway station and the M40.

2.6.12 **Wykham Lane**

2.6.13 This road is rural in nature. Wykham Lane links Bloxham Road and Oxford Road.

2.6.14 **Bloxham Road / Wykham Lane Junction**

2.6.15 This junction takes the form of a priority crossroads with Bloxham Road forming the major through road.

2.6.16 **Bloxham Road / Queensway Junction**

2.6.17 This junction takes the form of a priority junction with right-turners from Bloxham Road provided with a large ghost right turn lane.

2.6.18 **Bloxham Road / Springfield Avenue Junction**

2.6.19 This junction takes the form of a priority junction with right-turners from Bloxham Road provided with a large ghost right turn lane.

2.6.20 **South Bar Street / Oxford Road / Bloxham Road Junction**

2.6.21 South Bar Street / Oxford Road / Bloxham Road is a signalised junction with pedestrian facilities operating on the northern arm (South Bar Street). From the north South Bar Street flares from a single lane to two allowing a separate straight ahead, to Oxford Road, and a right turn movement to Bloxham Road. Bloxham Road from the south is a single lane approach. The final arm, Bloxham Road, approaching from the west, flares from a single lane to two lanes with a separate right turn onto Oxford Road and a left filter onto South Bar Street.

2.6.22 **Oxford Road / Upper Windsor Street Junction**

2.6.23 This junction is a three arm signalised junction with Oxford Road making up the north and south approaches and Upper Windsor Street approaching from the east. The Oxford Road North arm has a two lane approach which flares from a single lane from the junction of Old



Par Road (approximately 100m north) to provide separate lanes for left and straight ahead movements. The Oxford Road South arm also has a two lane approach which flares from a single lane to provide a straight ahead and right turn movement. Finally, the Upper Windsor Street arm also flares from a single lane to provide a two lane approach with separate allocation for left and right turners.

**2.6.24 Horton View / Oxford Road / Hospital Access Junction**

2.6.25 This junction takes the form of a four arm signalised junction with Horton View making up the west arm and the hospital access the eastern arm. The Oxford Road North arm flares from one lane to two with the inside lane for left turn and straight ahead movements and the outside lane for right turn and straight ahead movements. The Oxford Road South arm is a two lane approach with the inside lane for left turn and straight ahead movements and the outside lane for right turn and straight ahead movements. Horton view has a single lane approach which allows for all movements and the hospital access is a single lane exit only arm.

**2.6.26 Hightown Road / Oxford Road Junction**

2.6.27 The Hightown Road junction is a three arm signalised junction with Oxford Road making up the north and south arms and Hightown Road approaching from the east. From the north Oxford Road has a two lane approach with both lanes allowing straight ahead movements and the inside lane also providing for left turners. The Oxford Road South arm flares from a wide single lane to a two lane approach with both lanes allowing straight ahead movements and the outside lane also providing for right turners. Finally the Hightown Road has a single lane approach which allows all movements.

**2.6.28 Farmfield Road / Oxford Road Junction**

2.6.29 The Farmfield Road junction is a four arm signalised junction with Farmfield Road making up the east and west approaches. The Oxford Road North arm has a two lane approach with the inside lane allowing for left turners and the outside lane providing for right turn and ahead movements. The Oxford Road South arm flares from one lane to two with the outside lane allowing for right turners and the inside lane providing for left turn and straight ahead movements. To the east the Farmfield Road approach flares from a single lane to two with the outside lane allowing for right turns and straight ahead movements and the inside lane



set aside for left turners. Finally the Farmfield Road West arm has a single lane approach which allows all movements.

#### 2.6.30 **Grange Road / Oxford Road**

2.6.31 This junction takes the form of a priority junction with right-turners from Oxford Road provided with a ghost right turn lane.

## 2.7 **Traffic Survey Data**

2.7.1 Traffic data submitted in the Transport Assessment supporting a submitted planning application at OS Parcel 5700 South of Salt Way at Crouch Farm Bloxham Road Banbury Oxfordshire has been used. These surveys were carried out by PCC Traffic Information Consultancy on Thursday 6<sup>th</sup> October 2011 at the following junctions:

- Bloxham Road / Springfield Avenue
- Bloxham Road / Queensway
- Bloxham Road / Oxford Road
- Oxford Road / Upper Windsor Street
- Oxford Road / Horton View / Hightown Road
- Oxford Road / Farmfield Road
- Oxford Road / Grange Road

2.7.2 It should be noted that due to the poor quality of the survey data on the Cherwell District Planning Public Access website SBA visited the Council's offices and obtained the data from the hard copy held there.

2.7.3 A traffic survey of the Bloxham Road / Wykham Lane junction was carried out by Axiom Traffic Limited on Thursday 20<sup>th</sup> September 2012.

2.7.4 The traffic survey data is attached in **Appendix C**.



2.7.5 The 2011 survey data was growthed using the growth rates calculated as shown in **Table 2.3**. The 2012 AM and PM Base Traffic Flows are attached in **Appendix D**. Full Tempo data is attached in **Appendix E**.

**Table 2.3 Traffic Growth Rates**

	Local	GB	NRTF (Low)	Local Adjusted*
2011 – 2012 AM	1.01445	1.0145	1.0111	1.01119
2011 – 2012 PM	1.01235	1.0132	1.0111	1.0103

## 2.8 Junction Assessment (Base 2012)

2.8.1 Using the flows for 2012 the existing performance of the surveyed junctions has been assessed.

### **Bloxham Road / Wykham Lane Priority Crossroad**

2.8.2 The junction has been assessed in its current form using PICADY 5.1 software. The program calculates the capacity of junctions using geometric junction data and traffic demand flows. The results are expressed as Ratio of Flow to Capacity (RFC) and queue lengths. It is generally accepted that an RFC of 0.85 provides adequate spare capacity for a junction. Above this figure, capacity begins to become compromised and the junction is saturated at an RFC of 1.0.

2.8.3 The results of the capacity of this existing junction are summarised in **Table 2.4**. The full PICADY output is attached in **Appendix F**.

**Table 2.4 Bloxham Road / Wykham Lane – Base 2012 PICADY Results**

	Wykham Lane E (B-ACD)		Bloxham Road N (A-BCD)		Wykham Lane W (D-ABC)		Bloxham Road S (C-ABD)	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Base 2012 AM	0.406	0.68	0.011	0.01	0.189	0.23	0.266	0.40
Base 2012 PM	0.296	0.42	0.013	0.01	0.189	0.23	0.177	0.22

2.8.4 The results show that the junction is currently operating within its design capacity. The maximum RFC recorded is 0.406 on the Wykham Lane East arm during the AM peak with a queue length of 1 vehicle.

#### **Bloxham Road / Springfield Avenue Priority T-Junction**

2.8.5 The junction has been assessed in its current form using PICADY 5.1 software.

2.8.6 The results of the capacity of this existing junction are summarised in **Table 2.5**. The full PICADY output is attached in **Appendix G**.

**Table 2.5 Bloxham Road / Springfield Avenue – Base 2012 PICADY Results**

	Springfield Avenue (B-C)		Springfield Avenue (B-A)		Bloxham Road South (C-B)		Bloxham Road North (A-BC)	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Base 2012 AM	0.199	0.25	0.416	0.70	0.290	0.41	0.266	0.36
Base 2012 PM	0.351	0.54	0.621	1.59	0.177	0.21	0.290	0.41

2.8.7 The results show that the junction is currently operating within its design capacity. The maximum RFC recorded is 0.621 for right turners from Springfield Avenue during the PM peak with a queue length of 2 vehicles.

#### **Bloxham Road / Queensway Priority T-Junction**

2.8.8 The junction has been assessed in its current form using PICADY 5.1 software.



2.8.9 The results of the capacity of this existing junction are summarised in **Table 2.6**. The full PICADY output is attached in **Appendix H**.

**Table 2.6 Bloxham Road / Queensway – Base 2012 PICADY Results**

	Queens Way (B-C)		Queensway (B-A)		Bloxham Road (C-B)		Bloxham Road (A-BC)	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Base 2012 AM	0.693	2.19	0.846	4.92	0.252	0.34	0.322	0.47
Base 2012 PM	0.565	1.28	0.858	5.28	0.427	0.74	0.274	0.38

2.8.10 The results show that the junction is currently operating just over its design capacity. The maximum RFC recorded is 0.858 on the Queensway exit during the PM peak with a queue length of 6 vehicles.

#### **Oxford Road Signalised Network**

2.8.11 The Oxford Road junctions have been modelled as a linked network using the LINSIG V3 software. This approach has been adopted by previous applications in Banbury and given that it was deemed acceptable by Oxfordshire County Council (OCC), has been adopted here.

2.8.12 The junctions included in the network are:

- Bloxham Road / South Bar Street / Oxford Road,
- Upper Windsor Street / Oxford Road,
- Horton View / Oxford Road / Hightown Road,
- Farmfield Road / Oxford Road / Sainsbury Access and
- Grange Road / Oxford Road (Priority).

2.8.13 The LINSIG program calculates the capacity of junctions using geometric junction data and traffic demand flows. The results are expressed as Degree of Saturation (DoS) and mean maximum queue lengths (MMQ). It is the general consensus by most local authorities that a



signalised junction operating within capacity should not have a Practical Reserve Capacity PRC of more than 90% any arm.

2.8.14 The Oxford Road network has been modelled with the committed College Field's improvements; this information was provided by Brookbanks and represents the agreed scheme. Drawings showing the proposed improvements are attached in **Appendix I**.

2.8.15 The existing capacity results for the network are summarised in **Table 2.7**. The full LINSIG output report is attached in **Appendix J**.





Table 2.7 Oxford Road Signalised Network – Base 2012 LINSIG Results						
Arm/Link/Scenario			AM Peak		PM Peak	
Junction	2012 Base		Deg of Sat	Queue	Deg of Sat	Queue
Junction 1 – South Bar Street / Bloxham Road	1/1	South Bar Street Ahead	38.2%	5.6	42.0%	6.0
	1/2	South Bar Street Right	58.2%	8.7	83.8%	7.7
	3/2 + 3/1	Bloxham Road Left & Right	82.2%	19.0	86.1%	13.7
	5/1	Oxford Road Northbound	77.7%	13.3	62.7%	5.9
Junction 2 – Upper Windsor Street	1/2+1/1	Oxford Road Southbound	62.3%	8.1	75.3%	20.5
	2/1	Upper Windsor Street Left	39.8%	6.7	28.5%	4.8
	2/2	Upper Windsor Street Right	63.3%	5.8	66.8%	7.9
	4/1+4/2	Oxford Road Northbound	75.7%	25.5	76.4%	21.5
Junction 3 – Horton View / Hightown Road	1/2 + 1/1	Oxford Road Southbound	94.3%	22.7	102.5%	51.1
	3/1	Horton View	91.3%	14.1	80.7%	11.4
	5/1	Oxford Road Northbound	41.9%	2.4	48.7%	3.1
	5/2	Oxford Road Northbound	33.2%	1.9	33.5%	2.1
	6/1	Oxford Road Southbound	25.3%	3.0	33.1%	4.2
	6/2	Oxford Road Southbound	55.9%	9.9	54.9%	10.0
	7/1	Oxford Road Northbound	35.4%	10.3	40.2%	10.8
	7/2+7/3	Oxford Road Northbound	37.5%	8.0	34.0%	7.4
Junction 4 – Farmfield Road / Sainsbury	1/1	Oxford Road Southbound	19.6%	3.8	50.3%	8.5
	1/2	Oxford Road Southbound	93.5%	31.4	120.2%	97.4
	2/2+2/1	Sainsbury Access	86.2%	6.4	68.9%	3.9
	4/1	Farmfield Road	89.9%	9.7	120.9%	62.3
	6/1+6/2	Oxford Road Northbound	83.7%	23.2	114.9%	87.5
Junction 5 - Grange	1/1	Oxford Road Southbound	52.4%	16.8	50.4%	16.2
	2/1	Oxford Road Northbound	36.1%	0.3	43.3%	0.4
	4/1	Grange Road	40.6%	2.5	27.9%	1.1
Network	PRC for Signalised Lanes (%)		9.6 / 18.8 / -4.7 / -3.9		4.6 / 17.7 / -13.9 / -34.4	
	PRC Over All Lanes (%)		-4.7		-34.4	
	Total Delay for Signalised Lanes (PCU/Hr)		18.74 / 12.62 / 34.85 / 38.42		16.58 / 18.75 / 50.88 / 217.88	
	Total Delay Over All Lanes (PCU/Hr)		106.95		306.10	
	Cycle Time (S)		120		120	



- 2.8.16 The results show that junctions 3 and 4 are currently operating over design capacity, returning a degree of saturation of over 100%. The maximum Degree of Saturation recorded is 120.9% on Farmfield Road during the PM peak, this equates to a mean maximum queue of 62.3 Passenger Car Units (PCUs).
- 2.8.17 As can be seen there are also issues in the PM peak with Oxford Road Northbound and Southbound at this junction and with Oxford Road Southbound at the Horton View / Hightown Road junction.
- 2.8.18 During the AM peak junctions 3 and 4 return slightly lower results (just over 90%) indicating that the junctions are approaching capacity on Oxford Road Southbound and Horton View at junction 3 and Oxford Road Southbound at junction 4.
- 2.8.19 There appear to be no issues with Junctions 1, 2 or 5 in the existing conditions, though the model shows some queuing at junction 5 exiting the network southbound.

## 2.9 Accident Data

- 2.9.1 The Personal Injury Accident data for the road network in the vicinity of the site has been obtained from Oxfordshire County Council for the most recent five year period (01/05/2007 – 29/06/2012). The full Accident Data including a map indicating the locations of the accidents is attached in **Appendix K**.
- 2.9.2 During the five year period a total of 47 accidents occurred; **Table 2.8** indicates the severity and type of accident.

**Table 2.8 Vehicle Type & Severity of Accident**

	Fatal	Serious	Slight
Motor Vehicle	0	1	25
2-Wheeled Motor Vehicle	0	2	9
Pedal Cycle	0	5	5
Total	0	8	39



- 2.9.3 No fatal accidents were recorded and a full analysis has been undertaken to understand the factors pertaining to the eight serious accidents. Five serious accidents involved pedal cycles, two involved motorcycles and one involved a car. There is no cluster site identified for serious accidents.
- 2.9.4 Accident analysis shows that all the serious accidents which involved pedal cycles were due to driver / rider's errors where they failed to give way to others.
- 2.9.5 Serious accidents for motorcycles were caused by an inexperienced rider or and a driver's error when a car driver failed to give way to a motor cyclist.
- 2.9.6 One serious accident involved a car and a pedestrian when a pedestrian crossed a road at a traffic signalled junction when the traffic light for vehicular traffic had just changed to green.
- 2.9.7 The remaining slight accidents have been investigated and indicate that there are no highway geometry or safety issues, with the majority of accidents being minor driver / pedestrian errors. The number, and type, of accidents recorded is not untypical for a road network of this kind.

## 2.10 Summary

- 2.10.1 The site is accessible by all modes of travel providing site users with a choice when travelling to and from the site.
- 2.10.2 The site is located close to a large number of key local services and facilities and within easy cycling distance of main employment areas and Banbury Centre.
- 2.10.3 There are no existing highway safety issues on the road network in the vicinity of the site.
- 2.10.4 The initial assessment of highway capacity for the existing base in 2012 indicate that:
  - Bloxham Road / Wykham Lane Priority Crossroads – No capacity issues during the AM and PM peak periods;
  - Bloxham Road / Springfield Avenue Priority Junction – No capacity issues during the AM and PM peak periods;



- Bloxham Road / Queensway Priority Junction – The junction is operating just over capacity in the PM peak period and close to capacity in the AM peak period and
- The Oxford Road network junctions:
  - Bloxham Road / South Bar Street / Oxford Road signalised junction – No capacity issues during the AM and PM peak periods,
  - Upper Windsor Street / Oxford Road signalised junction – No capacity issues during the AM and PM peak periods,
  - Horton View / Oxford Road / Hightown Road signalised junction – AM peak returns a degree of saturation over 90% on the Oxford Road Southbound approach (1/1 & 1/2) and Horton View (3/1). PM peak returns a degree of saturation over 90% on Hightown Road (8/1) and over 100% on the Oxford Road Southbound approach (1/1 & 1/2). These results indicate a junction approaching the limits of current capacity without any adjustments to signal timings or physical improvements.
  - Farmfield Road / Sainsbury Access / Oxford Road signalised junction – AM peak returns a degree of saturation over 90% on the Oxford Road Southbound approach (1/2). The PM peak returns a degree of saturation over 100% on Oxford Road Southbound (1/2), Farmfield Road (4/1) and Oxford Road Northbound (6/1 & 6/2). In this case these results indicate a junction operating over capacity during the PM peak, some form of mitigation is required.
  - Grange Road / Oxford Road Priority Junction – No capacity issues during the AM and PM peak periods.



## 3.0 Transport Policy

### 3.1 National Policy

3.1.1 The key documents in terms of national policy are 'The Future of Transport: a network for 2030' and the recently published National Planning Policy Framework document.

#### 3.1.2 **The Future of Transport: a network for 2030**

3.1.3 The UK Transport White Paper, 'The Future of Transport: a network for 2030' was adopted in summer 2004. This sets out a strategy to address the challenges to be faced by the transport system over the next 20 to 30 years as demand for travel continues to increase. This strategy seeks to balance the need to travel with environmental objectives by better managing travel demand and providing better information and choices on how organisations and individuals undertake their journeys.

3.1.4 The proposals attempt to minimise the need to travel by locating residential and employment land uses on the same site. This will internalise a proportion of trips, minimising the impact of the development on the local highway network.

#### 3.1.5 **National Planning Policy Framework**

3.1.6 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and sets out the Government's planning policies for England. It is focused on economic growth and sustainable development. The NPPF states that there is "*a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan making and decision-taking*".

3.1.7 With specific regard to the integration of transport and land-use planning, the overarching principles promoted within the NPPF are consistent with those previously promoted within PPG13. The NPPF states that planning should "*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable*".

3.1.8 The NPPF also states "*Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*".



## 3.2 Regional Policy

### 3.2.1 Regional Spatial Strategy for the South East of England

3.2.2 Following a government review of the planning system, the Planning and Compulsory Purchase Act (2004) was published, facilitating changes in the way regional planning was undertaken. As a result 'Regional Spatial Strategies' were produced for each of the UK's regions.

3.2.3 The RSS for South East England, or the 'South East Plan' (SEP), currently provides the spatial framework that forms the context within which Local Development Documents and Local Transport Plans need to be prepared, as well as other sub-regional strategies, programs that have a bearing on land-use activities. The SEP is currently in place but is due to be revoked.

3.2.4 The South East Plan provides policies on the housing requirements for the region, and the way in which it is to be delivered. Specifically paragraph 1.2 of Section D3 Housing seeks to:

*'ensure that adequate levels of housing provision are delivered in the form of high quality; housing with sustainable communities'.*

3.2.5 Policy H3 on the location of housing states that new housing, *'should be in sustainable locations which have the necessary infrastructure, services and community provision, or where this provision is planned. Housing developments should generally be in locations that are, or can be, well served by a choice of transport modes, with higher densities in the near locations well-served by public transport'.*

3.2.6 The Regional Transport Strategy (RTS) published by the Secretary of State in July 2004 forms the basis of draft transport policies for the South East Plan. The regional Transport Strategy represents a replacement of the transport chapter of Regional Planning Guidance for the South East (RPG9), published in March 2001 and is included as part of the Regional Spatial Strategy for the South East.

3.2.7 The Regional Transport Strategy (RTS), attains to support sustainable development patterns through policies that include:

- Minimising the need for travel,
- Travel Plans for major travel generating activities and travel awareness strategies,



- Parking policies, including maximum car parking standards for new developments, and
- Promoting walking, cycling and public transport.

3.2.8 The key components within the RTS are to ensure that sites selected for developments that generate a large number of transport movements should be located at or close to sites where it will help reduce the number and length of journeys to work, shops, leisure and recreation, education and other public facilities, especially by car. Essentially the site should provide, or have the potential to provide, ready and convenient access on foot, by cycle and public transport to achieve a measurable modal shift in favour of non-car modes of travel.

3.2.9 The proposed development at Wykham Park Farm, Banbury accords with the identified national and regional policies. The sustainable nature of the development with the provision of a primary school and a local centre and in close proximity to secondary schools, Banbury town centre and employment uses promotes travel by the future users of the site by sustainable travel.

### 3.3 Local Policy

#### 3.3.1 **Oxfordshire County Council Local Transport Plan III – 2011-2030**

3.3.2 The current Local Transport Plan was published in April 2011 and will run until 2030. The third edition of the plan runs for a longer period and supersedes the earlier versions, LTP I – (2001-2006) and LTP II – (2006-2011).

3.3.3 LTP III sets out the following Local Transport Goals:

- *ensure new developments are designed to promote permeability on foot both within the site and to link with the existing settlement;*
- *ensure new developments are designed to promote permeability by bike both within new sites and to link them with the existing settlement;*
- *ensure that new developments are located and designed to encourage the use of the bus, with particular attention to minimising walking distances to bus stops on the strategic routes;*



- *ensure developers of new sites in Banbury undertake detailed Transport Assessments and implement travel plans for the residents, employees and users of their sites;*
- *to make the best use of existing road space through appropriate traffic management measures, vehicle routing and use of technology;*
- *to make local improvements to junctions and roads within the town to help reduce delays and traffic congestion.*

3.3.4 The LTP also covers the main emerging infrastructure schemes and strategic transport schemes that are required in Oxfordshire during the LTP 3 period up to 2030. The following scheme is directly relevant to the proposed site:

- *highway improvements to increase capacity in Banbury on the A4260 Windsor Street and Oxford Road north/south route, in conjunction with improvement on the A361 South Bar route.*

### 3.3.5 **Cherwell District Council Local Development Framework (LDF)**

3.3.6 Cherwell district Council is preparing its LDF which will replace the Cherwell Local Plan (1996).

### 3.3.7 **Cherwell District Council Draft Core strategy**

3.3.8 Cherwell Council is in the process of preparing the Core Strategy for the district. A Draft Core Strategy was published by the District Council in 2010. A relevant objective from the document is:

*'SO12 – To reduce the dependency on the private car as a model of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility for people with impaired mobility.'*

3.3.9 The proposed development site is identified within the Core Strategy as part of a larger area as an option for a major urban extension for Banbury.





3.3.10 **Cherwell District council Non-Statutory Cherwell Local Plan (NSCLP)**

3.3.11 The NSCLP was approved in 2011 as interim planning policy for development control purposes until its replacement by the LDF.

3.3.12 Relevant transport policies in the NSCLP include:

- *TR3 – A Transport assessment and Travel Plan must accompany development proposals likely to generate significant levels of traffic;*
- *TR4 – Before proposals for development are permitted the Council will need to be satisfied that all appropriate mitigation measures required to support that development are identified within an implementation programme. Such measures will include highway improvements, traffic management measures, improved public transport and / or facilities, and measures to improve pedestrian and cycle accessibility;*
- *TR9 – All new development shall provide cycle parking to Oxfordshire County Council standards;*
- *TR11 – Development likely to attract vehicular traffic will be required to:*
  - (i) Accommodate within the site the necessary highway safety requirements relating to access, turning and servicing;*
  - (ii) Include appropriate measures to minimise the visual impact of vehicles and parking areas;*
  - (iii) Comply with maximum standards for car parking;*
  - (iv) Provide parking for people with disabilities in accordance with the Council's standards;*
  - (v) Provide cycle parking in accordance with the Council's standards.*



## 4.0 Development Proposal

4.1.1 The proposed development is seeking outline planning permission for up to 1000 dwellings, 5000m<sup>2</sup> of employment uses, a community primary school and a local centre with retail and business opportunities. **Figure 4.1** is the parameters plan for the development.

**Figure 4.1 Parameters Plan**



4.1.1 It is proposed that the Wykham Park Farm farm shop that is currently accessed from Wykham Lane will be accessed from the development site. This will remove a significant proportion of the traffic associated with this existing use from Wykham Lane which will result in environmental and highway safety benefits.



## 4.2 Vehicle Access

- 4.2.1 Two accesses from Bloxham Road will be taken from a 52 metre 4 armed roundabout as shown in **Figure 4.2**. A scaled drawing is attached in **Appendix L**.
- 4.2.2 The roundabout will provide 2 arms into the site with the third and fourth arms being formed by the existing Bloxham Road. Access to Crouch Farm, and its minimal traffic movements, will be provided along the existing alignment of Bloxham Road with an all vehicle movement priority junction being provided to the south of the proposed roundabout as shown in **Figure 4.2**.
- 4.2.3 The existing speed limit change on the Bloxham Road entry to Banbury will be moved to the south of Wykham Lane pronouncing arrival to the new edge of Banbury.

**Figure 4.2 Site Access**





### 4.3 Pedestrian and Cycle Access

- 4.3.1 A footway/cycleway will be constructed alongside the re-aligned Bloxham Road to the north of the proposed roundabout. This footway will extend to the north providing a safe and convenient route to reach the existing footway provision on the eastern side of Bloxham Road and the existing Salt Way cycleway. A further link into this new route will be provided in the north-western corner of the site.
- 4.3.2 Three shared use cycleway links will be provided allowing access for pedestrian and cyclists onto the Saltway Cycleway and enabling journeys to Easington, Sainsbury and further afield on foot and by bicycle.

### 4.4 Public Transport

- 4.4.1 The proposal will seek to introduce the diversion of service 488 / 489 into the site ensuring that all dwellings are within 400 metres of a bus stop in accordance with government guidelines. The layout of the site will enable the bus to undertake a circulatory route returning to Bloxham Road as shown in **Figure 4.3**.

**Figure 4.3 Proposal for Bus Service**





4.4.2 This bus service will enable access to the railway station. Additionally, the footpath and cycle links detailed above will serve to provide access to the railway station by walking and cycling.

## **4.5 Cycle and Vehicle Parking Provision**

4.5.1 The development will accord with the parking standards set out in Appendix B of the OCC documents 'Parking Standards for New Residential Development' and 'Parking Standards for New Commercial Development' that form part of the emerging new Design Guide known as 'Transport for New Development'.

4.5.2 Cycle parking will be provided as required by OCC standards.

## **4.6 Highway Network**

4.6.1 The street pattern within the proposed development will be designed to meet with the standards as set out within the Department of Transport publication 'Manual for Streets'.

4.6.2 The street pattern will:-

- not be designed on motor traffic criteria
- not be bland and unattractive
- offer higher levels of pedestrian and cycle priority than standard residential street patterns
- be safe and welcoming for pedestrians and cyclists
- be well specified and constructed
- help to build and strengthen the community

## **4.7 Travel Plan**

4.7.1 The main target of a Travel Plan is the reduction in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling.



4.7.2 The Travel Plan for Wykham Park Farm will concentrate upon trips associated with the residential areas of the masterplan; the school will create and secure its own Travel Plan.

4.7.3 The Travel Plan may include the following measures:

- Initiatives to promote public transport, such as bus timetable publicity;
- Appointment of a Travel Plan Coordinator;
- Initiatives to promote cycling, such as provision of suitable cycle parking facilities and publicity of cycle routes;
- Initiatives to promote car sharing and to reduce private car use;
- Each new household will be provided with a Travel Pack detailing public transport routes and services as well as details of pedestrian and cycle routes within the community and leisure walking and cycling routes in the area.
- Travel vouchers will be provided for each household. The vouchers will be included as part of the Welcome Pack which will be distributed to each household upon occupation. The vouchers can be exchanged for money upon production of receipts to the TPC for public transport tickets, the purchase of a bicycle or items that are required / aid walking and cycling i.e. jackets, umbrellas, boots, cycling equipment.



## 5.0 Traffic Calculations

### 5.1 Introduction

- 5.1.1 The vehicle trip rates and the methodology for traffic distribution for the housing development were agreed with OCC on the 19<sup>th</sup> and 13<sup>th</sup> September 2012 respectively.
- 5.1.2 Only the trips associated with the residential and employment elements of the scheme have been calculated. The primary school and retail elements of the scheme will not attract trips from outside of the development and therefore all vehicle trips to these elements will either be wholly internal or as part of a linked trip which will have been counted within the housing trip rate calculation.

### 5.2 Trip Generation

#### 5.2.1 Residential Development

- 5.2.2 The application is seeking permission for up to 1000 dwellings. For the purpose of the Transport Assessment 1100 dwellings has been considered providing a robust assessment.

#### Person Trips

- 5.2.3 To calculate the person trip generation of the housing element of the development the TRICS 2012(b) database was interrogated. The category 'residential' was selected, and the sub-category 'mixed private / non-private housing', reflecting the fact that there will be a proportion of affordable housing on site in line with government policy.
- 5.2.4 Similar sites in terms of size, location and accessibility were then selected. Any sites which were entirely flats were excluded from the selection. The trip rates generated are summarised in **Table 5.1**. Full details of the TRICS analysis are contained at **Appendix M**.



**Table 5.1 Total People Trip Rates & Trips – 1100 Dwellings**

	Arrivals		Departures		Two-way	
	Trip Rate per dwelling	Trip	Trip Rate per dwelling	Trip	Trip Rate per dwelling	Trips
<b>AM Peak (08:00 – 09:00)</b>	0.193	212	0.630	693	0.823	905
<b>PM Peak (17:00 – 18:00)</b>	0.515	567	0.234	257	0.749	824
<b>12 Hour Total</b>	3.339	3673	3.475	3823	6.814	7495

5.2.5

**Vehicle Trips**

5.2.6 Allocation of these person trips to realistic local vehicle trips has been undertaken by applying the modal split for the Banbury Easington Ward as recorded in the 2001 Method of Journey to Work Census Data. The Census data is recorded in **Table 5.2** and the associated vehicle trip rates and trips for 1100 dwellings are shown in **Table 5.3**. The details of the Census Data are attached in **Appendix N**.

**Table 5.2 Banbury Easington Ward – 2001 Census Travel to Work Modal Split**

Car Driver	Car Passenger	Bus	Rail	Cycle	Foot	Other
64.37%	8.06%	2.01%	1.18%	3.63%	18.61%	2.13%





**Table 5.3 Vehicle Trip Rates & Trips – 1100 Dwellings**

	Arrivals		Departures		Two-way	
	Trip Rate per dwelling	Trip	Trip Rate per dwelling	Trip	Trip Rate per dwelling	Trips
<b>AM Peak (08:00 – 09:00)</b>	0.124	136	0.406	447	0.530	583
<b>PM Peak (17:00 – 18:00)</b>	0.332	365	0.151	166	0.483	531
<b>12 Hour Total</b>	2.149	2364	2.236	2460	4.385	4824

**5.2.1 Employment Development**

5.2.2 The application is seeking permission for up to 5000m<sup>2</sup> of employment uses - 2500m<sup>2</sup> of B1(a) and 2500m<sup>2</sup> of B1(b) and B1(c) Use Classes.

**Vehicle Trips**

5.2.3 To calculate the vehicle trip generation of the employment element of the development the TRICS 2012(b) database was interrogated. The category 'employment' was selected, and the sub-categories 'Business Park' and 'Industrial Estate', reflecting the difference between the B1(a) and B1(b) / B1(c) Use Classes.

5.2.4 Similar sites in terms of size, location and accessibility were then selected. Only B1 uses in the Industrial estate category was used i.e. B2 and B8 sites were removed. The trip rates generated are summarised in **Table 5.4**. Full details of the TRICS analysis are contained at **Appendix O**.

**Table 5.4 Vehicle Trip Rates & Trips – 5000m<sup>2</sup> Employment**

	Arrivals		Departures		Two-way	
	Trip Rate	Trip	Trip Rate	Trip	Trip Rate	Trips
<b>Business Park (2500m<sup>2</sup>)</b>						
AM Peak (08:00 – 09:00)	1.550	39	0.256	6	1.806	45
PM Peak (17:00 – 18:00)	0.238	6	1.407	35	1.645	41
12 Hour Total	5.908	148	5.931	148	11.839	296
<b>Industrial Estate (2500m<sup>2</sup>)</b>						
AM Peak (08:00 – 09:00)	0.554	14	0.264	7	0.818	20
PM Peak (17:00 – 18:00)	0.145	4	0.468	12	0.613	15
12 Hour Total	3.865	97	3.934	98	7.799	195
<b>All Employment</b>						
AM Peak (08:00 – 09:00)	-	53	-	13	-	65
PM Peak (17:00 – 18:00)	-	10	-	47	-	56
12 Hour Total	-	245	-	246	-	491

### Person Trips

5.2.5 These vehicle trips have been used in association with the 2001 Census Travel to Work Modal Split shown in Table 5.2 to calculate the person trips associated with the employment development which are shown in **Table 5.5**.

**Table 5.5 Total People Trips – 5000m<sup>2</sup> Employment**

	Car Driver	Car Passenger	Bus	Rail	Cycle	Foot	Other	TOTAL
<b>AM</b>	65	8	2	1	4	19	2	101
<b>PM</b>	56	7	2	1	3	16	2	87
<b>12 HOUR TOTAL</b>	491	61	15	9	28	142	16	763



5.2.1 **Total Development**

5.2.2 Table 5.6 shows the vehicle trips and Table 5.7 the person trips associated with the development during the AM and PM peak hours and the 12 hour period for the residential and employment areas associated with the development.

**Table 5.6 Vehicle Trips – All Development**

	Arrivals	Departures	Two-way
<b>AM Peak (08:00 – 09:00)</b>	189	460	648
<b>PM Peak (17:00 – 18:00)</b>	375	213	587
<b>12 Hour Total</b>	2609	2706	5315

**Table 5.7 Person Trips – All Development**

	Arrivals
<b>AM Peak (08:00 – 09:00)</b>	1006
<b>PM Peak (17:00 – 18:00)</b>	911
<b>12 Hour Total</b>	8258

**5.3 Trip Distribution**

5.3.1 Distribution of the residential development flows has been carried out as per the agreed methodology of the Barwood Developments Ltd planning application (12/00080/OUT) at Saltway.

5.3.2 The ATC data from the Barwood application showed the distribution of northbound and southbound traffic on Bloxham Road during each of the peak hours as:

- AM Peak – 58% Northbound and 42% Southbound
- PM Peak – 46% Northbound and 54% Southbound



5.3.3 Using these percentages the traffic associated with the proposed residential development would be distributed at the site access on Bloxham Road as shown in **Table 5.8**.

**Table 5.8 Vehicle Trip Distribution at Bloxham Road Site Access – 1100 Dwellings**

	AM Peak		PM Peak	
	In	Out	In	Out
<b>Bloxham Road (North)</b>	57	259	197	76
<b>Bloxham Road (South)</b>	79	188	168	90

5.3.4 At each of the existing junctions, the development traffic flows have been distributed using the turning proportions from the traffic surveys as per the Barwood application. The AM and PM distribution drawings for the residential development are attached in **Appendix P**.

5.3.5 The distribution of the vehicle trips associated with the employment element has used the housing development trip distribution in reverse. The AM and PM distribution drawings are attached in **Appendix Q**. The traffic associated with the proposed employment development would be distributed at the site access on Bloxham Road as shown in **Table 5.9**.

**Table 5.9 Vehicle Trip Distribution at Bloxham Road Site Access – 5000m<sup>2</sup> Employment**

	AM Peak		PM Peak	
	In	Out	In	Out
<b>Bloxham Road (North)</b>	28	6	4	27
<b>Bloxham Road (South)</b>	24	7	6	20

5.3.6 The traffic associated with the proposed employment and residential development would be distributed at the site access on Bloxham Road as shown in **Table 5.10**.

**Table 5.10 Vehicle Trip Distribution at Bloxham Road Site Access – All Development**

	AM Peak		PM Peak	
	In	Out	In	Out
<b>Bloxham Road (North)</b>	86	265	201	104
<b>Bloxham Road (South)</b>	103	195	174	109

5.3.7 The development trips have then been assigned as per the distribution and Traffic Flow Diagrams showing these trips are attached in **Appendix R**.

## 5.4 Traffic Growth

5.4.1 In accordance with government guidelines 2017 has been used as the future year of assessment i.e. year of planning submission plus 5 years. Additionally, it has been agreed with OCC to carry out an additional assessment for the year 2022. Growth factors, as summarised in **Table 5.11**, have been applied to the observed traffic flows to calculate the base traffic flows in 2017 and 2022. The Tempro and NRTF data is attached in **Appendix E**. The 2017 and 2022 base traffic flows are attached in **Appendix S**.

**Table 5.11 Traffic Growth Rates – 2012 – 2017 & 2022**

	Local	GB	NRTF (Low)	Local Adjusted*
<b>2011 – 2017 AM</b>	1.0799	1.0815	1.0658	1.0642
<b>2011 – 2017 PM</b>	1.0694	1.0751	1.0658	1.0601
<b>2011 – 2022 AM</b>	1.1171	1.1269	1.1067	1.0971
<b>2011 – 2022 PM</b>	1.1064	1.1200	1.1067	1.0933
<b>2012 – 2017 AM</b>	1.0645	1.0660	1.0541	1.0525
<b>2012 – 2017 PM</b>	1.0536	1.0610	1.0541	1.0494
<b>2012 – 2022 AM</b>	1.1011	1.1107	1.0946	1.0851
<b>2012 – 2022 PM</b>	1.0929	1.1053	1.0946	1.0823

\* Local Adjusted = (Local/GB)xNRTF



5.4.2 The development flows have then been added to the future 2017 and 2022 base flows and these forecast flows are attached in **Appendix T**.

5.4.3 These flows are considered to contain committed development as the Temprow growth rates are calculated using future local population, dwelling and employment forecasts for the local area.

## 5.5 Initial Distribution Impact

5.5.1 The impact of the development traffic on each of the junctions during the AM and PM is shown respectively in **Table 5.12** and **Table 5.13**.

**Table 5.12 Impact of Development – AM Peak**

Junction	Total Junction Flow	Total Development Flow	Percentage Impact
Bloxham Road / Wykham Lane	1790	297	16.6%
Bloxham Road / Springfield Avenue	1762	350	19.9%
Bloxham Road / Queensway	1923	281	14.6%
Bloxham Road / South Bar Street / Oxford Road;	2236	162	7.2%
Oxford Road / Upper Windsor Street	1925	61	3.2%
Oxford Road / Horton View	1910	78	4.1%
Oxford Road / Hightown Road	1973	66	3.3%
Oxford Road / Farmfield Road	2004	79	3.9%
Oxford Road / Grange Road	1680	59	3.5%

**Table 5.13 Impact of Development – PM Peak**

Junction	Total Junction Flow	Total Development Flow	Percentage Impact
Bloxham Road / Wykham Lane	1496	283	18.9%
Bloxham Road / Springfield Avenue	1723	304	17.6%
Bloxham Road / Queensway	1972	244	12.4%
Bloxham Road / South Bar Street / Oxford Road;	2262	141	6.2%
Oxford Road / Upper Windsor Street	1977	71	3.6%
Oxford Road / Horton View	2020	74	3.7%
Oxford Road / Hightown Road	2129	63	3.0%
Oxford Road / Farmfield Road	2419	75	3.1%
Oxford Road / Grange Road	1877	47	2.5%



- 5.5.1 The analysis of the impact of the development on the Bloxham Road junctions is over 5 percent on all of the junctions and therefore these junctions should be modelled to assess the capacity impact.
- 5.5.2 This analysis shows that the impact at all of the Oxford Road junctions with the exception of the Oxford Road / South bar Street / Bloxham Road junction is less than 5% and deemed to be within the daily variation of traffic flows.
- 5.5.3 However, due to the nature of the junctions along this road being part of a signalised route, analysis of the capacity of these junctions has been undertaken as a network using the LINSIG software.



## 6.0 Traffic Impact Assessment

6.1.1 OCC requested that the following junctions should be assessed:

- Bloxham Road / Wykham Lane;
- Bloxham Road / Springfield Avenue;
- Bloxham Road / Queensway;
- Bloxham Road / South Bar Street / Oxford Road;
- Oxford Road / Upper Windsor Street;
- Oxford Road / Horton View;
- Oxford Road / Farmfield Road and
- Oxford Road / Grange Road.

6.1.2 The existing junctions were assessed in the AM and PM peak hours for the following scenarios:

- 2017 Base + Committed
- 2017 Base with Development
- 2022 Base + Committed
- 2022 Base with Development

6.1.3 The new site access has only been assessed in the '2017 Base + Committed + Development' and the '2022 Base+ Committed + Development' scenario.

### 6.2 Bloxham Road / Wykham Lane Priority Crossroad

6.2.1 The junction has been assessed in the future years using PICADY 5.1 software.

6.2.2 The results of the capacity of this existing junction are summarised in **Table 6.1**. The full PICADY output is attached in **Appendix U**.





Table 6.1 Bloxham Road / Wykham Lane – Future Assessment PICADY Results

	Wykham Lane E (B-ACD)		Bloxham Road N (A-BCD)		Wykham Lane W(D-ABC)		Bloxham Road S (C-ABD)	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
<b>AM Peak</b>								
Base 2017 + Committed	0.424	0.73	0.012	0.01	0.200	0.25	0.290	0.46
Base 2017 with Development	0.482	0.92	0.012	0.01	0.150	0.18	0.313	0.54
Base 2022 + Committed	0.428	0.74	0.012	0.01	0.206	0.26	0.301	0.49
Base 2022 with Development	0.507	1.02	0.013	0.01	0.160	0.19	0.327	0.59
<b>PM Peak</b>								
Base 2017 + Committed	0.302	0.43	0.013	0.01	0.193	0.24	0.182	0.23
Base 2017 with Development	0.342	0.52	0.016	0.02	0.122	0.14	0.190	0.25
Base 2022 + Committed	0.307	0.44	0.013	0.01	0.198	0.25	0.189	0.24
Base 2022 with Development	0.358	0.55	0.016	0.02	0.127	0.15	0.198	0.26

6.2.3 The results show that the junction will operate within its design capacity in all scenarios. The maximum RFC recorded is 0.507 on Wykham Lane East during the AM peak with a queue length of 1 vehicle.

### 6.3 Bloxham Road / Springfield Avenue Priority T-Junction

6.3.1 The junction has been assessed in the future years using PICADY 5.1 software.

6.3.2 The results of the capacity of this existing junction are summarised in **Table 6.2**. The full PICADY output is attached in **Appendix V**.

Table 6.2 Bloxham Road / Springfield Avenue – Future Assessment PICADY Results

	Springfield Avenue (B-C)		Springfield Avenue(B-A)		Bloxham Road South (C-B)		Bloxham Road North (A-BC)	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
<b>AM Peak</b>								
Base 2017 + Committed	0.215	0.27	0.460	0.84	0.309	0.45	0.280	0.39
Base 2017 with Development	0.267	0.36	0.585	1.37	0.410	0.69	0.308	0.44
Base 2022 + Committed	0.225	0.29	0.490	0.95	0.322	0.47	0.288	0.41
Base 2022 with Development	0.280	0.39	0.630	1.64	0.423	0.73	0.317	0.46
<b>PM Peak</b>								
Base 2017 + Committed	0.381	0.61	0.681	2.05	0.189	0.23	0.304	0.44
Base 2017 with Development	0.540	1.15	0.813	3.93	0.237	0.31	0.366	0.58
Base 2022 + Committed	0.363	0.56	0.663	1.89	0.197	0.24	0.313	0.46
Base 2022 with Development	0.571	1.31	0.864	5.29	0.245	0.32	0.375	0.60



6.3.3 The results show that the junction is currently operating just over its design capacity. The maximum RFC recorded is 0.864 on Springfield Avenue during the PM peak with a queue length of 5 vehicles. No improvements are proposed as all other arms are operating well within capacity, the queue length on Springfield Road is deemed reasonable for this type of junction within a built-up area and the free flow of Bloxham Road is not affected.

## 6.4 Bloxham Road / Queensway Priority T-Junction

6.4.1 The junction has been assessed in the future years using PICADY 5.1 software.

6.4.2 The results of the capacity of this existing junction are summarised in **Table 6.3**. The full PICADY output is attached in **Appendix W**.

Table 6.3 Bloxham Road / Queensway – Future Assessment PICADY Results								
	Queens Way (B-C)		Queensway (B-A)		Bloxham Road (C-B)		Bloxham Road (A-BC)	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
<b>AM Peak</b>								
Base 2017 + Committed	0.764	3.02	0.923	8.03	0.267	0.36	0.338	0.51
Base 2017 with Development	0.810	3.99	1.139	45.21	0.295	0.42	0.421	0.73
Base 2022 + Committed	0.793	3.61	0.971	13.03	0.279	0.39	0.350	0.54
Base 2022 with Development	0.843	4.89	1.200	59.34	0.308	0.44	0.431	0.76
<b>PM Peak</b>								
Base 2017 + Committed	0.611	1.53	0.931	8.38	0.454	0.82	0.288	0.40
Base 2017 with Development	0.627	1.65	1.226	66.58	0.472	0.89	0.320	0.47
Base 2022 + Committed	0.635	1.71	0.988	14.81	0.473	0.89	0.297	0.42
Base 2022 with Development	0.650	1.82	1.293	82.05	0.491	0.96	0.329	0.49

6.4.3 The results show that the junction will operate over both its design and operating capacity. The maximum RFC recorded is 1.293 on Queensway exit arm during the PM peak with a queue length of 82 vehicles.



- 6.4.4 It is clear from these results that the existing junction layout will not operate within capacity with the additional base traffic let alone the proposed development traffic. As a result a proposed signalisation scheme for the Queensway junction has been designed; this is considered and tested below.

## 6.5 Bloxham Road / Queensway Proposed Signalised Junction

- 6.5.1 As discussed above some form of mitigation is required at the Bloxham Road / Queensway junction. A signal controlled scheme has been designed following testing of a number of priority controlled schemes. The proposed junction design is shown in **Appendix X**.
- 6.5.1 As with all signal controlled junctions assessed in this report the proposed junction design for the Queensway junction has been modelled using the LINSIG V3 software. The junction has been modelled with a 120 second cycle time with pedestrian facilities called every cycle.
- 6.5.2 The results for all scenarios are presented in **Table 6.4** with the full LINSIG output reports provided in **Appendix Y**.

Table 6.4 Bloxham Road / Queensway Proposed Signalised Junction 2022 With Development Scenarios – LINSIG Results					
Arm/Link/Scenario		2022 With Development			
		AM Peak		PM Peak	
		Deg of Sat	Queue	Deg of Sat	Queue
1/1 + 1/2	Bloxham Road South	89%	27.3	89%	23.9
3/1	Queensway Left	58.6%	9.5	36%	6.1
3/2	Queensway Right	88.2%	13.7	86.4%	14.3
5/1 + 5/2	Bloxham Road North	88.1%	8.7	89.4%	13.3
PRC for Signalled Lanes (%)		1.2		0.7	
PRC Over All Lanes (%)		1.2		0.7	
Total Delay for Signalled Lanes (PCU/Hr)		26.83		28.07	
Total Delay Over All Lanes (PCU/Hr)		26.83		28.07	
Cycle Time (S)		120		120	

- 6.5.3 The results for the proposed improvement scheme for the Queensway junction show that this junction operates within capacity during both peak periods. The highest degree of saturation recorded is 89.4% during the PM peak on Bloxham Road North. The longest queue recorded is 27 PCUs on Bloxham Road South during the AM peak.



- 6.5.4 These results show an improvement over the existing layout and a junction operating within capacity with the worse case development scenario.

## 6.6 Oxford Road Signalised Network

6.6.1 As with the existing conditions detailed in Section 2, The Oxford Road junctions have been modelled as a linked network using the LINSIG V3 software.

- Bloxham Road / South Bar Street / Oxford Road,
- Upper Windsor Street / Oxford Road,
- Horton View / Oxford Road / Hightown Road,
- Farmfield Road / Oxford Road / Sainsbury Access and
- Grange Road / Oxford Road Priority (included due to proximity to signalised network)

6.6.2 Within this section two tests have been presented. The first of these tests is as per that presented in Section 2, the existing network with the proposed College Field's improvements. This has been assessed with the 2017 and 2022 Base with Committed Development scenarios to show the impact on the network as it stands with no proposed mitigation.

6.6.3 The second test assesses the network with a number of additional proposed improvements or mitigations measures as proposed by Sainsbury and SBA. These are detailed further in the section below.

### **Existing Network**

6.6.4 As previously detailed the Oxford Road junctions have been modelled as a linked network using the LINSIG V3 software.

6.6.5 In this test the Oxford Road network has been modelled with the committed College Field's improvements. The committed College Field's improvements are attached in **Appendix I**. This information was provided by Brookbanks and represents the agreed scheme.

6.6.6 The proposed College Fields improvements are as follows:

- Oxford Road/Bloxham Road: Pedestrian splitter island provided to improve crossing and signal stage arrangement within junction controller to improve capacity,



- Oxford Road / Farmfield Road / Horton View / Hightown Road / Upper Windsor Street: Carriageway widening on the Oxford Road Northbound south of Sainsbury's, Hightown Road, and north of Horton View. Carriageway widening on Oxford Road Southbound north of Sainsbury's. This provides two northbound and southbound lanes for the majority of Oxford Road within the modelled network area.

6.6.7 The capacity results for the 2017 and 2022 Base with Committed Development scenarios are summarised in **Table 6.5**. The full LINSIG output report is attached in **Appendix Z**.

Table 6.5 Oxford Road Existing Signalised Network – 2017 & 2022 Base + Committed Development Scenarios - LINSIG Results										
Arm/Link/Scenario			2017 Base + Committed (90%)				2022 Base + Committed (90%)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue
Junction 1	1/1	South Bar Street Ahead	35.7	5.0	38.2	4.7	37.3	5.5	41.4	6.0
	1/2	South Bar Street Right	46.1	6.6	65.0	10.6	48.8	7.7	80.1	8.9
	3/2 + 3/1	Bloxham Road Left & Right	80.1	17.6	100.4	22.5	81.4	18.4	81.3	12.3
	5/1	Oxford Road Northbound	71.2	16.4	56.7	17.6	74.7	17.6	62.7	6.9
Junction 2	1/2+ 1/1	Oxford Road Southbound	63.4	14.8	58.6	15.2	64.7	15.4	80.2	21.2
	2/1	Upper Windsor Street Left	33.7	5.9	34.6	5.2	35.7	6.2	25.1	4.3
	2/2	Upper Windsor Street Right	60.1	5.4	74.4	8.1	54.8	5.3	50.0	6.8
	4/1+ 4/2	Oxford Road Northbound	66.6	21.9	85.7	20.3	71.6	23.3	77.0	21.1
Junction 3	1/2 + 1/1	Oxford Road Southbound	87.4	21.3	109.8	67.9	91.0	23.3	91.1	35.3
	3/1	Horton View	86.2	12.1	74.5	10.3	89.1	13.1	89.9	13.1
	5/1	Oxford Road Northbound	39.7	2.9	48.8	5.5	40.7	2.7	46.2	2.7
	5/2	Oxford Road Northbound	31.7	2.5	33.5	3.8	32.7	2.3	31.8	1.9
	6/1	Oxford Road Southbound	24.0	2.2	31.3	4.0	24.9	2.5	31.0	3.9
	6/2	Oxford Road Southbound	52.7	7.8	49.1	5.3	54.7	8.7	52.3	8.1
	7/1	Oxford Road Northbound	33.6	8.2	40.6	8.1	34.4	9.0	38.6	10.9
	7/2+ 7/3	Oxford Road Northbound	37.2	5.5	34.9	6.0	37.7	6.5	33.1	7.7
	8/1	Hightown Road	77.3	9.2	85.8	12.3	79.5	6.5	104.7	23.8



Junction 4	1/1	Oxford Road Southbound	18.5	3.1	48.2	7.3	19.3	3.3	48.5	7.9
	1/2	Oxford Road Southbound	88.5	23.6	110.4	61.3	91.7	27.8	118.2	92.4
	2/2+ 2/1	Sainsbury Access	83.3	5.9	66.6	3.7	84.8	6.1	68.2	3.8
	4/1	Farmfield Road	86.2	8.7	110.2	41.5	88.5	9.3	118.4	56.9
	6/1+ 6/2	Oxford Road Northbound	79.2	20.9	110.1	67.8	81.5	22.2	111.4	73.9
Junction 5	1/1	Oxford Road Southbound	49.0	10.2	48.6	14.9	51.2	15.3	50.0	16.1
	2/1	Oxford Road Northbound	34.2	0.3	40.8	0.3	35.3	0.3	42.0	0.4
	4/1	Grange Road	34.5	2.3	22.9	0.9	38.2	2.5	25.9	1.1
Network	PRC for Signalled Lanes (%)		12.3 / 35.1 / 3.0 / 1.6		-11.5 / 5.1 / -22.0 / -22.6		10.6 / 25.8 / -1.1 / -1.9		10.8 / 12.2 / -16.3 / -31.5	
	PRC Over All Lanes (%)		1.6		-22.6		-1.9		-31.5	
	Total Delay for Signalled Lanes (PCU/Hr)		15.98 / 14.42 / 27.38 / 30.83		25.79 / 17.41 / 71.59 / 137.52		17.10 / 15.17 / 30.71 / 35.56		15.78 / 17.80 / 42.48 / 191.73	
	Total Delay Over All Lanes (PCU/Hr)		90.37		254.04		100.66		269.72	
	Cycle Time (S)		120		120		120		120	

### **2017 Base + Committed Development Results**

6.6.8 The results for the AM peak with the 2017 Base + Committed Development scenario for this test indicate:

- Junction 1: South Bar Street / Bloxham Road / Oxford Road: No capacity issues,
- Junction 2: Oxford Road / Upper Windsor Street: No capacity issues,
- Junction 3: Oxford Road / Horton View / Hightown Road: No capacity issues, but approaching effective capacity,
- Junction 4: Oxford Road / Sainsbury Access / Farmfield Road: No capacity issues, but approaching effective capacity, and
- Junction 5: Oxford Road / Grange Road: No capacity issues.

6.6.9 The results for the PM peak with the 2017 Base + Committed Development scenario for this test indicate:



- Junction 1: South Bar Street / Bloxham Road / Oxford Road: All within capacity except Bloxham Road which returns a degree of saturation of 100.4% and a mean max queue of 22.5 PCUs,
- Junction 2: Oxford Road / Upper Windsor Street: No capacity issues, but approaching effective capacity on Oxford Road Northbound,
- Junction 3: Oxford Road / Horton View / Hightown Road: All within capacity except Oxford Road Southbound approach which returns a degree of saturation of 109.8% and a mean max queue of 67.9 PCUs. Hightown Road also approaching effective capacity,
- Junction 4: Oxford Road / Sainsbury Access / Farmfield Road: Sainsbury access within capacity. Oxford Road Southbound returns a degree of saturation of 110.4% and a mean max queue of 61.3 PCUS. Farmfield Road returns a degree of saturation of 110.2% and a mean max queue of 41.5 PCUs. Oxford Road Northbound returns a degree of saturation of 110.1% and a mean max queue of 67.8 PCUs, and
- Junction 5: Oxford Road / Grange Road: No capacity issues.

**2022 Base + Committed Development Results**

6.6.10 The results for the AM peak with the 2022 Base + Committed Development scenario for this test show:

- Junction 1: South Bar Street / Bloxham Road / Oxford Road: No capacity issues,
- Junction 2: Oxford Road / Upper Windsor Street: No capacity issues,
- Junction 3: Oxford Road / Horton View / Hightown Road: All within capacity except Oxford Road Southbound which returns a degree of saturation of 91.0% and a mean max queue of 23.3 PCUs. Horton View is also approaching effective capacity,
- Junction 4: Oxford Road / Sainsbury Access / Farmfield Road: All within capacity accept Oxford Road Southbound which returns a degree of saturation of 91.7% and a mean max queue of 27.8 PCUs. Farmfield Road is also approaching effective capacity, and
- Junction 5: Oxford Road / Grange Road: No capacity issues.

6.6.11 The results for the PM peak with the 2022 Base + Committed Development scenario for this test illustrate:



- Junction 1: South Bar Street / Bloxham Road / Oxford Road: No capacity issues,
- Junction 2: Oxford Road / Upper Windsor Street: No capacity issues,
- Junction 3: Oxford Road / Horton View / Hightown Road: All within capacity accept the following links. Oxford Road Southbound approach which returns a degree of saturation of 91.1% and a mean max queue of 35.3 PCUs. Hightown Road also returns a degree of saturation of 104.7% and a mean max queue of 23.8 PCUs. The Horton View approach is also approaching effective capacity,
- Junction 4: Oxford Road / Sainsbury Access / Farmfield Road: Sainsbury access within capacity. Oxford Road Southbound returns a degree of saturation of 118.2% and a mean max queue of 92.4 PCUS. Farmfield Road returns a degree of saturation of 118.4% and a mean max queue of 56.9 PCUs. Oxford Road Northbound returns a degree of saturation of 111.4% and a mean max queue of 73.9 PCUs, and
- Junction 5: Oxford Road / Grange Road: No capacity issues.

### **Proposed Network**

6.6.12 The proposed Oxford Road network has been modelled with the following mitigation measures/improvements made to the network:

- The committed Sainsbury junction improvement at the Farmfield Road junction has been included. This utilises the Mayer Brown designed junction improvement provided in **Appendix AA**. This improvement provides a two lane flared exit to the south of Farmfield Road and the Sainsbury access road on Oxford Road. SBA understands that this improvement is signed off and is fully funded by Sainsbury's but has not yet been implemented.
- A proposed improvement to the Bloxham Road / South Bar / Oxford Road junction within the network. This is proposed to improve junction operation as a result of the proposed development. The drawing illustrating the improvement can be found in **Appendix AB**. This improvement provides a longer left turn lane on Bloxham Road and a left turn flare on Oxford Road north into Bloxham Road. This is paired with improved pedestrian facilities and signal staging improvements.

6.6.13 Finally, the results for the proposed network are presented with a 10% reduction to take account of the proposed SCOOT or MOVA operation within the network which is proposed by





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the College Fields development. This approach is considered robust as SCOOT or MOVA can provide up to a 15% improvement in operation as detailed in the Transport and Road Research Laboratory report 'MOVA: The 20 site trial'.

6.6.14 The capacity results for the 2017 scenarios are summarised in **Table 6.6**. The full LINSIG output reports are attached in **Appendix AC**.

Table 6.6 Oxford Road Signalised Network – 2017 Scenarios - LINSIG Results										
Arm/Link/Scenario			2017 Base (90%)				2017 With Development (90%)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue
Junction 1	1/1	South Bar Street Ahead	35.8	5.0	38.2	4.7	40.8	7.0	40.1	5.7
	1/2	South Bar Street Right	34.8	5.2	51.8	4.9	47.1	6.7	61.9	9.3
	3/2 + 3/1	Bloxham Road Left & Right	76.4	14.4	92.4	14.9	78.0	16.4	75.7	11.5
	5/1	Oxford Road Northbound	61.7	15.9	51.3	10.8	68.9	11.2	56.7	11.0
Junction 2	1/2+ 1/1	Oxford Road Southbound	64.8	10.2	72.8	14.3	63.7	11.5	76.0	15.3
	2/1	Upper Windsor Street Left	32.9	5.8	25.0	4.3	36.0	6.1	25.5	4.3
	2/2	Upper Windsor Street Right	49.7	5.0	63.2	7.3	61.7	5.6	70.0	8.0
	4/1+ 4/2	Oxford Road Northbound	68.3	23.6	76.1	28.9	70.7	23.2	77.2	29.7
Junction 3	1/2 + 1/1	Oxford Road Southbound	64.9	24.3	73.1	14.9	65.2	14.6	78.5	15.5
	3/1	Horton View	73.4	10.3	70.9	9.8	77.1	11.5	76.3	10.6
	5/1	Oxford Road Northbound	42.4	2.4	53.4	5.6	38.3	2.5	43.8	4.6
	5/2	Oxford Road Northbound	33.4	1.8	36.3	3.8	40.5	2.5	47.7	4.7
	6/1	Oxford Road Southbound	53.0	4.7	57.7	5.2	59.3	4.2	61.9	8.3
	6/2	Oxford Road Southbound	30.6	3.1	29.2	3.0	29.4	4.9	27.3	2.0
	7/1	Oxford Road Northbound	35.7	9.4	44.8	8.1	31.8	5.6	35.4	6.3
	7/2+ 7/3	Oxford Road Northbound	41.8	6.8	48.7	5.8	45.8	6.9	51.9	7.9
	8/1	Hightown Road	65.8	8.2	82.4	11.7	63.9	8.2	87.4	12.9



Junction 4	1/1	Oxford Road Southbound	45.5	7.8	75.6	18.3	51.1	5.8	73.6	18.9
	1/2	Oxford Road Southbound	35.7	7.9	45.9	5.6	34.6	6.0	51.4	6.1
	2/2+ 2/1	Sainsbury Access	47.6	3.8	20.0	2.2	46.5	3.8	23.5	2.6
	4/1	Farmfield Road	71.1	7.0	93.3	19.8	73.0	7.6	93.9	20.2
	6/1+ 6/2	Oxford Road Northbound	66.3	16.0	91.9	27.2	69.0	17.1	95.8	31.9
Junction 5	1/1	Oxford Road Southbound	38.9	5.2	41.5	10.8	46.0	7.7	46.3	10.5
	1/2	Oxford Road Southbound	47.7	6.1	55.4	10.6	45.2	4.5	55.5	12.8
	2/1	Oxford Road Northbound	34.2	0.3	40.8	0.3	35.0	0.3	42.6	0.4
	4/1	Grange Road	25.9	0.9	17.2	0.9	24.3	0.9	18.5	1.0
Network	PRC for Signalled Lanes (%)		17.8 / 31.8 / 22.5 / 26.6		-2.7 / 18.2 / 9.3 / -3.7		15.4 / 27.2 / 16.7 / 23.3		19.0 / 16.6 / 3.0 / -6.4	
	PRC Over All Lanes (%)		17.8		-3.7		15.4		-6.4	
	Total Delay for Signalled Lanes (PCU/Hr)		14.81 / 11.98 / 21.61 / 16.00		15.76 / 15.47 / 30.22 / 32.19		15.20 / 12.88 / 21.99 / 16.07		13.05 / 16.64 / 33.50 / 36.58	
	Total Delay Over All Lanes (PCU/Hr)		66.39		96.69		67.98		103.39	
	Cycle Time (S)		120		120		120		120	

### **2017 Base + Committed Development Results**

6.6.15 The results for the AM peak for this test indicate:

- Junction 1: South Bar Street / Bloxham Road / Oxford Road: No capacity issues - all links within capacity;
- Junction 2: Oxford Road / Upper Windsor Street: No capacity issues - all links within capacity;
- Junction 3: Oxford Road / Horton View / Hightown Road: No capacity issues - all links within capacity;
- Junction 4: Oxford Road / Sainsbury Access / Farmfield Road: No capacity issues - all links within capacity, but some internal queuing on the Oxford Road northbound (6/1 + 6/2), and
- Junction 5: Oxford Road / Grange Road: No capacity issues all links with capacity.



6.6.16 Overall junction operation: Practical Reserve Capacity over all lanes 17.8%, total delay over all lanes 66.39 (PCU/hours).

6.6.17 The results for the PM peak for this test indicate:

- Junction 1: South Bar Street / Bloxham Road / Oxford Road: All within capacity except Bloxham Road which returns a degree of saturation of 92.4% with a mean max queue of 14.9 PCUs. This is an improvement on the existing network which returned a degree of saturation of 100.4% and a mean max queue of 22.5 PCUs;
- Junction 2: Oxford Road / Upper Windsor Street: No capacity issues - all links within capacity;
- Junction 3: Oxford Road / Horton View / Hightown Road: No capacity issues - all links within capacity. This is an improvement on the existing layout as Oxford Road Southbound now operates within capacity,
- Junction 4: Oxford Road / Sainsbury Access / Farmfield Road: Oxford Road Southbound and Sainsbury access operating within capacity. This is an improvement on the existing layout. Farmfield Road returns a degree of saturation of 93.3% and a mean max queue of 19.8 PCUs this is an improvement on a degree of saturation of 110.2% and a mean max queue of 41.5 PCUs. Oxford Road Northbound returns a degree of saturation of 91.9% and a mean max queue of 27.2 PCUs; again this is an improvement on a degree of saturation of 110.1% and a mean max queue of 67.8 PCUs, and
- Junction 5: Oxford Road / Grange Road: No capacity issues - all links operate within capacity.

6.6.18 Overall junction operation: Practical Reserve Capacity over all lanes -2.7%, total delay over all lanes 96.69 (PCU/hours).

### **2017 Base + Committed + With Development Results**

6.6.19 The results for the AM peak for this test illustrate:

- Junction 1: South Bar Street / Bloxham Road / Oxford Road: No capacity issues - all links operate within capacity;



- Junction 2: Oxford Road / Upper Windsor Street: No capacity issues - all links operate within capacity;
- Junction 3: Oxford Road / Horton View / Hightown Road: No capacity issues - all links operate within capacity;
- Junction 4: Oxford Road / Sainsbury Access / Farmfield Road: No capacity issues - all links within capacity, but some minor internal queuing on the Oxford Road northbound (6/1 + 6/2), and
- Junction 5: Oxford Road / Grange Road: No capacity issues - all links operate within capacity.

6.6.20 Overall junction operation: Practical Reserve Capacity over all lanes 15.4%, total delay over all lanes 67.98 (PCU/hours).

6.6.21 The results for the PM peak for this test indicate:

- Junction 1: South Bar Street / Bloxham Road / Oxford Road: No capacity issues - all links operate within capacity. This is an improvement over existing;
- Junction 2: Oxford Road / Upper Windsor Street: No capacity issues - all links operate within capacity;
- Junction 3: Oxford Road / Horton View / Hightown Road: No capacity issues - all links operate within capacity, but there is some minor internal queuing on Oxford Road southbound (6/1). This is an improvement compared to the existing network results;
- Junction 4: Oxford Road / Sainsbury Access / Farmfield Road: All within capacity except for Farmfield Road which returns a degree of saturation of 93.9% and a mean max queue of 20.2 PCUs and Oxford Road Northbound which returns a degree of saturation of 95.8% and a mean max queue of 31.9 PCUS. This is an improvement compared to the existing network results, and
- Junction 5: Oxford Road / Grange Road: No capacity issues, all links within capacity.

6.6.22 Overall junction operation: Practical Reserve Capacity over all lanes -6.4%, total delay over all lanes 103.39 (PCU/hours).



Table 6.7 Oxford Road Signalised Network – 2022 Scenarios - LINSIG Results										
Arm/Link/Scenario			2022 Base (90%)				2022 With Development (90%)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue
Junction 1	1/1	South Bar Street Ahead	37.4	5.5	41.5	6.1	38.8	6.0	41.9	6.2
	1/2	South Bar Street Right	38.9	4.2	56.0	5.9	43.3	6.0	60.0	11.1
	3/2 + 3/1	Bloxham Road Left & Right	76.7	14.8	74.6	11.0	81.2	18.1	81.4	11.1
	5/1	Oxford Road Northbound	64.5	11.0	56.7	11.0	70.1	11.3	66.3	11.4
Junction 2	1/2+ 1/1	Oxford Road Southbound	66.8	15.7	76.1	20.2	66.6	11.6	78.5	17.3
	2/1	Upper Windsor Street Left	34.1	6.0	26.5	4.5	36.4	6.2	26.1	4.5
	2/2	Upper Windsor Street Right	51.4	5.2	68.4	7.8	52.8	5.4	68.6	8.1
	4/1+ 4/2	Oxford Road Northbound	70.6	23.6	78.7	29.0	74.9	18.0	80.7	30.8
Junction 3	1/2 + 1/1	Oxford Road Southbound	73.1	29.3	80.8	33.2	75.4	15.3	84.7	32.7
	3/1	Horton View	75.7	10.8	76.0	10.6	79.3	11.9	76.0	10.9
	5/1	Oxford Road Northbound	43.8	2.6	54.0	5.8	58.0	3.3	48.7	5.0
	5/2	Oxford Road Northbound	34.4	2.1	37.0	3.9	23.2	2.6	47.1	4.7
	6/1	Oxford Road Southbound	54.7	5.1	59.8	5.6	62.8	4.9	63.1	7.7
	6/2	Oxford Road Southbound	31.6	3.3	30.4	3.2	28.6	8.5	30.1	2.9
	7/1	Oxford Road Northbound	37.0	8.4	45.4	7.9	52.8	7.9	40.1	7.4
	7/2+ 7/3	Oxford Road Northbound	45.6	5.7	50.2	5.6	63.5	3.0	50.0	7.0
	8/1	Hightown Road	67.7	8.5	88.4	13.3	65.8	8.4	86.9	13.1

6.6.23 The capacity results for the 2022 scenarios are summarised in **Table 6.7**. The full LINSIG output reports are provided in **Appendix AC**.



Junction 4	1/1	Oxford Road Southbound	47.1	8.6	79.1	20.0	49.1	3.3	73.9	18.5
	½	Oxford Road Southbound	36.8	8.2	48.3	6.3	37.5	4.8	54.8	7.6
	2/2+	Sainsbury Access	48.9	3.9	20.6	2.3	50.5	4.1	24.0	2.6
	2/1									
	4/1	Farmfield Road	73.7	7.4	96.4	22.4	78.7	8.3	97.3	23.3
Junction 5	6/1+	Oxford Road Northbound	68.4	16.9	94.9	30.7	69.9	18.2	98.7	37.3
	6/2									
Junction 5	1/1	Oxford Road Southbound	40.7	6.2	44.2	11.4	46.4	9.2	47.6	10.3
	½	Oxford Road Southbound	50.2	6.4	59.9	12.8	48.9	5.7	59.8	13.9
	2/1	Oxford Road Northbound	35.2	0.3	42.1	0.4	36.0	0.3	43.9	0.4
	4/1	Grange Road	29.5	1.1	20.9	1.0	27.1	1.3	21.6	1.2
Network	PRC for Signalled Lanes (%)		17.3 / 27.6 / 18.9 / 22.1		20.7 / 14.4 / 1.8 / -7.2		10.8 / 20.1 / 13.5 / 14.4		10.5 / 11.5 / 3.5 / -9.7	
	PRC Over All Lanes (%)		17.3		-7.2		10.8		-9.7	
	Total Delay for Signalled Lanes (PCU/Hr)		13.58 / 14.06 / 21.74 / 17.57		13.23 / 18.62 / 32.07 / 37.35		15.57 / 13.48 / 25.53 / 15.96		15.59 / 16.75 / 33.62 / 43.50	
	Total Delay Over All Lanes (PCU/Hr)		69.53		104.88		73.12		113.62	
	Cycle Time (S)		120		120		120		120	

### **2022 Base + Committed Development Results**

6.6.24 The results for the AM peak for this test show:

- Junction 1: South Bar Street / Bloxham Road / Oxford Road: No capacity issues - all links operate within capacity;
- Junction 2: Oxford Road / Upper Windsor Street: No capacity issues - all links operate with capacity;
- Junction 3: Oxford Road / Horton View / Hightown Road: No capacity issues - all links operate within capacity. This is an improvement over the existing network conditions;
- Junction 4: Oxford Road / Sainsbury Access / Farmfield Road: No capacity issues - all links operate within capacity. Some queuing on Oxford Road Northbound. This is an improvement over the existing network conditions, and
- Junction 5: Oxford Road / Grange Road: No capacity issues - all links operate within capacity.



6.6.25 Overall junction operation: Practical Reserve Capacity over all lanes 17.3%, total delay over all lanes 69.53 (PCU/hours).

6.6.26 The results for the PM peak for this test illustrate:

- Junction 1: South Bar Street / Bloxham Road / Oxford Road: No capacity issues - all links operate within capacity;
- Junction 2: Oxford Road / Upper Windsor Street: No capacity issues - all links operate within capacity;
- Junction 3: Oxford Road / Horton View / Hightown Road: No capacity issues - all links operate within capacity. This is an improvement over the existing network conditions;
- Junction 4: Oxford Road / Sainsbury Access / Farmfield Road: Oxford Road Southbound and Sainsbury Access within capacity. Farmfield Road returns a degree of saturation of 96.4% and a mean max queue of 22.4 PCUs. This is an improvement on the existing network results of 118.4% degree of saturation and a mean max queue of 56.9 PCUs. Oxford Road Northbound returns a degree of saturation of 94.9% and a mean max queue of 30.7 PCUs. Again this is an improvement on the existing network results with a degree of saturation of 111.4% and a mean max queue of 73.9 PCUs. This is a significant improvement in capacity at this junction and shows the junction operating back within the limits of capacity, and
- Junction 5: Oxford Road / Grange Road: No capacity issues - all links operate within capacity.

6.6.27 Overall junction operation: Practical Reserve Capacity over all lanes -7.2%, total delay over all lanes 104.88 (PCU/hours).

### **2022 Base + Committed + With Development Results**

6.6.28 The results for the AM peak for this test show:

- Junction 1: South Bar Street / Bloxham Road / Oxford Road: No capacity issues - all links operate within capacity;
- Junction 2: Oxford Road / Upper Windsor Street: No capacity issues - all links operate within capacity;



- Junction 3: Oxford Road / Horton View / Hightown Road: No capacity issues - all links operate within capacity. Some queuing on Oxford Road Southbound but a marked improvement on the base scenario tested with the existing layout;
- Junction 4: Oxford Road / Sainsbury Access / Farmfield Road: No capacity issues - all links operate within capacity. Some queuing on Oxford Road Northbound but an improvement when compared to the 2022 Base scenario tested with the existing layout, and
- Junction 5: Oxford Road / Grange Road: No capacity issues - all links operate within capacity.

6.6.29 Overall junction operation: Practical Reserve Capacity over all lanes 10.8%, total delay over all lanes 73.12 (PCU/hours).

6.6.30 Finally, the results for the PM peak with this test illustrate:

- Junction 1: South Bar Street / Bloxham Road / Oxford Road: No capacity issues - all links operate within capacity. This is an improvement over the 2022 Base scenario with the existing network;
- Junction 2: Oxford Road / Upper Windsor Street: No capacity issues - all links operate within capacity;
- Junction 3: Oxford Road / Horton View / Hightown Road: No capacity issues - all links operate within capacity. There are minor internal queues on Oxford Road southbound links 6/1 and 6/2;
- Junction 4: Oxford Road / Sainsbury Access / Farmfield Road: The Oxford Road Southbound and Sainsbury Access operate within capacity with a degree of saturation below 90%. Farmfield Road returns a degree of saturation of 97.3% with a mean max queue of 23.3 PCUs. This is an improvement on 118.4% with a mean max queue of 56.9 PCUs recorded for the existing network with the 2022 Base + Committed scenario. Oxford Road Northbound returns a degree of saturation of 98.7% and a mean max queue of 37.3 PCUs. This is an improvement on 111.4% and a mean max queue of 73.9 PCUs recorded for the existing network with the 2022 Base + Committed scenario. Overall this junction operates better than the results recorded for the existing network with the 2022 Base + Committed scenario, and





- Junction 5: Oxford Road / Grange Road: No capacity issues all links operate within capacity.

6.6.31 Overall junction operation: Practical Reserve Capacity over all lanes -9.7%, total delay over all lanes 113.62 (PCU/hours).

6.6.32 These results indicate that the proposed mitigation measures and improvements to the Oxford Road network will allow it to operate within the margins of capacity returning degree of saturation results below 100% and with minimal internal queues. This is a marked improvement when compared to the existing layout (with College Fields) and the network will operate with more spare capacity with less queuing and less delays to all traffic.

6.6.33 The Grange Road / Oxford Road priority junction is on the edge of the network. It has been included due to its close proximity to the Sainsburys / Farmfield Road / Oxford Road junction. In reality the operation of this junction will not be affected by the signalised junction upstream.

6.6.34 It should be noted that in the case of each junction it has been assumed that pedestrian crossings will be called every cycle and it is unlikely that will be the case, consequently these results are considered a worse case.

## 6.7 Site Access

6.7.1 The 50m ICD proposed roundabout access has been assessed using ARCADY 6 software. The assessment has been carried out for the '2017 Base + Committed + Development' scenario only.

6.7.2 The results of the capacity of this proposed junction are summarised in **Table 6.8**. The full ARCADY output is attached in **Appendix AD**.



Table 6.8 Site Access – Future Assessment ARCADY Results								
	Bloxham Road (North)		Site Access (East)		Site Access (South)		Bloxham Road (South)	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
<b>AM Peak</b>								
2017 + Development	0.371	0.6	0.287	0.4	0.027	0.0	0.504	1.0
2022 + Development	0.380	0.6	0.289	0.4	0.027	0.0	0.520	1.1
<b>PM Peak</b>								
2017 + Development	0.494	1.0	0.112	0.1	0.010	0.0	0.378	0.6
2022 + Development	0.507	1.0	0.113	0.1	0.010	0.0	0.388	0.6

6.7.3 The results show that the junction will operate within its design capacity in 2022. The maximum RFC recorded is 0.507 on Bloxham Road North during the PM peak with a queue length of 1 vehicle.

## 6.8 Summary

6.8.1 The Traffic Impact Assessment Chapter shows that there are a number of capacity issues with the Banbury existing network. However a number of improvement or mitigation schemes have been proposed to resolve these issues which provide a significant improvement over the existing and Base 2017 and Base 2022 scenarios with the proposed development traffic added.

6.8.2 The Bloxham Road / Wykham Lane priority junction operates within capacity and no improvements are proposed.

6.8.3 The Bloxham Road / Springfield Avenue priority junction operates within the limits of capacity and no improvements are proposed.



- 6.8.4 The Bloxham Road / Queensway priority junction operates over capacity. It is proposed to replace this junction with a signal controlled junction that will improve overall junction operation and provide upgraded pedestrian crossing facilities.
- 6.8.5 The Oxford Road Signalised Network incorporates the following junctions:
- Bloxham Road / South Bar Street / Oxford Road,
  - Oxford Road / Upper Windsor Street,
  - Horton View / Oxford Road / Hightown Road,
  - Farmfield Road / Oxford Road / Sainsbury Access, and
  - Grange Road / Oxford Road (priority junction).
- 6.8.6 The existing network with only the College Fields proposed improvements showed issues with capacity on all junctions except for the Grange Road priority junction. From these results it was clear that some further mitigation measures would be required to cater for the proposed development traffic.
- 6.8.7 As a result a proposed network has been tested; this includes an improvement at the Bloxham Road / South Bar Street junction which allows the network to operate much better in capacity terms and provide a very significant improvement to the operation of the network even with the Wykham Park Farm development traffic added. The proposed Sainsbury's junction improvement which can be implemented by Oxfordshire County Council when it chooses offers further capacity improvements, however, the impact of the Wykham Park Farm development is not material at this junction due to the very small increase in traffic that would occur as a result of the development.
- 6.8.8 The proposed site access roundabout has also been designed and tested; this operates well within capacity for both the development scenario and a future scenario.



## 7.0 Summary and Conclusion

- 7.1.1 The proposal is for a development of up to 1000 dwellings, 5000m<sup>2</sup> of employment uses, a local centre and a community primary school on Land at Wykham Park Farm, Banbury.
- 7.1.2 The development will be accessed from Bloxham Road via a newly constructed roundabout which will provide two points of entry for the site.
- 7.1.3 The site is accessible by a variety of transport modes and within easy walking or cycling distance of key services and facilities. The provision of a local centre will provide residents with access to further local shops and businesses. The site is in accordance with planning policies to site development in sustainable locations.
- 7.1.4 The provision of a footway/cycle way along the site frontage of Bloxham Road and the footway / cycleway links to the Salt Way cycle route will provide future residents with good access to Banbury's existing walking / cycle routes.
- 7.1.5 The signalisation of the Bloxham Road / Queensway junction will improve pedestrian crossing facilities.
- 7.1.6 The proposed introduction of a bus service within the site will ensure that residents are within 400 metres of a bus stop and improve access to the town centre, railway station and employment opportunities.
- 7.1.7 A robust Travel Plan publicising alternative modes for residents journeys along with the provision of Travel Vouchers to purchase public transport tickets and/or equipment for walking and cycling will seek to reduce travel by Single Occupancy Vehicles.
- 7.1.8 The Bloxham Road / Wykham Lane and the Bloxham Road / Springfield Road junctions operate in the future years within capacity and no improvements are proposed.
- 7.1.9 The Bloxham Road / Queensway priority junction operates over capacity in the future year's analysis. It is proposed to replace this junction with a signal controlled junction that will improve overall junction operation and provide upgraded pedestrian crossing facilities.
- 7.1.10 The Oxford Road Signalised Network with only the College Fields proposed improvements showed issues with capacity on all junctions except for the Grange Road priority junction.



From these results it was clear that some further mitigation measures would be required to accommodate the development traffic.

7.1.11 As a result a proposed network has been tested; this includes an improvement at the Bloxham Road / South Bar Street junction which allows the network to operate much better in capacity terms and provide a very significant improvement to the operation of the network even with the Wykham Park Farm development traffic added. The proposed Sainsbury's junction improvement which can be implemented by Oxfordshire County Council when it chooses offers further capacity improvements, however, the impact of the Wykham Park Farm development is not material at this junction due to the very small increase in traffic that would occur as a result of the development.

7.1.12 The proposed site access roundabout has also been designed and tested; this operates well within capacity in the future year's analysis.

## 7.2 Conclusion

7.2.1 The proposed development is acceptable on traffic and transport grounds.



## Appendices



## **Appendix A – Promap Report**

Order Details  
 Site Address: Site at: E: 444711 N: 238690  
 Order Date: 31-JUL-12  
 Ordered By: Savell Bird & Axon  
 Ropemaker Court  
 12 Lower Park Row  
 Bristol  
 BS1 5BN  
 Order Number: PIQGD-40533045-1-1  
 Reference: Wykham Farm

Points Of Interest	Sub-Category	Name	Location	Business/Organisation	Distance	F Easting	Northing
PointX Group Code	Construction Services	Zocon Construction Ltd	213, Bloxham Road, Banbury, OX16 9JU	Building Contractors	499	444670	239190
Commercial Services	Construction Services	Linear Fencing & Landscaping	82, Wykham Place, Banbury, OX16 9HZ	Fencing and Drystone Walling Services	601	444960	239240
Commercial Services	Construction Services	M Selby Plumbing & Heating Ltd	92, Grange Road, Banbury, OX16 9AU	Plumbing and Heating Services	629	445330	238790
Commercial Services	Construction Services	P M Bradley	8, Browning Road, Banbury, OX16 9JX	Gardening, Landscaping and Tree Surgery Services	643	444490	239300
Commercial Services	Media Services	Catalogues 4 Business Ltd	Wykham Park Farm, Wykham Lane, Banbury, OX16 9UP	Marketing Services	672	444460	238070
Commercial Services	Consultancies	C & W	76, Waller Drive, Banbury, OX16 9NR	Architectural and Building-Related Consultants	689	444270	239220
Commercial Services	Construction Services	M A Batchelor	117, Grange Road, Banbury, OX16 9AT	Painting and Decorating Services	696	445390	238820
Commercial Services	Construction Services	Edward a Dowders	19, Byron Road, Banbury, OX16 9RJ	Construction Completion Services	840	444260	239400
Commercial Services	Construction Services	S R D Home Maintenance	8, Malvern Close, Banbury, OX16 9EL	Gardening, Landscaping and Tree Surgery Services	857	445570	238750
Commercial Services	Construction Services	Gutter Ring	53, Grange Road, Banbury, OX16 9AS	Roofing and Chimney Services	874	445530	238980
Commercial Services	Consultancies	E M S Energy Management Solutions	21, Elizabeth Rise, Banbury, OX16 9LZ	Architectural and Building-Related Consultants	880	444750	239570
Commercial Services	Salons	Appearances	20, Horton View, Banbury, OX16 9HR	Barbers and Hairdressers	895	445250	239410
Commercial Services	Consultancies	Project 4 Designs	34, Farmfield Road, Banbury, OX16 9AP	Architectural and Building-Related Consultants	907	445410	239270
Commercial Services	Construction Services	P Shirley Electrical Ltd	33, Church View, Banbury, OX16 9NB	Electrical Contractors	918	444620	239600
Commercial Services	Salons	Redd Creative Hair	22, Horton View, Banbury, OX16 9HP	Barbers and Hairdressers	931	445270	239430
Commercial Services	Construction Services	John Winters	29, Harrowby Road, Banbury, OX16 9EN	Construction Completion Services	938	445650	238700
Commercial Services	Construction Services	T F Tiling & Plastering Ltd	43, Church View, Banbury, OX16 9NB	Painting and Decorating Services	974	444570	239650
Commercial Services	Transport and Delivery	Airport Transfers Banbury Ltd	99, Bloxham Road, Banbury, OX16 9JT	Airlines and Airline Services	1001	445010	239650
Commercial Services	Construction Services	L Kite Gas Engineers	6, Church View, Banbury, OX16 9ND	Plumbing and Heating Services	1005	444730	239700
Commercial Services	Construction Services	Chestnut Electrical	40, Horton View, Banbury, OX16 9HP	Electrical Contractors	1018	445370	239470
Commercial Services	Property Services	Cherwell Properties Ltd	118, Bloxham Road, Banbury, OX16 9JR	Commercial Property Letting	1036	444960	239700
Commercial Services	Salons	Feathers Hairdressing	67, Beaconsfield Road, Banbury, OX16 9EP	Barbers and Hairdressers	1050	445750	238820
Commercial Services	Construction Services	Martins Boiler Services	48, Easington Road, Banbury, OX16 9HJ	Plumbing and Heating Services	1052	445260	239590
Commercial Services	Construction Services	Superior Interiors Banbury	60, Easington Road, Banbury, OX16 9HJ	Painting and Decorating Services	1066	445300	239580
Commercial Services	Vehicle Services	Banbury Alarm & Towbar Services	4, Brantwood Rise, Banbury, OX16 9NH	Vehicle Repair, Testing and Servicing	1081	444620	239770
Commercial Services	Construction Services	Matt Davis Painting & Decorating	68, Easington Road, Banbury, OX16 9HJ	Painting and Decorating Services	1082	445340	239570
Commercial Services	Construction Services	Clearseal Systems	27, Wesley Drive, Banbury, OX16 9LS	Glaziers	1102	444910	239770
Commercial Services	Construction Services	Greenwood Builders & Labour Ltd	89, St. Annes Road, Banbury, OX16 9DY	Building Contractors	1103	445790	238900
Commercial Services	Construction Services	Murphy	55, Easington Road, Banbury, OX16 9HJ	Electrical Contractors	1112	445370	239580
Commercial Services	Engineering Services	Lubrication Services	152, Oxford Road, Banbury, OX16 9BA	Mechanical Engineers	1115	445700	239220
Commercial Services	Construction Services	Banbury Garden Services	4, Crouch Hill Road, Banbury, OX16 9RG	Gardening, Landscaping and Tree Surgery Services	1119	444180	239670
Commercial Services	Construction Services	J J Sullivan Groundwork Contractor	31, Queensway, Banbury, OX16 9NF	Building Contractors	1124	444640	239810
Commercial Services	Construction Services	S M H Gas Specialist	18, Sycamore Drive, Banbury, OX16 9HF	Plumbing and Heating Services	1137	445840	238530
Commercial Services	Construction Services	S J H Gas Distribution Ltd	4, Laburnum Grove, Banbury, OX16 9DP	Building Contractors	1211	445910	238840
Commercial Services	Construction Services	M C Whittton & Son	74, Oxford Road, Banbury, OX16 9AN	Building Contractors	1215	445430	239670
Commercial Services	Construction Services	Andrew Mawle	11, Laburnum Grove, Banbury, OX16 9DP	Building Contractors	1229	445940	238750
Commercial Services	Property Services	Abbeyfield	Abbeyfield House 1, The Hawthorns, Banbury, OX16 9FA	Estate and Property Management	1232	445830	239200
Commercial Services	Construction Services	D J Burn Carpet Fitter	61, Kingsway, Banbury, OX16 9NX	Construction Completion Services	1235	444810	239920
Commercial Services	Construction Services	Melvyn Webb	68, Oxford Road, Banbury, OX16 9AN	Building Contractors	1249	445420	239720
Commercial Services	Vehicle Services	Car Wash	Oxford Road, Banbury, Oxfordshire, OX16 9XA	Vehicle Cleaning Services	1272	445820	239320
Commercial Services	Construction Services	Quainton & Newport	7, Poplar Close, Banbury, OX16 9EU	Plumbing and Heating Services	1286	445990	238520
Commercial Services	Construction Services	Roy Bolton	21, Burlington Gardens, Banbury, OX16 9NQ	Plasterers	1304	444660	239990
Commercial Services	Consultancies	David J Stewart Associates	The Coach House 61, Hightown Road, Banbury, OX16 9BE	Architectural and Building-Related Consultants	1304	445690	239550
Commercial Services	Construction Services	Pelicans Swimming Pool Contractors	6, Wychwood Gardens, Banbury, OX16 9QN	Pool and Court Construction	1324	444400	239980
Commercial Services	Construction Services	Touchwood Joinery	8, Wesley Drive, Banbury, OX16 9LW	Building Contractors	1331	444940	240000
Commercial Services	Construction Services	Harrison Electrical	25, Elton Road, Banbury, OX16 9TN	Electrical Contractors	1351	446060	238750
Commercial Services	Construction Services	G J Neat Roofing Contractor	57, Chatsworth Drive, Banbury, OX16 9TT	Roofing and Chimney Services	1366	446030	239050
Commercial Services	Consultancies	Acanthus Clews Architects	57, Hightown Road, Banbury, OX16 9BE	Architectural and Building-Related Consultants	1366	445760	239560
Commercial Services	Transport and Delivery	George's Removals	33, Chatsworth Drive, Banbury, OX16 9TT	Removals and Shipping Agents	1372	446060	238930
Commercial Services	Construction Services	Palmers Plumbing Services	38, Mewburn Road, Banbury, OX16 9NZ	Plumbing and Heating Services	1404	444820	240090
Commercial Services	Construction Services	D Sullivan Building Contractors	98, Elton Road, Banbury, OX16 9YH	Building Contractors	1416	446060	239120
Commercial Services	Construction Services	Uretek	Mewburn Road, Banbury, OX16 9PA	Building Contractors	1443	444730	240130
Commercial Services	Consultancies	The Colin Sanders Innovation Centre	The Colin Sanders Innovation Centre, Mewburn Road, Banbury, OX16 9PA	Business-Related Consultants	1443	444730	240130
Commercial Services	Employment Agencies	Redd Managed Services	Mewburn Road, Banbury, OX16 9PA	Employment Agencies	1443	444730	240130
Commercial Services	Media Services	Euro Disk	Mewburn Road, Banbury, OX16 9PA	Film and Video Services	1443	444730	240130
Commercial Services	Property Services	Colin Sanders Innovation Centre	The Colin Sanders Innovation Centre, Mewburn Road, Banbury, OX16 9PA	Commercial Property Letting	1443	444730	240130
Commercial Services	Construction Services	Dave Ramm Electrical	2, Avocet Way, Banbury, OX16 9YA	Electrical Contractors	1472	446100	239170
Commercial Services	Transport and Delivery	D Wyatt & Sons Ltd	10, Elton Road, Banbury, OX16 9TL	Distribution and Haulage	1478	446190	238760
Commercial Services	Salons	Bodicote Hair Studio	29, High Street, Bodicote, Banbury, OX15 4BS	Barbers and Hairdressers	1491	445990	237920
Commercial Services	Hiring Services	T V & J A Rogers	27, High Street, Bodicote, Banbury, OX15 4BS	Agricultural Contractors	1498	445990	237910
Commercial Services	Consultancies	Arabic Business Centre 4 Translation	6, Wheatley Close, Banbury, OX16 9TH	Interpretation and Translation Consultants	1501	446210	238670
Commercial Services	Media Services	Ox2p Ltd	Wykham Mill Bloxham Road, Banbury, Oxfordshire, OX16 9UX	Concert/Exhibition Organisers and Services	1501	443590	237690
Commercial Services	Vehicle Services	Car Wash	Oxford Road, Bodicote, Banbury, OX15 4AB	Vehicle Cleaning Services	1518	446210	238450
Commercial Services	Transport and Delivery	T C Light Haulage & Removals	7, Valley Road, Banbury, OX16 9BQ	Removals and Shipping Agents	1526	445810	239750
Commercial Services	Salons	Guillard's Beauty Ltd	16, Bear Garden Road, Banbury, OX16 9PH	Barbers and Hairdressers	1531	445080	240180
Commercial Services	Consultancies	UK Shop Ltd	18, Teal Close, Banbury, OX16 9UU	Computer Consultants	1543	446170	239180
Commercial Services	Transport and Delivery	Traveliner Airport Express	Studio 1-2, St. Johns Place, Banbury, OX16 5HP	Airlines and Airline Services	1548	445340	240100
Commercial Services	Construction Services	Tapper Interiors Ltd	Vantage Business Park, Bloxham Road, Banbury, OX16 9UX	Building and Component Suppliers	1553	443570	237630
Commercial Services	Vehicle Services	Penny Vintage Carriage Bodies	Vantage Business Park, Bloxham Road, Banbury, OX16 9UX	Vehicle Repair, Testing and Servicing	1553	443570	237630
Commercial Services	Construction Services	Hayes Contractors	1, Calthorpe Road, Banbury, OX16 5HS	Building Contractors	1560	445450	240060
Commercial Services	Consultancies	Serco Home Affairs	Premier House 31-34, South Bar Street, Banbury, OX16 9AE	Security Consultants	1561	445300	240140
Commercial Services	Property Services	Savills Plc	36, South Bar Street, Banbury, OX16 9AE	Property Sales	1573	445300	240150
Commercial Services	Consultancies	Oxfordshire Business Enterprises	Bodicote House, White Post Road, Bodicote, Banbury, OX15 4AA	Business-Related Consultants	1575	446160	238070
Commercial Services	Vehicle Services	T & P Motors	Chapel Lane, Bodicote, Banbury, OX15 4DB	Vehicle Repair, Testing and Servicing	1575	446100	237950
Commercial Services	Consultancies	Cumming Anderton Architects	38, South Bar Street, Banbury, OX16 9AE	Architectural and Building-Related Consultants	1590	445290	240170
Commercial Services	Salons	Be Gorgeous	38, South Bar Street, Banbury, OX16 9AE	Barbers and Hairdressers	1590	445290	240170



Commercial Services	Construction Services	M & N Heating	Unit 2/B Vantage Business Park, Bloxham Road, Banbury, OX16 9UX	Plumbing and Heating Services	1598	443520	237620
Commercial Services	Construction Services	Barker & Evans Ltd	Unit 3 Vantage Business Park, Bloxham Road, Banbury, OX16 9UX	Plumbing and Heating Services	1601	443550	237590
Commercial Services	Consultancies	Building Sciences Ltd	Edmunds House 40, South Bar Street, Banbury, OX16 9AE	Architectural and Building-Related Consultants	1607	445280	240190
Commercial Services	Consultancies	R S K Carter Ecological	Edmunds House 40, South Bar Street, Banbury, OX16 9AE	Architectural and Building-Related Consultants	1607	445280	240190
Commercial Services	Construction Services	J & M Plumbing Heating	45, Mascord Road, Banbury, OX16 0NQ	Plumbing and Heating Services	1614	444120	240190
Commercial Services	Consultancies	B R D Environmental Ltd	33a, Crouch Street, Banbury, OX16 9PR	Architectural and Building-Related Consultants	1615	445260	240210
Commercial Services	Media Services	Banburyshire Info	Flat 36 St. Johns Court 20, Calthorpe Road, Banbury, OX16 5ES	Marketing Services	1618	445510	240100
Commercial Services	Salons	Beauty Within	41, South Bar Street, Banbury, OX16 9AE	Barbers and Hairdressers	1624	445290	240210
Commercial Services	Construction Services	Fairmitre Windows & Joinery Ltd	Unit 9 Vantage Business Park, Bloxham Road, Banbury, OX16 9UX	Glaziers	1625	443480	237630
Commercial Services	Construction Services	Imley Construction Ltd	17, West Bar Street, Banbury, OX16 9SA	Building Contractors	1648	445140	240280
Commercial Services	Property Services	Berry Morris	44, South Bar Street, Banbury, OX16 9AB	Property Sales	1661	445280	240250
Commercial Services	Construction Services	J A & M C McKay	16, Melbourne Close, Banbury, OX16 9UQ	Plumbing and Heating Services	1679	446340	239080
Commercial Services	Media Services	Banbury Nameplates Ltd	7, Dashwood Road, Banbury, OX16 5HD	Plate Makers, Print Finishers and Type Setters	1684	445400	240230
Commercial Services	Construction Services	Spiecapag UK Ltd	46, West Bar Street, Banbury, OX16 9RZ	Building Contractors	1687	445120	240330
Commercial Services	Construction Services	Banbury Paving	5, Mascord Close, Banbury, OX16 0NF	Gardening, Landscaping and Tree Surgery Services	1688	444160	240290
Commercial Services	Construction Services	R D Decorating	29, Harewood Road, Banbury, OX16 9UG	Painting and Decorating Services	1689	446390	238920
Commercial Services	Construction Services	M L S Builders	12, Lidsey Road, Banbury, OX16 0ND	Building Contractors	1710	444110	240290
Commercial Services	Hiring Services	Arran Drains	18, Whimbrel Way, Banbury, OX16 9YX	Drain and Sewage Clearance	1716	446340	239240
Commercial Services	Construction Services	R W Currier Electrical	21, Grosvenor Road, Banbury, OX16 5HN	Electrical Contractors	1717	445630	240140
Commercial Services	Consultancies	Exquisite Bathrooms	80, Balmoral Avenue, Banbury, OX16 0JR	Business-Related Consultants	1726	443720	240100
Commercial Services	Construction Services	Sarkhalo Ltd	Mercia House 51, South Bar Street, Banbury, OX16 9AB	Plumbing and Heating Services	1741	445270	240340
Commercial Services	Consultancies	Security & Protection Agency Ltd	Mercia House 51, South Bar Street, Banbury, OX16 9AB	Security Consultants	1741	445270	240340
Commercial Services	Employment Agencies	A4E Ltd	Mercia House 51, South Bar Street, Banbury, OX16 9AB	Careers Offices and Armed Forces Recruitment	1741	445270	240340
Commercial Services	Salons	Simon & Co	4, South Bar Street, Banbury, OX16 9AA	Barbers and Hairdressers	1746	445340	240320
Commercial Services	Business Parks and Industrial Estates	Jeffersons Business Centre	6, South Bar Street, Banbury, OX16 9AA	Business Parks and Industrial Estates	1747	445350	240320
Commercial Services	Construction Services	Stuart Viggers Master Thatchers	6, South Bar Street, Banbury, OX16 9AA	Roofing and Chimney Services	1747	445350	240320
Commercial Services	Consultancies	Health & Safety Services Ltd	6, South Bar Street, Banbury, OX16 9AA	Business-Related Consultants	1747	445350	240320
Commercial Services	Consultancies	Thames Security Management Ltd	6, South Bar Street, Banbury, OX16 9AA	Security Consultants	1747	445350	240320
Commercial Services	Consultancies	Touchwood Security Ltd	6, South Bar Street, Banbury, OX16 9AA	Security Consultants	1747	445350	240320
Commercial Services	Employment Agencies	South Bar Employment Services	6, South Bar Street, Banbury, OX16 9AA	Employment Agencies	1747	445350	240320
Commercial Services	Property Services	Gatekeeper UK	6, South Bar Street, Banbury, OX16 9AA	Property Sales	1747	445350	240320
Commercial Services	Construction Services	Gary Millward Ltd	16, High Acres, Banbury, OX16 9SJ	Building Contractors	1755	446210	239610
Commercial Services	Construction Services	Apg Plumbing	38, Woodgreen Avenue, Banbury, OX16 0AY	Plumbing and Heating Services	1756	444350	240410
Commercial Services	Media Services	Roger Gooding	6, Kedleston Rise, Banbury, OX16 9TX	Printing and Photocopying Services	1756	446460	238850
Commercial Services	Salons	Simon & Co	3, South Bar Street, Banbury, OX16 9AA	Barbers and Hairdressers	1766	445340	240340
Commercial Services	Construction Services	Homecare Plumbing Services	72, Balmoral Avenue, Banbury, OX16 0JP	Plumbing and Heating Services	1769	443690	240130
Commercial Services	Construction Services	Alan Newman	65, Edmunds Road, Banbury, OX16 0QJ	Metalworkers Including Blacksmiths	1770	443970	240300
Commercial Services	Property Services	Chancellors	1, South Bar Street, Banbury, OX16 9AA	Property Sales	1781	445340	240360
Commercial Services	Consultancies	Marathon Associates Ltd	17, The Rydes, Bodicote, Banbury, OX15 4EJ	Business-Related Consultants	1794	446360	237970
Commercial Services	Property Services	Davies & Partners	9, Horse Fair, Banbury, OX16 0AA	Property Sales	1794	445340	240370
Commercial Services	Consultancies	H S T S Ltd	St. Tropez, East Street, Bodicote, Banbury, OX15 4EB	Architectural and Building-Related Consultants	1798	446250	237750
Commercial Services	Employment Agencies	Executive Search International	8-10, West Bar Street, Banbury, OX16 9RR	Employment Agencies	1799	445250	240410
Commercial Services	Employment Agencies	Hospitality Search International Ltd	8-10, West Bar Street, Banbury, OX16 9RR	Employment Agencies	1799	445250	240410
Commercial Services	Property Services	Leigh Estate Agents & Property Rentals	6, Horse Fair, Banbury, Oxfordshire, OX16 0AA	Property Sales	1806	445350	240380
Commercial Services	Property Services	Leigh	6, Horse Fair, Banbury, Oxfordshire, OX16 0AA	Property Sales	1806	445350	240380
Commercial Services	Property Services	Finders Keepers Ltd	3-4, Horse Fair, Banbury, OX16 0AA	Property Letting	1820	445370	240390
Commercial Services	Property Services	Stepping Stones	3-4, Horse Fair, Banbury, OX16 0AA	Property Letting	1820	445370	240390
Commercial Services	Employment Agencies	Premiere People	2, West Bar Street, Banbury, OX16 9RR	Employment Agencies	1834	445290	240430
Commercial Services	Business Parks and Industrial Estates	ESwan Industrial Estate	OX16	Business Parks and Industrial Estates	1836	445800	240170
Commercial Services	Media Services	Colourburst Lithographic Ltd	2 Swan Industrial Estate, Gatteridge Street, Banbury, OX16 5DH	Plate Makers, Print Finishers and Type Setters	1847	445670	240270
Commercial Services	Construction Services	Lee Hughes Decorators	8, Kenilworth Way, Banbury, OX16 0QL	Painting and Decorating Services	1853	443850	240330
Commercial Services	Construction Services	Loves Plumbing	121, Mold Crescent, Banbury, OX16 0ES	Plumbing and Heating Services	1853	444050	240420
Commercial Services	Construction Services	Park Ceramics	23, Queens Road, Banbury, OX16 0EB	Painting and Decorating Services	1858	444880	240540
Commercial Services	Property Services	Martin & Co	38, High Street, Banbury, OX16 5ET	Property Letting	1860	445420	240410
Commercial Services	Construction Services	A Rowley	33, Gatteridge Street, Banbury, OX16 5DJ	Metalworkers Including Blacksmiths	1868	445670	240290
Commercial Services	Property Services	King & Woolley	32A, High Street, Banbury, OX16 5ER	Property Sales	1890	445450	240430
Commercial Services	Property Services	Anker & Partners	31-32, High Street, Banbury, OX16 5ER	Property Sales	1892	445460	240430
Commercial Services	Construction Services	Drain Doctor Ltd	29-30, Horse Fair, Banbury, OX16 0BW	Plumbing and Heating Services	1894	445380	240460
Commercial Services	Employment Agencies	Chefology	29-30, Horse Fair, Banbury, OX16 0BW	Employment Agencies	1894	445380	240460
Commercial Services	Media Services	Stormark Ltd	Stormark House 30a, Horse Fair, Banbury, OX16 0AE	Marketing Services	1894	445380	240460
Commercial Services	Transport and Delivery	Mail Boxes Etc (UK) Ltd	29-30, Horse Fair, Banbury, OX16 0BW	Courier, Delivery and Messenger	1894	445380	240460
Commercial Services	Consultancies	Hiltron Ltd	15 Borough House, Marlborough Road, Banbury, OX16 5TH	Business-Related Consultants	1895	445540	240400
Commercial Services	Consultancies	Lexicon Signstream	Borough House, Marlborough Road, Banbury, Oxfordshire, OX16 5TH	Interpretation and Translation Consultants	1895	445540	240400
Commercial Services	Employment Agencies	Monaco Search & Selection	Borough House, Marlborough Road, Banbury, Oxfordshire, OX16 5TH	Employment Agencies	1895	445540	240400
Commercial Services	Engineering Services	Engineering Ingenuity Ltd	12 Borough House, Marlborough Road, Banbury, OX16 5TH	Structural Engineers	1895	445540	240400
Commercial Services	Property Services	Wigwam	48, High Street, Banbury, OX16 5LA	Property Sales	1896	445410	240450
Commercial Services	Vehicle Services	Car Wash	Swan Close Road, Banbury, OX16 5AQ	Vehicle Cleaning Services	1902	445880	240190
Commercial Services	Employment Agencies	Plus One Personnel Ltd	Cotswold House 29-30, High Street, Banbury, OX16 5ER	Employment Agencies	1903	445480	240430
Commercial Services	Property Services	Let Lucas Rental Specialists	30, High Street, Banbury, OX16 5ER	Property Letting	1903	445480	240430
Commercial Services	Environmental Services	Outfall	OX16	Waste Storage, Processing and Disposal	1910	446060	240050
Commercial Services	Employment Agencies	Banbury Personnel	51, High Street, Banbury, OX16 5LA	Employment Agencies	1917	445440	240460
Commercial Services	Vehicle Services	Hq Tyre Services	Gatteridge Street, Banbury, OX16 5DJ	Vehicle Repair, Testing and Servicing	1918	445840	240240
Commercial Services	Media Services	Reh Kendermann	The Old Wine House 27, High Street, Banbury, OX16 5EW	Marketing Services	1921	445510	240440
Commercial Services	Construction Services	J P H Electrical Ltd	19, Sideleigh Road, Bodicote, Banbury, OX15 4AY	Electrical Contractors	1925	446280	237580
Commercial Services	Construction Services	Morgan Sindall Group Plc	2 Canalside House, Tramway Road, Banbury, OX16 5RH	Building Contractors	1934	446080	240060
Education	Vocational Education	Edmunds School of Motoring	3, Homestead Road, Banbury, OX16 9TW	Driving and Motorcycle Schools	1405	446120	238690
Education	Vocational Education	Excel	2, Old Parr Road, Banbury, OX16 5HT	Driving and Motorcycle Schools	1473	445490	239940
Education	Education	Frank Wise School	Hornbeam Close, Banbury, OX16 9RL	Special Schools	1505	444500	240180
Education	Vocational Education	Christine School of Motoring	32, Bear Garden Road, Banbury, OX16 9PH	Driving and Motorcycle Schools	1511	445120	240150
Education	Vocational Education	Drive Automatically	29, Whimbrel Way, Banbury, OX16 9YN	Driving and Motorcycle Schools	1665	446250	239340
Education	Vocational Education	Richards School of Driving	31, Harlech Close, Banbury, OX16 0LH	Driving and Motorcycle Schools	1695	443760	240100
Education	Vocational Education	Eunice Harradine	22, The Rydes, Bodicote, Banbury, OX15 4EJ	Driving and Motorcycle Schools	1720	446260	237950
Education	Vocational Education	Elt Banbury Ltd	Tintern House 37, High Street, Banbury, OX16 5ET	Language Schools	1865	445420	240410
Education	Vocational Education	Chris Bowden	49b, Park Road, Banbury, OX16 0DH	Driving and Motorcycle Schools	1885	444690	240580
Farming	Farming	W M Bratt	20, High Street, Bodicote, Banbury, OX15 4BS	Arable Farming	1510	446010	237920
Health	Health Practitioners	K Turner	5, Longfellow Road, Banbury, OX16 9LB	Alternative, Natural and Complementary	819	444480	239480
Health	Health Practitioners	Carole Baldwin	4, Elmscote Road, Banbury, OX16 9EF	Physical Therapy	851	445540	238880
Health	Health Practitioners	Jill Daniels	2, Elizabeth Rise, Banbury, OX16 9LZ	Alternative, Natural and Complementary	967	444830	239650
Health	Health Practitioners	Green Pastures Christian Nursing Home	The Hawthorns, Banbury, OX16 9FA	Nursing and Residential Care Homes	1230	445810	239250

Health	Health Practitioners	Back Pain & Sports Injuries Headache Clinic	54, Bloxham Road, Banbury, OX16 9JR	Physical Therapy	1235	445070	239870
Health	Health Practitioners	Sainsbury's Pharmacy	Oxford Road, Banbury, OX16 9XA	Chemists and Pharmacies	1271	445810	239330
Health	Health Practitioners	Rainbow Hypnotherapy	69, Oxford Road, Banbury, OX16 9AJ	Mental Health Centres and Practitioners	1370	445440	239850
Health	Health Practitioners	Jane Orton	28, Bloxham Road, Banbury, OX16 9JN	Mental Health Centres and Practitioners	1400	445180	240010
Health	Health Practitioners	Horton NHS Treatment Centre	Horton Hospital, Oxford Road, Banbury, OX16 9FG	Clinics and Health Centres	1447	445720	239730
Health	Health Practitioners	The Fiennes Centre	The Fiennes Centre, Hightown Road, Banbury, OX16 9BF	Clinics and Health Centres	1481	445710	239780
Health	Health Practitioners	Cox & Robinson Pharmacy	South Bar House, South Bar Street, Banbury, OX16 9AD	Chemists and Pharmacies	1511	445290	240080
Health	Health Practitioners	Total Wellbeing	7, Crouch Street, Banbury, OX16 9PP	Alternative, Natural and Complementary	1560	445200	240170
Health	Health Practitioners	Geoff Williams	36, South Bar Street, Banbury, Oxfordshire, OX16 9AE	Mental Health Centres and Practitioners	1573	445300	240150
Health	Health Practitioners	Banbury Chiropractic Clinic	37, South Bar Street, Banbury, OX16 9AE	Physical Therapy	1580	445300	240160
Health	Health Practitioners	Wellness & Vitality	38, South Bar Street, Banbury, OX16 9AE	Alternative, Natural and Complementary	1590	445290	240170
Health	Health Practitioners	Wellness Vitality Chiropractic	38, The Green South Bar, Banbury, Oxfordshire, OX16 9AE	Physical Therapy	1592	445300	240170
Health	Health Practitioners	Changing Faces	41, South Bar Street, Banbury, OX16 9AE	Surgeons and Cosmetic Surgeries	1624	445290	240210
Health	Health Practitioners	Ingrid Rhea Cosultants	41, South Bar Street, Banbury, OX16 9AE	Mental Health Centres and Practitioners	1624	445290	240210
Health	Health Practitioners	Minerva Clinic	45, South Bar Street, Banbury, OX16 9AB	Surgeons and Cosmetic Surgeries	1673	445280	240260
Health	Health Practitioners	Brooklands 1 Ltd	14, Dashwood Road, Banbury, OX16 5HD	Nursing and Residential Care Homes	1678	445510	240160
Health	Health Practitioners	Katherine Hutchings	The Farthings, Church Street, Bodicote, Banbury, OX15 4DW	Alternative, Natural and Complementary	1733	446050	237590
Health	Health Practitioners	Fairholme House Lts	Church Street, Bodicote, Banbury, OX15 4DW	Nursing and Residential Care Homes	1742	446040	237560
Health	Health Practitioners	Specs at Home	6, South Bar Street, Banbury, OX16 9AA	Optometrists and Opticians	1747	445350	240320
Health	Health Practitioners	The Lindon Healing Centre	5-6, South Bar Street, Banbury, OX16 9AA	Alternative, Natural and Complementary	1747	445350	240320
Health	Health Practitioners	Community Nurses	12, Horse Fair, Banbury, OX16 0AJ	Clinics and Health Centres	1838	445300	240430
Health	Health Practitioners	Danielle Croft Acupuncture & Massage Clinic	18, Marlborough Road, Banbury, OX16 5DB	Alternative, Natural and Complementary	1880	445550	240370
Health	Health Practitioners	M G Paynton	Borough House, 4 Marlborough Road, Banbury, Oxfordshire, OX16 5TH	Foot Related Services	1895	445540	240400
Local Amenities	Stops	Lansdown Close	OX16	Bus Stops	488	444600	239170
Local Amenities	Stops	Lansdown Close	OX16	Bus Stops	497	444590	239170
Local Amenities	Education	Blessed George Napier Catholic School and Sports College	Addison Road, Banbury, OX16 9DQ	Secondary and Grammar Schools	712	445300	239090
Local Amenities	Education	Banbury School	Ruskin Road, Banbury, OX16 9HY	Secondary and Grammar Schools	718	445090	239300
Local Amenities	Vocational Education	Banbury School Day Nursery	Ruskin Road, Banbury, OX16 9HY	Nursery Schools and Pre and After School Care	718	445090	239300
Local Amenities	Stops	Byron Road	OX16	Bus Stops	740	444340	239330
Local Amenities	Stops	Wykham Gardens	OX16	Bus Stops	757	444870	239430
Local Amenities	Stops	Wykham Gardens	OX16	Bus Stops	764	444860	239440
Local Amenities	Stops	Horton View	OX16	Bus Stops	816	445180	239360
Local Amenities	Stops	Longfellow Road	OX16	Bus Stops	828	444430	239470
Local Amenities	Stops	Elmscote Road	OX16	Bus Stops	855	445530	238920
Local Amenities	Stops	Horton View	OX16	Bus Stops	859	445170	239420
Local Amenities	Stops	Elmscote Road	OX16	Bus Stops	866	445540	238930
Local Amenities	Stops	Brooke Road	OX16	Bus Stops	867	444330	239470
Local Amenities	Stops	Springfield Avenue	OX16	Bus Stops	869	445460	239130
Local Amenities	Stops	Longfellow Road	OX16	Bus Stops	884	444420	239530
Local Amenities	Stops	Springfield Avenue	OX16	Bus Stops	884	445470	239140
Local Amenities	Stops	Keats Road	OX16	Bus Stops	924	444290	239510
Local Amenities	Education	Tudor Hall School	Wykham Lane, Banbury, OX16 9UR	Independent and Preparatory Schools	926	444080	238010
Local Amenities	Stops	Keats Road	OX16	Bus Stops	932	444280	239520
Local Amenities	Stops	Elizabeth Rise	OX16	Bus Stops	967	444900	239640
Local Amenities	Stops	Easington Road E	OX16	Bus Stops	1005	445340	239480
Local Amenities	Playgrounds	Play Area	OX16	Playgrounds	1014	445710	238850
Local Amenities	Stops	Easington Road W	OX16	Bus Stops	1021	445000	239670
Local Amenities	Stops	Laurel Close	OX16	Bus Stops	1041	445750	238570
Local Amenities	Stops	Easington Road W	OX16	Bus Stops	1042	445000	239690
Local Amenities	Stops	Laurel Close	OX16	Bus Stops	1050	445750	238560
Local Amenities	Stops	Brantwood Rise School	OX16	Bus Stops	1054	444590	239740
Local Amenities	Stops	Brantwood Rise School	OX16	Bus Stops	1058	444620	239750
Local Amenities	Stops	Mayfield Road	OX16	Bus Stops	1061	445760	238840
Local Amenities	Stops	Mayfield Road	OX16	Bus Stops	1074	445770	238860
Local Amenities	Stops	Burns Road	OX16	Bus Stops	1078	444110	239590
Local Amenities	Stops	Easington Road E	OX16	Bus Stops	1087	445420	239520
Local Amenities	Stops	Grange Road	OX16	Bus Stops	1114	445670	239260
Local Amenities	Academic Education	Queensway School	Queensway, Banbury, OX16 9NF	First, Primary and Infant Schools	1119	444550	239800
Local Amenities	Stops	Grange Road	OX16	Bus Stops	1144	445720	239240
Local Amenities	Stops	Mewburn Road Shops	OX16	Bus Stops	1158	444670	239850
Local Amenities	Stops	Broughton Road	OX16	Bus Stops	1188	444290	239800
Local Amenities	Stops	Willow Road	OX16	Bus Stops	1201	445890	238470
Local Amenities	Stops	Broughton Road	OX16	Bus Stops	1202	444280	239810
Local Amenities	Playgrounds	Playground	OX16	Playgrounds	1206	444820	239890
Local Amenities	Stops	Willow Road	OX15	Bus Stops	1212	445900	238460
Local Amenities	Stops	Horton Hospital	OX16	Bus Stops	1214	445490	239620
Local Amenities	Stops	Horton Hospital	OX16	Bus Stops	1217	445470	239640
Local Amenities	Vocational Education	Chasewell Playgroup	9, Laburnum Grove, Banbury, OX16 9DP	Nursery Schools and Pre and After School Care	1224	445930	238780
Local Amenities	Stops	Ashridge Close	OX16	Bus Stops	1232	445920	238910
Local Amenities	Stops	Ashridge Close	OX16	Bus Stops	1242	445930	238930
Local Amenities	Stops	Harriers Ground School	OX16	Bus Stops	1262	445110	239890
Local Amenities	Stops	Harriers Ground School	OX16	Bus Stops	1268	445130	239890
Local Amenities	Road and Rail Services	Sainsbury's Banbury	Oxford Road, Banbury, Oxfordshire, OX16 9XA	Petrol and Fuel Stations	1272	445820	239320
Local Amenities	Vocational Education	Saltway Day Nursery	Saltway House, White Post Road, Bodicote, Banbury, OX15 4BN	Nursery Schools and Pre and After School Care	1278	445950	238370
Local Amenities	Vocational Education	Chasewell Playgroup	Chasewell Community Centre, Avocet Way, Banbury, Oxfordshire, OX16 9YA	Nursery Schools and Pre and After School Care	1286	445900	239180
Local Amenities	Playgrounds	Playground	OX16	Playgrounds	1299	444110	239840
Local Amenities	Academic Education	The Grange School	Avocet Way, Banbury, OX16 9YA	First, Primary and Infant Schools	1304	445910	239220
Local Amenities	Health Practitioners	Horton Treatment Centre	81a, Oxford Road, Banbury, OX16 9AL	Hospitals	1308	445580	239670
Local Amenities	Vocational Education	Horton Day Nursery & Nursery School	81a, Oxford Road, Banbury, OX16 9AL	Nursery Schools and Pre and After School Care	1308	445580	239670
Local Amenities	Academic Education	Harriers Ground Community Primary School	Bloxham Road, Banbury, OX16 9JW	First, Primary and Infant Schools	1369	445220	239960
Local Amenities	Vocational Education	Easington Playgroup	Bloxham Road, Banbury, OX16 9JW	Nursery Schools and Pre and After School Care	1369	445220	239960
Local Amenities	Stops	Bretch Hill	OX16	Bus Stops	1389	444460	240060
Local Amenities	Stops	Fairfax Close	OX16	Bus Stops	1389	444120	239950
Local Amenities	Stops	Fairfax Close	OX16	Bus Stops	1391	444130	239950
Local Amenities	Stops	Bodicote House	OX15	Bus Stops	1418	446030	238160
Local Amenities	Stops	Hightown Gardens for Hospital	OX16	Bus Stops	1418	445800	239600
Local Amenities	Stops	Hightown Gardens for Hospital	OX16	Bus Stops	1419	445790	239610
Local Amenities	Stops	Bodicote House	OX15	Bus Stops	1425	446040	238160
Local Amenities	Stops	Bretch Hill	OX16	Bus Stops	1425	444410	240080

Local Amenities	Academic Education	Bishop Loveday Church of England Primary School	White Post Road, Bodicote, Banbury, OX15 4BN	First, Primary and Infant Schools	1430	446090	238300
Local Amenities	Stops	Hornbeam Close	OX16	Bus Stops	1442	444620	240130
Local Amenities	Vocational Education	Hobby Horse Childrens Centre	Mewburn Road, Banbury, OX16 9PA	Nursery Schools and Pre and After School Care	1443	444730	240130
Local Amenities	Stops	Blenheim Road	OX16	Bus Stops	1462	446160	238890
Local Amenities	Stops	St Johns School	OX16	Bus Stops	1462	446050	239290
Local Amenities	Stops	Hornbeam Close	OX16	Bus Stops	1473	444610	240160
Local Amenities	Academic Education	St John's Catholic Primary School, Banbury	Avocet Way, Banbury, OX16 9YA	First, Primary and Infant Schools	1489	446050	239340
Local Amenities	Stops	Whimbrel Way	OX16	Bus Stops	1490	446140	239110
Local Amenities	Health Practitioners	Doctors Surgery	South Bar House, South Bar Street, Banbury, OX16 9AD	Doctors Surgeries	1511	445290	240080
Local Amenities	Stops	Horse and Jockey	OX15	Bus Stops	1512	446000	237900
Local Amenities	Stops	Blenheim Road	OX16	Bus Stops	1515	446220	238860
Local Amenities	Road and Rail Services	Banbury Otr Service Station	Oxford Road, Bodicote, Banbury, OX15 4AB	Petrol and Fuel Stations	1518	446210	238450
Local Amenities	Stops	Horse and Jockey	OX15	Bus Stops	1518	445990	237880
Local Amenities	Vocational Education	Hobby Horse Childrens Centre	Broughton Road, Banbury, OX16 9QA	Nursery Schools and Pre and After School Care	1528	444830	240210
Local Amenities	Stops	Chapel Lane	OX15	Bus Stops	1529	446080	238010
Local Amenities	Stops	Chapel Lane	OX15	Bus Stops	1540	446090	238010
Local Amenities	Education	St John's Priory School	St. Johns Road, Banbury, OX16 5HX	Independent and Preparatory Schools	1545	445350	240100
Local Amenities	Stops	Elton Road	OX16	Bus Stops	1554	446260	238760
Local Amenities	Stops	Elton Road	OX16	Bus Stops	1560	446270	238730
Local Amenities	Playgrounds	Play Area	OX16	Playgrounds	1568	446090	239430
Local Amenities	Playgrounds	Play Area	OX16	Playgrounds	1569	444090	240130
Local Amenities	Stops	Whimbrel Way	OX16	Bus Stops	1573	446220	239130
Local Amenities	Playgrounds	Play Area	OX16	Playgrounds	1581	446250	239050
Local Amenities	Stops	Dashwood Road	OX16	Bus Stops	1582	445330	240150
Local Amenities	Stops	Kingsway	OX16	Bus Stops	1592	445060	240240
Local Amenities	Stops	Dashwood Road	OX16	Bus Stops	1600	445320	240170
Local Amenities	Stops	Bath Road South	OX16	Bus Stops	1608	444860	240290
Local Amenities	Stops	Bath Road South	OX16	Bus Stops	1612	444870	240300
Local Amenities	Stops	Mascord Road	OX16	Bus Stops	1621	444020	240160
Local Amenities	Animal Welfare	West Bar Veterinary Hospital	19, West Bar Street, Banbury, OX16 9SA	Veterinarians and Animal Hospitals	1627	445130	240260
Local Amenities	Stops	Kingsway	OX16	Bus Stops	1631	445080	240280
Local Amenities	Stops	Mascord Road	OX16	Bus Stops	1634	444000	240160
Local Amenities	Stops	Deacon Way	OX16	Bus Stops	1640	444380	240300
Local Amenities	Stops	Beatrice Drive	OX16	Bus Stops	1643	444500	240320
Local Amenities	Health Practitioners	The Green Dental Practice	45, South Bar Street, Banbury, OX16 9AB	Dental Surgeries	1673	445280	240260
Local Amenities	Health Practitioners	Orthoworld- Banbury	48, West Bar Street, Banbury, OX16 9RZ	Dental Surgeries	1679	445110	240320
Local Amenities	Vocational Education	The Close Nursery School	14, Prospect Road, Banbury, OX16 5HH	Nursery Schools and Pre and After School Care	1682	445660	240080
Local Amenities	Playgrounds	Play Area	OX16	Playgrounds	1712	443840	240170
Local Amenities	Stops	East Street	OX15	Bus Stops	1719	446150	237750
Local Amenities	Stops	Gillett Close	OX16	Bus Stops	1721	444670	240410
Local Amenities	Health Practitioners	Bloxham Dental Practice	49, South Bar Street, Banbury, OX16 9AB	Dental Surgeries	1726	445280	240320
Local Amenities	Stops	Town Furlong	OX15	Bus Stops	1743	446010	237530
Local Amenities	Stops	Town Furlong	OX15	Bus Stops	1746	446020	237530
Local Amenities	Vocational Education	Dashwood Playgroup	Marlborough Place, Banbury, Oxfordshire, OX16 5DA	Nursery Schools and Pre and After School Care	1753	445570	240220
Local Amenities	Stops	Broad Gap	OX15	Bus Stops	1758	446400	238210
Local Amenities	Playgrounds	Play Area	OX16	Playgrounds	1767	444610	240450
Local Amenities	Animal Welfare	Hawthorne Lodge Veterinary Practice Ltd	1, West Bar Street, Banbury, OX16 9SD	Veterinarians and Animal Hospitals	1779	445270	240380
Local Amenities	Stops	Chepstow Gardens	OX16	Bus Stops	1796	443790	240230
Local Amenities	Stops	Chepstow Gardens	OX16	Bus Stops	1796	443800	240240
Local Amenities	Stops	Western Crescent	OX16	Bus Stops	1797	446060	239870
Local Amenities	Vocational Education	Child First	8, Horse Fair, Banbury, OX16 0AA	Nursery Schools and Pre and After School Care	1799	445350	240370
Local Amenities	Stops	Freemans Road	OX15	Bus Stops	1803	446090	237530
Local Amenities	Stops	Queens Road	OX16	Bus Stops	1804	444780	240490
Local Amenities	Stops	Western Crescent	OX16	Bus Stops	1804	446070	239870
Local Amenities	Stops	Queens Road	OX16	Bus Stops	1809	444780	240500
Local Amenities	Stops	Freemans Road	OX15	Bus Stops	1810	446100	237530
Local Amenities	Stops	Gillett Road	OX16	Bus Stops	1818	444430	240490
Local Amenities	Stops	Goulds Villas	OX16	Bus Stops	1819	444170	240430
Local Amenities	Stops	Kedlestone Rise	OX16	Bus Stops	1839	446530	238970
Local Amenities	Stops	Edmunds Road Church	OX16	Bus Stops	1848	443900	240350
Local Amenities	Stops	Kedlestone Rise	OX16	Bus Stops	1848	446540	238970
Local Amenities	Stops	Calthorpe Street	OX16	Bus Stops	1852	445460	240390
Local Amenities	Stops	Broad Gap	OX15	Bus Stops	1859	446470	238080
Local Amenities	Stops	Morrisons	OX16	Bus Stops	1870	445890	240140
Local Amenities	Health Practitioners	Roderick Dental Surgery	35, High Street, Banbury, OX16 5ER	Dental Surgeries	1875	445430	240420
Local Amenities	Stops	Morrisons	OX16	Bus Stops	1879	445910	240140
Local Amenities	Community	Neithrop Library	Neithrop Library, Woodgreen Avenue, Banbury, OX16 0AT	Libraries	1897	444590	240580
Local Amenities	Community	Banbury Library	Banbury Library, Marlborough Road, Banbury, OX16 5DB	Libraries	1898	445550	240390
Local Amenities	Stops	Penrose Drive	OX16	Bus Stops	1901	444450	240570
Local Amenities	Road and Rail Services	Antelope Garage Ltd	Swan Close Road, Banbury, OX16 5AQ	Petrol and Fuel Stations	1902	445880	240190
Local Amenities	Stops	Coppice Close	OX16	Bus Stops	1903	446370	239630
Local Amenities	Stops	Newbold Close	OX16	Bus Stops	1903	446190	239890
Local Amenities	Stops	Walton Close	OX15	Bus Stops	1906	446410	237830
Local Amenities	Stops	Newbold Close	OX16	Bus Stops	1907	446140	239950
Local Amenities	Stops	Coppice Close	OX16	Bus Stops	1916	446380	239640
Local Amenities	Stops	Banbury Cross	OX16	Bus Stops	1919	445350	240500
Local Amenities	Stops	Banbury Cross	OX16	Bus Stops	1930	445340	240520
Local Amenities	Vocational Education	Woodgreen Playgroup	Hilton Road, Banbury, OX16 0EJ	Nursery Schools and Pre and After School Care	1930	444620	240620
Local Amenities	Vocational Education	Smart Tots	25, Horse Fair, Banbury, OX16 0AE	Nursery Schools and Pre and After School Care	1932	445370	240500
Public Infrastructure	Religious Services	St Hugh's Church	Ruskin Road, Banbury, Oxfordshire, OX16	Places of Worship	773	445060	239380
Public Infrastructure	Religious Services	Easington Methodist Church	Grange Road, Banbury, Oxfordshire, OX16	Places of Worship	903	445570	238980
Public Infrastructure	Cemeteries	Cemetery	OX15	Cemeteries and Crematoria	945	445400	238050
Public Infrastructure	Community	Community Centre	OX16	Halls and Community Centres	1243	445870	239150
Public Infrastructure	Emergency Services	Territorial Army Centre	OX16	Armed Services	1316	445300	239870
Public Infrastructure	Emergency Services	Territorial Army	Oxford Road, Banbury, OX16 9AN	Armed Services	1336	445340	239870
Public Infrastructure	Utilities	Mast	OX16	Telecommunications Features	1361	445550	239760
Public Infrastructure	Religious Services	Banbury Community Church	Mewburn Road, Banbury, OX16 9PA	Places of Worship	1443	444730	240130
Public Infrastructure	Religious Services	Brethren's Meeting Room	OX16	Places of Worship	1538	445060	240190
Public Infrastructure	Utilities	Radio Mast	OX16	Telecommunications Features	1576	443860	240020

Public Infrastructure	Religious Services	St John's R C Church	25, South Bar Street, Banbury, OX16 9AF	Places of Worship	1603	445380	240150
Public Infrastructure	Community	St Johns Community Centre	Dashwood Road, Banbury, OX16 5HD	Halls and Community Centres	1626	445390	240170
Public Infrastructure	Religious Services	St John's the Baptist's Church	Church Street, Bodicote, Banbury, Oxfordshire, OX15	Places of Worship	1631	446000	237680
Public Infrastructure	Religious Services	Bodicote Methodist Church	OX15	Places of Worship	1649	446050	237720
Public Infrastructure	Religious Services	Church	OX16	Places of Worship	1787	445350	240360
Public Infrastructure	Religious Services	Marlborough Road Methodist Church	Methodist Church, Marlborough Road, Banbury, OX16 5BZ	Places of Worship	1845	445540	240340
Public Infrastructure	Religious Services	Kingdom Hall	OX16	Places of Worship	1851	445730	240240
Public Infrastructure	Religious Services	St Joseph's R C Church	Edmunds Road, Banbury, OX16 0PP	Places of Worship	1871	443920	240380
Public Infrastructure	Religious Services	Church of Jesus Christ of Latter-Day Saints	Chatsworth Drive, Banbury, OX16 9UA	Places of Worship	1879	446570	238990
Public Infrastructure	Emergency Services	Air Training Corps Headquarters	OX16	Armed Services	1887	444240	240520
Public Infrastructure	Community	Woodgreen Hall Community Centre	OX16	Halls and Community Centres	1892	444590	240580
Public Infrastructure	Community	Freemasons Hall	Marlborough Road, Banbury, OX16 5DB	Halls and Community Centres	1914	445530	240420
Public Infrastructure	Religious Services	Sheikh Abdul Aziz ibn Bazz Mosque	55, Park Road, OX16	Places of Worship	1924	444670	240610
Public Infrastructure	Religious Services	Church Centre	People's Park, Banbury, OX16	Places of Worship	1935	445250	240550
Recreation	Sports Complex	Playing Field	OX16	Sports Grounds, Stadia and Pitches	543	445190	238950
Recreation	Sports Complex	Tennis Courts	OX16	Tennis Facilities	561	444850	239230
Recreation	Sports Complex	Sports Ground	OX16	Sports Grounds, Stadia and Pitches	706	445340	239010
Recreation	Entertainment	Easington Sports & Social Club	Addison Road, Banbury, OX16 9DH	Social Clubs	708	445330	239030
Recreation	Sports Complex	Sports Ground	OX16	Sports Grounds, Stadia and Pitches	710	445360	238970
Recreation	Sports Complex	Recreation Ground	OX16	Sports Grounds, Stadia and Pitches	711	444620	239400
Recreation	Sports Complex	Recreation Ground	OX16	Sports Grounds, Stadia and Pitches	720	444480	239370
Recreation	Sports Complex	Tennis Court	OX16	Tennis Facilities	730	445180	239250
Recreation	Sports Complex	Tennis Court	OX16	Tennis Facilities	863	445300	239320
Recreation	Sports Complex	Tennis Court	OX16	Tennis Facilities	875	445290	239350
Recreation	Sports Complex	Playing Field	OX16	Sports Grounds, Stadia and Pitches	881	443980	238200
Recreation	Sports Complex	Bowling Green	Banbury, OX16	Bowling Facilities	886	445350	239300
Recreation	Sports Complex	Banbury Tennis Club	Horton View, Banbury, Oxfordshire, OX16 9HR	Tennis Facilities	888	445290	239370
Recreation	Sports Complex	Tennis Court	OX16	Tennis Facilities	896	445300	239370
Recreation	Sports Complex	Playing Field	OX16	Sports Grounds, Stadia and Pitches	955	444010	238040
Recreation	Sports Complex	Sports Ground	OX16	Sports Grounds, Stadia and Pitches	979	445400	239390
Recreation	Sports Complex	Swimming Pool	OX16	Swimming Pools	1069	444050	237850
Recreation	Sports Complex	Tennis Court	OX16	Tennis Facilities	1080	443920	237950
Recreation	Sports Complex	Tennis Court	OX16	Tennis Facilities	1089	444020	237850
Recreation	Sports Complex	Tennis Court	OX16	Tennis Facilities	1119	443980	237850
Recreation	Sports Complex	Recreation Ground	OX16	Sports Grounds, Stadia and Pitches	1163	445180	239760
Recreation	Sports Complex	Cricket Ground	OX15	Sports Grounds, Stadia and Pitches	1189	445790	238180
Recreation	Accommodation	Prospect House Ltd	70, Oxford Road, Banbury, OX16 9AN	Guest Houses and Bed and Breakfast	1236	445420	239700
Recreation	Accommodation	Fairlawns Guest House	60, Oxford Road, Banbury, OX16 9AN	Guest Houses and Bed and Breakfast	1295	445400	239790
Recreation	Accommodation	Ashlea Guest House	58, Oxford Road, Banbury, OX16 9AN	Guest Houses and Bed and Breakfast	1305	445390	239800
Recreation	Sports Complex	Recreation Ground	OX15	Sports Grounds, Stadia and Pitches	1321	445930	238180
Recreation	Accommodation	Easington Guest House	50, Oxford Road, Banbury, OX16 9AN	Guest Houses and Bed and Breakfast	1357	445380	239870
Recreation	Accommodation	Number 63	63, Oxford Road, Banbury, OX16 9AJ	Guest Houses and Bed and Breakfast	1385	445440	239870
Recreation	Sports Complex	Recreation Ground	OX15	Sports Grounds, Stadia and Pitches	1391	446010	238200
Recreation	Accommodation	Lismore Hotel & Restaurant	61, Oxford Road, Banbury, OX16 9AJ	Hotels, Motels, Country Houses and Inns	1397	445430	239890
Recreation	Sports Complex	Swimming Pool	OX16	Swimming Pools	1407	445290	239970
Recreation	Sports Complex	Recreation Ground	OX16	Sports Grounds, Stadia and Pitches	1436	445940	239430
Recreation	Sports Complex	Tennis Court	OX15	Tennis Facilities	1469	445870	237790
Recreation	Accommodation	Banbury House Hotel	23-31, Oxford Road, Banbury, OX16 9AH	Hotels, Motels, Country Houses and Inns	1523	445390	240060
Recreation	Accommodation	Calthorpe Lodge Guest House	4, Calthorpe Road, Banbury, OX16 5HS	Guest Houses and Bed and Breakfast	1543	445450	240040
Recreation	Accommodation	Banbury Cross B & B	1, Broughton Road, Banbury, OX16 9QB	Guest Houses and Bed and Breakfast	1555	445030	240210
Recreation	Accommodation	White Cross House (Visit Britain Assessed)	White Cross House 5-7, Broughton Road, Banbury, OX16 9QB	Guest Houses and Bed and Breakfast	1559	444990	240220
Recreation	Historical and Cultural	St John's Priory	OX16	Historic Buildings Including Castles, Forts and Abbeys	1568	445380	240110
Recreation	Sports Complex	Recreation Ground	OX16	Sports Grounds, Stadia and Pitches	1578	446090	239470
Recreation	Accommodation	Treetops Guest House	28, Dashwood Road, Banbury, OX16 5HD	Guest Houses and Bed and Breakfast	1711	445570	240170
Recreation	Sports Complex	Fast Eddies	8, South Bar Street, Banbury, OX16 9AA	Snooker and Pool Halls	1742	445360	240310
Recreation	Sports Complex	Swimming Pool	OX16	Swimming Pools	1770	445570	240240
Recreation	Entertainment	Trades & Labour Club	32, West Bar Street, Banbury, OX16 9RR	Social Clubs	1773	445190	240400
Recreation	Historical and Cultural	Horsefair, Banbury	Horsefair, Banbury, OX16 0AA	Archaeological Sites	1824	445320	240410
Recreation	Sports Complex	Bowling Green	Banbury, OX16	Bowling Facilities	1835	445170	240470
Recreation	Sports Complex	Tennis Courts	OX16	Tennis Facilities	1840	445060	240500
Recreation	Sports Complex	Swimming Pool	OX16	Swimming Pools	1845	444630	240530
Recreation	Sports Complex	Tennis Court	OX15	Tennis Facilities	1852	443030	237910
Recreation	Entertainment	Odeon Cinemas	Horse Fair, Banbury, OX16 0AH	Cinemas	1861	445270	240460
Recreation	Outdoor Pursuits	Active Outdoor & Ski Ltd	9 Swan Industrial Estate, Gatteridge Street, Banbury, OX16 5DH	Outdoor Pursuit Organisers and Equipment	1861	445820	240180
Recreation	Accommodation	Whately Hall Hotel	17-19, Horse Fair, Banbury, OX16 0AN	Hotels, Motels, Country Houses and Inns	1875	445270	240480
Recreation	Gambling	Winners Amusements	33-34, High Street, Banbury, OX16 5ER	Amusement Parks and Arcades	1879	445450	240420
Recreation	Sports Complex	Woodgreen Leisure Centre	Park Road, Banbury, OX16 0HS	Gymnasiums, Sports Halls and Leisure Centres	1891	444610	240580
Recreation	Sports Complex	Tennis Court	OX15	Tennis Facilities	1892	445920	237240
Recreation	Entertainment	Sound Exchange	49-50, High Street, Banbury, OX16 5LA	Nightclubs	1909	445420	240460
Recreation	Historical and Cultural	War Memorial	OX16	Historic and Ceremonial Structures	1926	445190	240560
Recreation	Gambling	Stan James	26, High Street, Banbury, OX16 5EG	Bookmakers	1928	445510	240440
Recreation	Entertainment	Banbury Rafa	Oriel House 47, Broad Street, Banbury, OX16 5BT	Social Clubs	1929	445660	240370
Recreation	Entertainment	Mirage	47a, Broad Street, Banbury, OX16 5BT	Nightclubs	1937	445660	240380
Retail	Food Retail Outlets	Wykham Park Farm Shop	Wykham Park Farm, Wykham Lane, Banbury, OX16 9UP	Grocers, Farm Shops and Pick Your Own	692	444430	238060
Retail	Pubs	The Easington	135, Bloxham Road, Banbury, OX16 9JU	Pubs, Bars and Inns	796	444940	239450
Retail	Food Retail Outlets	Lane's News	18, Horton View, Banbury, OX16 9HR	Convenience and General Stores	896	445240	239420
Retail	Clothing Retail Outlets	Time After Time	137, Springfield Avenue, Banbury, OX16 9JE	Jewellery and Fashion Accessories	915	445520	239110
Retail	Homeware Retail Outlets	T W Boiler & Heating Services Ltd	5, Elizabeth Rise, Banbury, OX16 9LZ	DIY and Home Improvement	919	444840	239600
Retail	Clothing Retail Outlets	Just Weddings	21, Horton View, Banbury, OX16 9HR	Clothing	949	445250	239470
Retail	Post Offices	Post Office (Easington)	Easington Post Office 25, Horton View, Banbury, OX16 9HW	Post Offices	956	445260	239470
Retail	Homeware Retail Outlets	Stretch F L Ltd	5, Church View, Banbury, OX16 9ND	Carpets, Rugs, Soft Furnishings and Needlecraft	983	444760	239670
Retail	Homeware Retail Outlets	Floral Occasions	26, Crouch Hill Road, Banbury, OX16 9RG	Florists	985	444290	239580
Retail	Food Retail Outlets	The Bite UK Ltd	36, Timms Road, Banbury, OX16 9DN	Convenience and General Stores	1043	445750	238830
Retail	Restaurants and Cafes	Queensway Fish Saloon	65, Mewburn Road, Banbury, OX16 9PQ	Fish and Chip Shops	1165	444680	239850
Retail	Homeware Retail Outlets	Paws Pet Supplies	63, Mewburn Road, Banbury, OX16 9PQ	Pets, Supplies and Services	1169	444680	239860
Retail	Motoring Outlets	A1 Motor Store	59, Mewburn Road, Banbury, OX16 9PQ	Vehicle Parts and Accessories	1178	444690	239870
Retail	Homeware Retail Outlets	Branded Carpets	55-57, Mewburn Road, Banbury, OX16 9PQ	Carpets, Rugs, Soft Furnishings and Needlecraft	1187	444700	239880
Retail	Food Retail Outlets	Sainsbury's	Oxford Road, Banbury, Oxfordshire, OX16 9XA	Convenience and General Stores	1272	445820	239320
Retail	Food Retail Outlets	Banbury Self Pick	Broughton Road, Banbury, OX16 9UL	Grocers, Farm Shops and Pick Your Own	1278	443620	239360

Retail	Homeware Retail Outlets	Material Matters	74, Queensway, Banbury, OX16 9NG	Carpets, Rugs, Soft Furnishings and Needlecraft	1294	444560	239970
Retail	Motoring Outlets	Jaybee Motors	Oxford Road, Bodicote, Banbury, OX15 4AB	New Vehicles	1480	446180	238490
Retail	Food Retail Outlets	Bodicote Flyover Farm Shop	White Post Road, Bodicote, Banbury, OX15 4BN	Grocers, Farm Shops and Pick Your Own	1514	446170	238270
Retail	Post Offices	Post Office (Chatsworth Drive)	75-77, Chatsworth Drive, Banbury, OX16 9YJ	Post Offices	1515	446150	239150
Retail	Food Retail Outlets	On the Run	Oxford Road, Bodicote, Banbury, OX15 4AB	Convenience and General Stores	1518	446210	238450
Retail	Motoring Outlets	Helix Auto Sports	Unit 1g Vantage Business Park, Bloxham Road, Banbury, OX16 9UX	Vehicle Parts and Accessories	1525	443610	237630
Retail	Restaurants and Cafes	Wai Lam House	Unit 5 Cherwell Heights Shopping Centre, Chatsworth Drive, Banbury, OX16 9YJ	Fast Food and Takeaway Outlets	1542	446180	239160
Retail	Food Retail Outlets	Origin Wine Ltd	Vantage Business Park, Bloxham Road, Banbury, OX16 9UX	Alcoholic Drinks Including Off Licences and Wholesalers	1553	443570	237630
Retail	Pubs	Bakers Arms	Church Street, Bodicote, Banbury, OX15 4DW	Pubs, Bars and Inns	1618	446010	237720
Retail	Food Retail Outlets	Baldwin News	2, High Street, Bodicote, Banbury, OX15 4BZ	Convenience and General Stores	1620	446020	237740
Retail	Homeware Retail Outlets	Silver Linings	13, Ridge Close, Banbury, OX16 9BJ	Carpets, Rugs, Soft Furnishings and Needlecraft	1650	445940	239800
Retail	Food Retail Outlets	D Bennett	75, Foscothe Rise, Banbury, OX16 9XS	Grocers, Farm Shops and Pick Your Own	1654	446120	239550
Retail	Pubs	Jolly Weavers	22, South Bar Street, Banbury, OX16 9AF	Pubs, Bars and Inns	1661	445360	240220
Retail	Restaurants and Cafes	Chippy's Take Away Food Shops	21, South Bar Street, Banbury, OX16 9AF	Fish and Chip Shops	1662	445350	240220
Retail	Office Retail Outlets	Streamline	18a, South Bar Street, Banbury, OX16 9AF	Stationery and Office Supplies	1679	445360	240240
Retail	Homeware Retail Outlets	The Carpet & Flooring Company	12a, South Bar Street, Banbury, OX16 9AA	Carpets, Rugs, Soft Furnishings and Needlecraft	1706	445340	240280
Retail	Office Retail Outlets	Cartridge World Banbury	12, South Bar Street, Banbury, OX16 9AA	Computer Supplies	1714	445350	240280
Retail	Homeware Retail Outlets	M Y Multi Tools	22, The Rydes, Bodicote, Banbury, OX15 4EJ	DIY and Home Improvement	1720	446260	237950
Retail	Restaurants and Cafes	Bamboo Garden	7, South Bar Street, Banbury, OX16 9AA	Fast Food and Takeaway Outlets	1732	445340	240310
Retail	Homeware Retail Outlets	Blockbuster	9-10, South Bar Street, Banbury, OX16 9AA	Music and Video	1733	445360	240300
Retail	Restaurants and Cafes	Domino's Pizza	11, South Bar Street, Banbury, OX16 9AA	Fast Food and Takeaway Outlets	1733	445360	240300
Retail	Homeware Retail Outlets	Blinkhorns	5, South Bar Street, Banbury, OX16 9AA	Electrical Goods and Components	1747	445350	240320
Retail	Food Retail Outlets	Carter Farm Delicatessen	14, Calthorpe Street, Banbury, OX16 5EX	Delicatessens	1753	445420	240290
Retail	Pubs	The Swan	3, South Bar Street, Banbury, OX16 9AA	Pubs, Bars and Inns	1754	445340	240330
Retail	Clothing Retail Outlets	T K Maxx Ltd	10, Calthorpe Street, Banbury, OX16 5EX	Clothing	1760	445480	240270
Retail	Department Stores	T K Maxx Ltd	10, Calthorpe Street, Banbury, OX16 5EX	Department Stores	1760	445480	240270
Retail	Food Retail Outlets	Farmfoods Ltd	10, Calthorpe Street, Banbury, OX16 5EX	Frozen Foods	1760	445480	240270
Retail	Restaurants and Cafes	Primavera Pizza	2, South Bar Street, Banbury, OX16 9AA	Fast Food and Takeaway Outlets	1775	445340	240350
Retail	Pubs	Horse & Jockey	20, West Bar Street, Banbury, OX16 9RR	Pubs, Bars and Inns	1779	445230	240390
Retail	Food Retail Outlets	Delicatessen Smako Yk	12-14, West Bar Street, Banbury, OX16 9RR	Delicatessens	1793	445250	240400
Retail	Homeware Retail Outlets	Tilestation	4 Swan Industrial Estate, Gatteridge Street, Banbury, OX16 5DH	DIY and Home Improvement	1804	445770	240150
Retail	Food Retail Outlets	Iceland	56-60, Calthorpe Street, Banbury, OX16 5EX	Frozen Foods	1811	445420	240360
Retail	Food Retail Outlets	Grosik	40a, High Street, Banbury, OX16 5ET	Convenience and General Stores	1842	445400	240400
Retail	Homeware Retail Outlets	Blockbuster	40, High Street, Banbury, OX16 5ET	Music and Video	1842	445400	240400
Retail	Motoring Outlets	C R Marks Motor Factors	7 Swan Industrial Estate, Gatteridge Street, Banbury, OX16 5DH	Vehicle Parts and Accessories	1842	445780	240190
Retail	Restaurants and Cafes	Indian Pantry Takeaway	65, Calthorpe Street, Banbury, OX16 5EX	Fast Food and Takeaway Outlets	1862	445440	240400
Retail	Food Retail Outlets	A & Y Grocers	46, Broad Street, Banbury, OX16 5BX	Grocers, Farm Shops and Pick Your Own	1863	445660	240300
Retail	Homeware Retail Outlets	Secret Garden Flowers Ltd	41-42, High Street, Banbury, OX16 5LA	Florists	1867	445390	240430
Retail	Food Retail Outlets	Banbury Cross Tobacco Stores	43, High Street, Banbury, OX16 5LA	Convenience and General Stores	1870	445390	240430
Retail	Restaurants and Cafes	Flying Baguette	44, High Street, Banbury, OX16 5LA	Fast Food and Takeaway Outlets	1872	445390	240430
Retail	Motoring Outlets	RAC Auto Windscreens	8 Swan Industrial Estate, Gatteridge Street, Banbury, OX16 5DH	Vehicle Parts and Accessories	1875	445830	240200
Retail	Restaurants and Cafes	Chen's Cottage	45, High Street, Banbury, OX16 5LA	Fast Food and Takeaway Outlets	1879	445400	240440
Retail	Restaurants and Cafes	Master Kebab House	46, High Street, Banbury, OX16 5LA	Fast Food and Takeaway Outlets	1886	445400	240450
Retail	Food Retail Outlets	Unbranded	Swan Close Road, Banbury, OX16 5AQ	Convenience and General Stores	1902	445880	240190
Retail	Motoring Outlets	Antelope of Banbury	Swan Close Road, Banbury, OX16 5AQ	New Vehicles	1902	445880	240190
Retail	Pubs	The Exchange	49-50, High Street, Banbury, OX16 5LA	Pubs, Bars and Inns	1909	445420	240460
Retail	Motoring Outlets	Hi Q	Gatteridge Street, Banbury, OX16 5DJ	Vehicle Parts and Accessories	1918	445840	240240
Retail	Restaurants and Cafes	Club Coffee Banbury Ltd	26, Horse Fair, Banbury, OX16 0AE	Cafes, Snack Bars and Tea Rooms	1920	445370	240490
Retail	Food Retail Outlets	S H Jones Wines	The Old Wine House 27, High Street, Banbury, OX16 5EW	Alcoholic Drinks Including Off Licences and Wholesalers	1921	445510	240440
Retail	Clothing Retail Outlets	Henrys	52, High Street, Banbury, OX16 5JJ	Clothing	1927	445450	240470
Transport	Road and Rail Infrastructure	Cattle Grid	OX16	Cattle Grids	550	444160	238740
Transport	Road and Rail Infrastructure	Cattle Grid	OX16	Cattle Grids	669	445280	238330
Transport	Road and Rail Infrastructure	Cattle Grid	OX16	Cattle Grids	708	445020	238050
Transport	Road and Rail Infrastructure	Cattle Grid	OX15	Cattle Grids	846	445300	238090
Transport	Road and Rail Infrastructure	Cattle Grid	OX16	Cattle Grids	898	443820	238780
Transport	Road and Rail Infrastructure	Cattle Grid	OX16	Cattle Grids	1067	443650	238840
Transport	Road and Rail Infrastructure	Cattle Grid	OX15	Cattle Grids	1228	445870	238280
Transport	Road and Rail Infrastructure	Cattle Grid	OX15	Cattle Grids	1320	445380	237550
Transport	Road and Rail Services	Avocet Way	Avocet Way, Banbury, Oxfordshire, OX16 9	Parking	1491	446130	239150
Transport	Road and Rail Services	Weighbridge	OX16	Weighbridges	1559	443590	237600
Transport	Walking, Riding and Cycling	Foot Bridge	OX16	Footbridges	1587	443630	237530
Transport	Stops	Beatrice Way	OX16	Hail and Ride Zones	1634	444580	240320
Transport	Road and Rail Services	Calthorpe Street East	Calthorpe Street, Banbury, Oxfordshire, OX16 5EX	Parking	1705	445390	240260
Transport	Road and Rail Services	South Bar (West and part East)	South Bar Street, Banbury, Oxfordshire, OX16 9AE	Parking	1740	445300	240330
Transport	Road and Rail Services	Marlborough Road	Calthorpe Centre, Banbury, Oxfordshire, OX16 5EX	Parking	1769	445380	240330
Transport	Stops	Gillett Road	OX16	Hail and Ride Zones	1783	444530	240460
Transport	Road and Rail Services	Car Park	OX16	Parking	1874	445350	240450
Transport	Road and Rail Services	Weighbridge	OX16	Weighbridges	1922	445940	240170

Local Authorities for your Site

Local Authority LDF

Local Plan

Cherwell District Council <http://www.cherwell.gov.uk/index.html>

<http://www.cherwell.gov.uk/index.cfm?articleid=1720>

South East South East

Department for Communities and Local Government

Environment Agency

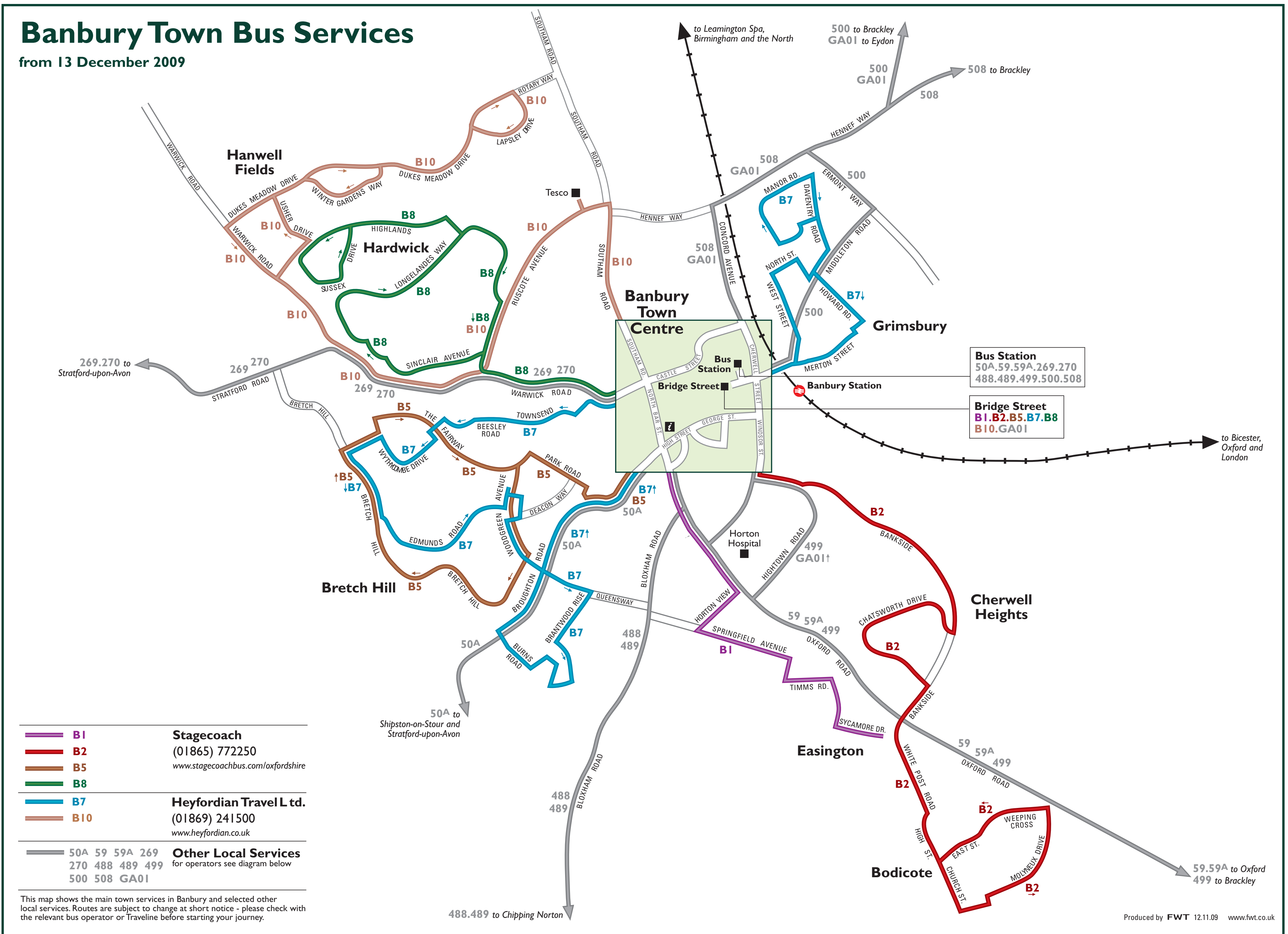
Planning Application Search Page

<http://www.publicaccess.cherwell.gov.uk/online-applications/>



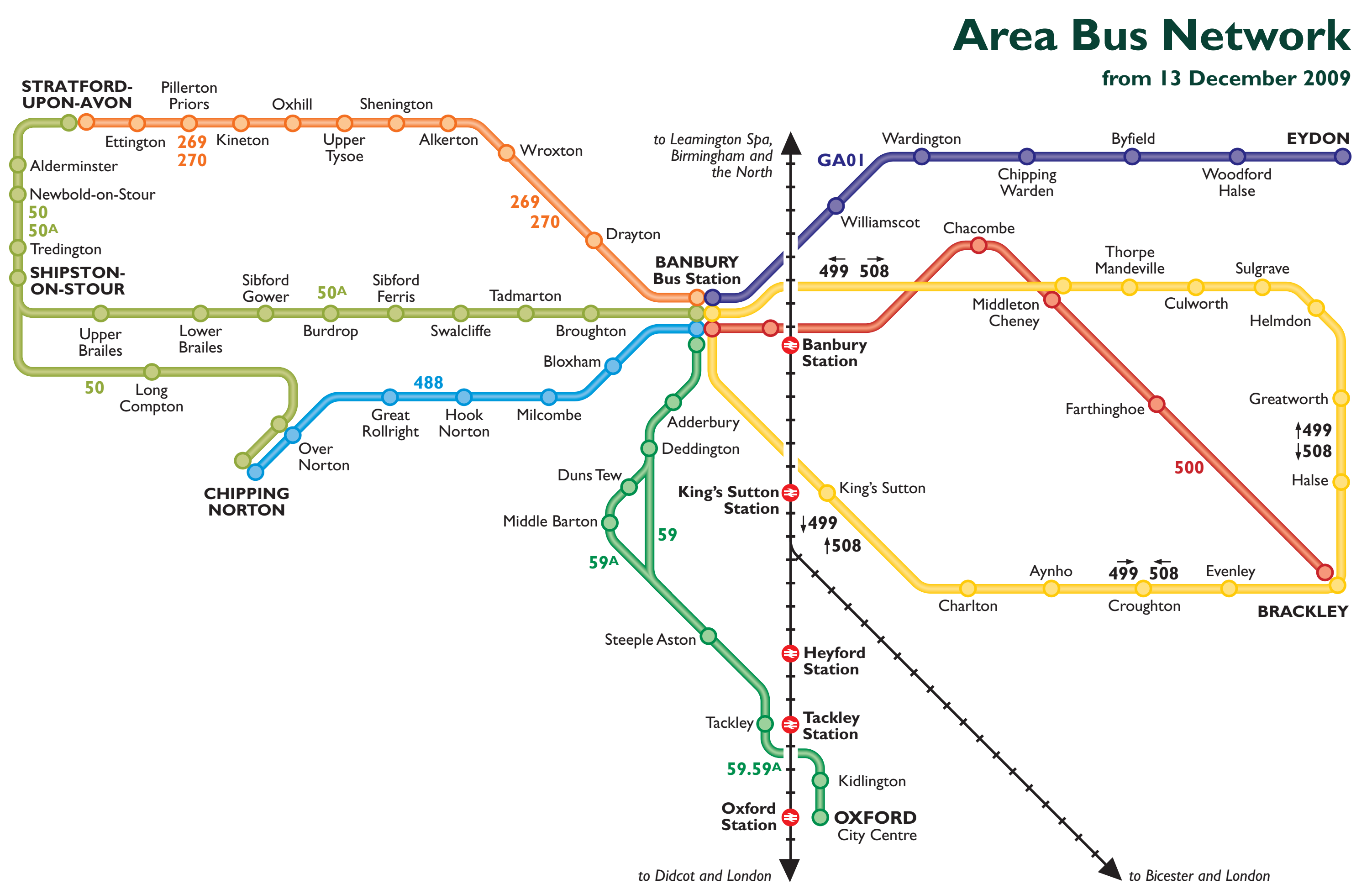
## **Appendix B – Bus Timetables and Network Plan**

# Local Transport Information



Explore the **North Cotswolds** by train

pick up a guide at your nearest staffed station



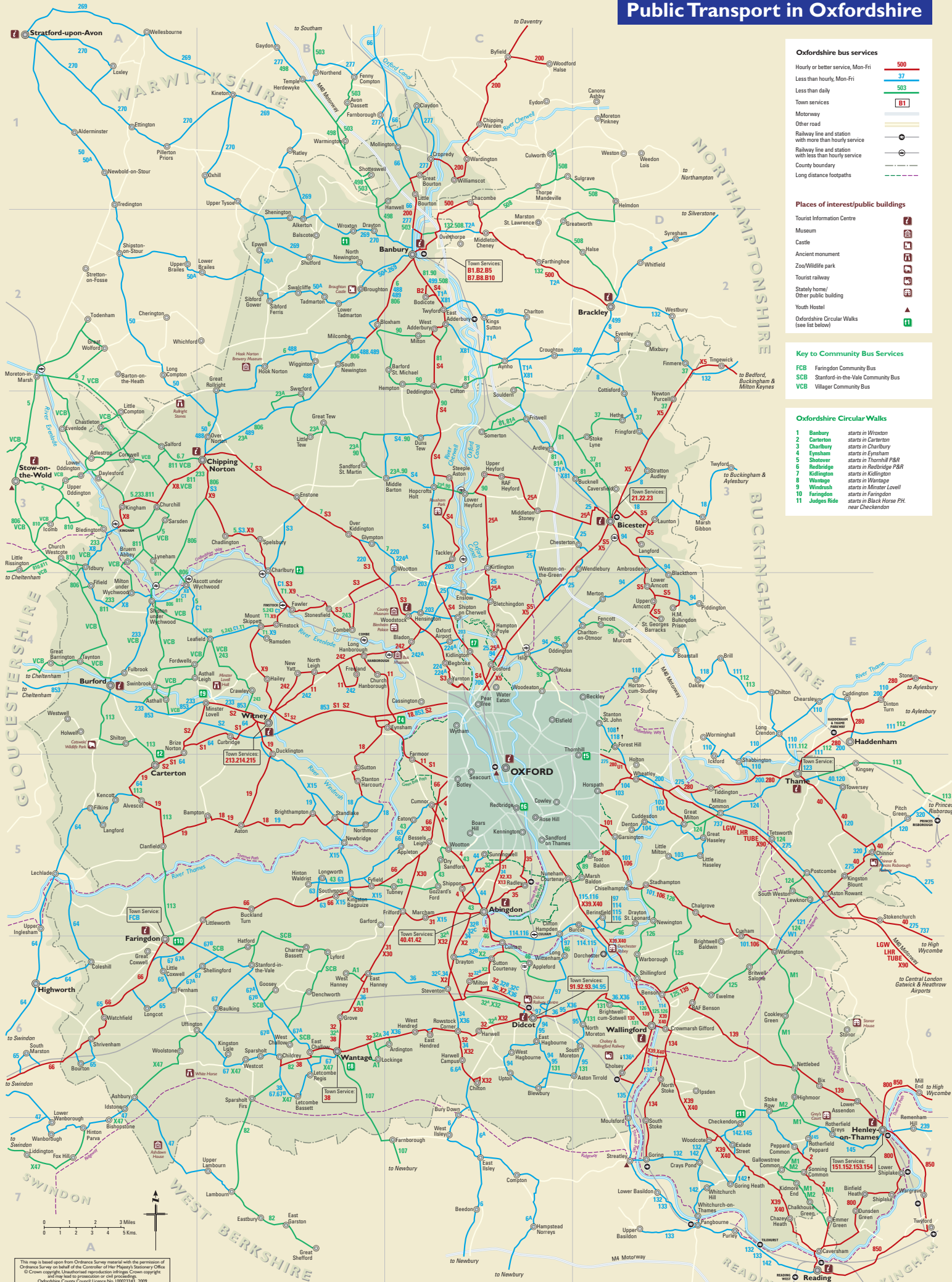
### Taxi Information

Taxis are available from the taxi rank outside the station

<b>50 50A</b> <b>59 59A</b> <b>488 500</b>	<b>Stagecoach</b> (01865) 772250 www.stagecoachbus.com/oxfordshire	<b>GA01</b>	<b>Geoff Amos Coaches</b> (01327) 260522 www.geoffamos.co.uk
<b>269 270</b>	<b>Johnson's Coaches</b> (01564) 797000 www.johnsoncoaches.co.uk	<b>499 508</b>	<b>Tex Cars &amp; Coaches</b> (01295) 257692 www.texcoaches.co.uk



# Public Transport in Oxfordshire



**Oxfordshire bus services**

- Hourly or better service, Mon-Fri 500
- Less than hourly, Mon-Fri 37
- Less than daily 503
- Town services B1
- Motorway
- Other road
- Railway line and station with more than hourly service
- Railway line and station with less than hourly service
- County boundary
- Long distance footpaths

**Places of interest/public buildings**

- Tourist Information Centre i
- Museum m
- Castle c
- Ancient monument a
- Zoo/Wildlife park z
- Tourist railway r
- Stately home/Other public building h
- Youth Hostel y
- Oxfordshire Circular Walks (see list below) w

**Key to Community Bus Services**

- FCB Faringdon Community Bus
- SCB Stanford-in-the-Vale Community Bus
- VCB Villager Community Bus

**Oxfordshire Circular Walks**

- 1 Banbury starts in Wroxton
- 2 Carterton starts in Carterton
- 3 Charlbury starts in Charlbury
- 4 Eynsham starts in Eynsham
- 5 Shoveur starts in Thornhill P&R
- 6 Redbridge starts in Redbridge P&R
- 7 Kidlington starts in Kidlington
- 8 Wantage starts in Wantage
- 9 Windrush starts in Miser Lovell
- 10 Faringdon starts in Faringdon
- 11 Judges Ride starts in Black Horse PH, near Chaddenham

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# Oxfordshire Bus Services and Frequencies

Service	Operator	Low Floor?	Route Description	Days of Operation	Daytime Frequency
1	Stagecoach	✓	Oxford - Cowley Centre - Blackbird Leys	Mon-Sat	8 mins
		✓		Sun	15 mins
2	Oxford Bus/Stagecoach	✓	Oxford - Summertown - Kidlington (Grovelands & Evans Lane)	Mon-Sat	15 mins
		✓		Sun	30 mins
2A	Oxford Bus/Stagecoach	✓	Oxford - Summertown - Kidlington (Grovelands)	Mon-Sat	15 mins
		✓		Sun	30 mins
2B	Oxford Bus/Stagecoach	✓	Oxford - Summertown - Kidlington (Lyne Mead & Grovelands)	Mon-Sat	15 mins
		✓		Sun	30 mins
2C	Oxford Bus/Stagecoach	✓	Oxford - Summertown - Kidlington (Lyne Mead & Grovelands) - Kidlington Airport	M-F pm peak	15 mins
2D	Oxford Bus/Stagecoach	✓	Oxford - Summertown - Kidlington - Kidlington Airport	M-F am peak	15 mins
Vitality 2	Reading Buses	✓	Mortimer - Reading - Sonning Common - Peppard Common	Mon-Sat	30 mins
		✓		Sun	60 mins
3	Oxford Bus/Stagecoach	✓	Oxford - Iffley Road - Rose Hill	Mon-Sat	7-8 mins
		✓		Sun	15 mins
3B	Oxford Bus Company	✓	Rose Hill - Elms Rise	Mon-Fri	1 journey
4	Oxford Bus Company	✓	Wood Farm - Morrell Avenue - Oxford - Cumnor - Abingdon	Daily	60 mins
4A	Oxford Bus Company	✓	Wood Farm - Morrell Avenue - Oxford - Elms Rise	Mon-Sat	20 mins
		✓		Sun	30 mins
4B	Oxford Bus Company	✓	Wood Farm - Morrell Avenue - Oxford - Cumnor	Mon-Sat	60 mins
4C	Oxford Bus Company	✓	Wood Farm - Morrell Avenue - Oxford - Dean Court	Daily	60 mins
5	Bakers		Chadlington - Charlbury - Leafield - Ascott-under-Wychwood - Kingham - Moreton-in-Marsh	Tue	1 journey
5	Oxford Bus Company	✓	Oxford Rail Station - Oxford - Cowley Centre - Blackbird Leys	Daily	8 mins
		✓		Sun	15 mins
6	Bakers		Banbury - Bloxham - Chipping Norton - Salford - Moreton-in-Marsh	Tue	1 journey
6	Newbury Buses	✓	Newbury - Chieveley - East Ilsley - (Harwell Campus) - Hermitage - Newbury	Mon-Sat	4 (1) journeys
6	Oxford Bus Company	✓	Oxford - Woodstock Road - Wolvercote	Mon-Sat	15 mins
		✓		Sun	20 mins
6A	Newbury Buses	✓	Newbury - Hermitage - East Ilsley - (Harwell Campus) - Chieveley - Newbury	Mon-Sat	4 (1) journeys
7	Bakers		Hensington - Woodstock - Chipping Norton - Moreton-in-Marsh	Tue	1 journey
8	Oxford Bus/Stagecoach	✓	Oxford - Headington - Barton	Mon-Sat	6 mins
		✓		Sun	10 mins
8	Stagecoach		Towcester - Brackley - Hethe - Stratton Audley - Bicester	Mon-Sat	5 journeys
9	Oxford Bus/Stagecoach	✓	Oxford - Headington - Risinghurst	Mon-Sat	30 mins
		✓		Sun	60 mins
10	Stagecoach	✓	Oxford - Cowley Centre - Wood Farm - Headington - John Radcliffe Hospital	Mon-Sat	12-15 mins
		✓		Sun	30 mins
11	Stagecoach	✓	Oxford - Eynsham - Long Hanborough - Freeland - North Leigh - Witney	Mon-Sat	60 mins

12	Stagecoach	✓	Oxford - Cowley Centre - Blackbird Leys - Greater Leys	Mon-Sat	30 mins
		✓		Sun	60 mins
12C	Stagecoach	✓	Oxford - Littlemore - Greater Leys - Blackbird Leys	Eves	5 journeys
13	Oxford Bus Company	✓	Oxford Rail Station - Oxford - Marston - Northway - John Radcliffe Hospital	Mon-Sat	20 mins
		✓		Sun	30 mins
14	Stagecoach	✓	Oxford Rail Station - Oxford - Cherwell Drive - John Radcliffe Hospital	Mon-Sat	60 mins
14A	Stagecoach	✓	Oxford Rail Station - Oxford - Marston Village - John Radcliffe Hospital	Mon-Sat	60 mins
16	Stagecoach	✓	Oxford - Florence Park - Cowley Centre - Minchery Farm	Mon-Sat	30 mins
		✓		Sun	60 mins
16A	Stagecoach	✓	Minchery Farm - Littlemore - Cowley Centre - Oxford	Mon-Sat	6 journeys
17	Stagecoach	✓	Oxford - Jericho - Summertown - Cutteslowe	Mon-Sat	60 mins
17A	Stagecoach	✓	Oxford Rail Station - Oxford - Jericho - Cherwell Drive - John Radcliffe Hospital	Eves	60 mins
17C	Stagecoach	✓	Oxford Rail Station - Oxford - Jericho - Marston Village - John Radcliffe Hospital	Sun	60 mins
18	Langston & Tasker		(Bicester) - Launton - Steeple Claydon - Buckingham - (Aylesbury)	Mon-Fri	5 journeys
18	RH Transport Services	✓	Oxford - Eynsham - Stanton Harcourt - Standlake - Brighthampton - Aston - Bampton/Clanfield	Mon-Sat	60 mins
19	RH Transport Services	✓	Witney - Ducklington - Aston - Bampton - Clanfield - Carterton - Shilton Park	Mon-Sat	60 mins
20	Stagecoach	✓	Rose Hill - Cowley Centre	Mon-Sat	60 mins
21	Grayline	✓	Bicester Town circular via Highfield	Mon-Sat	30 mins
22	Heyfordian	✓	Bicester Town circular via Fields Farm and Langford	Mon-Sat	30 mins
23	Heyfordian	✓	Bicester Town circular via Southwold, Caversfield and Bure Park	Mon-Sat	30 mins
23	Oxford Bus Company	✓	Redbridge Park&Ride - Oxford - John Radcliffe Hospital	M-F off peak	30 mins
23A	Heyfordian	✓	Steeple Aston - Middle Barton - Great Tew - Chipping Norton	Wed/Sat	1 journey
25	Heyfordian	✓	Oxford - Gosford - (Woodstock) - Bletchingdon - Kirtlington - Weston-on-the-Green - Bicester	Mon-Sat	(3) 5 journeys
25A	Heyfordian	✓	Oxford - Gosford - Bletchingdon - Kirtlington - Heyford - Middleton Stoney - Bicester	Mon-Sat	60 mins
31	Stagecoach	✓	Oxford - Abingdon - Marcham - Wantage	Daily	60 mins
32	Thames Travel	✓	Abingdon - Culham - Didcot - Harwell - Wantage - Grove	Mon-Sat	60 mins
32A	Thames Travel	✓	(Oxford) - Didcot - Harwell - Wantage - Grove	Sun	(5) 6 journeys
32B	Thames Travel	✓	Abingdon - Drayton - Sutton Courtenay - Milton - Didcot	Eves	2 journeys
32C	Thames Travel	✓	Abingdon - Drayton - Steventon - Milton Park - Didcot	Eves	2 journeys
34	Stagecoach	✓	Oxford - Abingdon - Steventon - Harwell Campus - Wantage	Mon-Fri	2 journeys
35	Oxford Bus Company	✓	Oxford - Kennington - Radley - Abingdon	Mon-Sat	15 mins
		✓		Sun	30 mins
36	Thames Travel	✓	Wallingford - Didcot - Milton Park - Steventon - Grove - East Hanney - Wantage	Mon-Fri	6 journeys
		✓	Wallingford - Didcot	Sat	60 mins
		✓	Wallingford - Didcot	Sun	3 journeys
37	Heyfordian	✓	Finnere - Newton Purcell - Hardwick - Stoke Lyne - Bicester	Tue/Wed	2 journeys
38	Whites Coaches	✓	Wantage town service via Grove and Childrey (peak journeys via the Letcombes)	Mon-Sat	60 mins
40	Arriva the Shires	✓	High Wycombe - Stokenchurch - Chinnor - Thame	Mon-Fri	60 mins
		✓	High Wycombe - Stokenchurch - Chinnor - Thame	Sat	7/8 journeys
40	Heyfordian	✓	Abingdon town service via Preston Road & Saxton Road	Mon-Sat	60 mins
41	Heyfordian	✓	Abingdon town service via Peachcroft Road & Dunmore Road	Mon-Sat	4 journeys

42	Heyfordian	✓	Abingdon town service via Peachcroft Road & Northcourt Road	Mon-Sat	4 journeys
43	Oxfordshire CC	✓	Eaton - Longworth - Wootton - Abingdon	Thu	1 journey
44	Heyfordian	✓	Abingdon - Sunningwell - Bayworth - Boars Hill - Oxford	Mon-Sat	4-7 journeys
47	Thamesdown Transport	✓	Swindon - Wanborough - Bishopstone - Ashbury - Lambourn	Mon-Sat	7 journeys
50	Stagecoach	✓	Stratford upon Avon - Shipston-on-Stour - Long Compton - Chipping Norton	Daily	4-5 journeys
50A	Stagecoach	✓	Stratford upon Avon - Shipston-on-Stour - Sibford - Tadmarton - Banbury	Mon-Sat	6-7 journeys
61	Faringdon Community Bus		Faringdon town service	Mon-Fri	4 journeys
63	RH Transport Services	✓	Oxford - Appleton - Longworth - Hinton Waldrist - Southmoor	Mon-Sat	4 journeys
64	RH Transport Services	✓	(Witney) - Carterton - Lechlade - Swindon	Mon-Sat	(1) 5 journeys
65	Stagecoach		Swindon - Watchfield - Longcot - Fernham - Faringdon	Mon-Sat	3-4 journeys
66	Stagecoach	✓	Swindon - Shrivenham - Faringdon - Southmoor - Besselsleigh - Oxford	Mon-Sat	30 mins
		✓		Sun	9 journeys
66	Stagecoach		Leamington Spa - Radford Semele - Southam - Banbury	Mon-Sat	5 journeys
67	RH Transport Services	✓	Faringdon - Stanford - Uffington - Kingston Lisle - Childrey - The Letcombes - Wantage	Mon-Sat	1 journeys
67A	RH Transport Services	✓	Faringdon - Stanford - East Challow - Wantage	Mon-Sat	5/6 journeys
67B	RH Transport Services	✓	Wantage - The Letcombes - Childrey - Stanford in the Vale - Faringdon	Mon-Sat	1/2 journeys
81	Heyfordian	✓	Bicester - Ardley - Souldern - Aynho - Adderbury - Banbury	Thu/Fri/Sat	2 journeys
81A	Heyfordian	✓	Bicester - Ardley - Souldern	Tue/Wed	2 journeys
82	Barnes Coaches		Great Shefford - Lambourn - Wantage	Wed	1 journey
85	Stagecoach	✓	Iffley Village - Cowley Centre	Mon/Wed/Fri	1 journey
86	Stagecoach	✓	Lye Valley - Wood Farm - Cowley Centre	Mon-Fri	1 journey
89	Stagecoach	✓	Nuneham Courtenay - The Baldons - Cowley Centre	Tue/Thu/Sat	1 journey
90	Oxfordshire CC	✓	Upper Heyford - Middle Barton - Deddington - Adderbury - Banbury	Thu	1 journey
91	Whites Coaches	✓	Didcot town service via Ladygrove & The Oval	Mon-Sat	6-7 journeys
92	Whites Coaches	✓	Didcot town service via Newlands Avenue & Barnes Road	Mon-Sat	6 journeys
93	Charlton Services		Noke - Woodeaton - Islip	Fri	1 journey
93	Whites Coaches	✓	Didcot town service via Didcot Hospital & Freeman Road	Mon-Sat	6 journeys
94	Charlton Services		(Bicester) - Ambrosden - Charlton - Oddington - Islip - (Oxford)	Mon-Fri	5 journeys
				Sat	1 journey
94	Thames Travel	✓	Didcot - West Hagbourne - Blewbury - Didcot	Mon-Sat	7-9 journeys
95	Charlton Services		Murcott - Fencott - Charlton	Mon-Fri	2 journeys
95	Thames Travel	✓	Didcot - North Moreton - South Moreton - Aston Tirrold - Blewbury - Didcot	Mon-Sat	2-3 journeys
97	Thames Travel	✓	Berinsfield - Clifton Hampden - Long Wittenham - Didcot	Mon-Sat	4 journeys
97	Whites Coaches	✓	Dorchester - Berinsfield - Clifton Hampden - Long Wittenham - Didcot	Schooldays	1 journey
101	Go Ride CIC	✓	Watlington - Garsington - Oxford	Sat/Sun/PHol	4 journeys
101	Thames Travel	✓	Oxford - Garsington - (Chalgrove - Watlington)	Mon-Sat	60 mins (2 jnys)
103	Heyfordian	✓	Oxford - Horspath - Wheatley - Great Milton - The Haseleys - Little Milton	Mon-Sat	120 mins
104	Heyfordian	✓	Oxford - Horspath - Wheatley - Great Milton - Cuddesdon - Denton	Mon-Sat	120 mins
106	Thames Travel	✓	(Watlington - Stadhampton) - Kassam Stadium - Science Park - Sandford - Oxford	Mon-Fri	(2) 8 journeys
106A	Thames Travel	✓	Watlington - Stadhampton - Garsington - Kassam Stadium - Science Park - Sandford - Oxford	Mon-Fri	1 journey
106C	Thames Travel	✓	Watlington - Stadhampton - Kassam Stadium - Science Park - Sandford - Cowley - Oxford	Mon- Fri	7 journeys

		✓	Watlington - Stadhampton - Kassam Stadium - Sandford - Cowley - Oxford	Sat	60 mins
107	Weavaway Travel		Newbury - Wantage - Newbury	Sat	2 journeys
108	Heyfordian	✓	Oxford - Forest Hill - Stanton St John	Mon-Sat	6 journeys
110	Arriva the Shires/ Z&S	✓	Aylesbury - Long Crendon - Thame	Mon-Sat	5-7 journeys
		✓	Worminghall - Long Crendon - Thame	Mon-Sat	4-6 journeys
111	Z&S International	✓	Oakley - Brill - Thame - Haddenham - Aylesbury	Mon	1 journey
		✓	Oakley - Brill - Long Crendon - Thame	Mon-Fri	1 journey
112	Z&S International	✓	Waddesdon - Oakley - Brill -Thame - Haddenham - Aylesbury	Wed/Fri	1 journey
113	Pulhams Coaches		Fulbrook - Burford - Carterton - Clanfield - Faringdon	Thu	3 journeys
113	Z&S International	✓	Oakley - Brill - Long Crendon - Thame - Princes Risborough - Thame - Long Crendon - Brill - Oakley	Tue/Thu	1 journey
		✓	Oakley - Brill - Long Crendon - Thame	Tue/Thu	1 journey
		✓	Brill - Oakley - Long Crendon - Thame - Princes Risborough - Little Kimble	Tue/Thu	1 journey
114	Thames Travel	✓	Wallingford - Benson/Dorchester - Berinsfield - Abingdon	Mon-Sat	4-7 journeys
115	Thames Travel	✓	Oxford - Littlemore - Berinsfield - Dorchester	Mon-Sat	1/2 journey
116	Thames Travel	✓	Abingdon - Clifton Hampden - Berinsfield - Littlemore - Cowley - Oxford	Mon-Sat	60 mins
118	Heyfordian	✓	Oxford - Forest Hill - Beckley - Horton-cum-Studley - Brill - (Bicester)	Wed/Fri/Sat	3 (1) journeys
120	Arriva the Shires	✓	Thame - Towersey - Chinnor - Princes Risborough	Mon-Sat	1-2 journeys
121	Arriva the Shires	✓	Watlington - Aston Rowant - Chinnor	Mon-Sat	1 journey
123	Arriva the Shires	✓	Thame Local Service	Mon-Sat	2 journeys
124	Arriva the Shires	✓	Watlington - Lewknor - Postcombe - Tetsworth - Great Milton - Milton Common - Thame	Tue	1 journey
		✓	Watlington - Lewknor - Postcombe - Tetsworth - Milton Common - Thame	Mo/We/Th/Fr/Sa	1 journey
125	Whites Coaches	✓	Watlington - Ewelme - Benson - Wallingford	Mo/Tu/Th/Fr	1 journey
126	Whites Coaches	✓	Wallingford - Benson - Chalgrove - Newington - Wallingford	Fri	2 journeys
131	Whites Coaches	✓	East Hagbourne - Blewbury - The Moretons - Wallingford	Fri	1 journey
132	Redline Buses		Buckingham - Tingewick - Finmere - Brackley	Mon-Fri	1 journey
			Buckingham - Tingewick - Finmere - Brackley - (Banbury)	Sat	3 (2) journeys
132	Thames Travel	✓	Goring - The Basildons - Pangbourne - Purley - Reading	Mon-Sat	120 mins
133	Thames Travel	✓	(Streatley) - Goring - Pangbourne - Reading	Mon-Sat	5-6 journeys
134	Go Ride CIC	✓	Wallingford - Crowmarsh - The Stokes - Goring	Mon-Sat	60 mins
135	Thames Travel		Goring - Moulsoford - Wallingford	Mon-Fri	2 journeys
136A/C	Thames Travel	✓	Wallingford - Cholsey - Wallingford	Mon-Sat	60 mins
139	Thames Travel	✓	Wallingford - Benson - Nettlebed - Henley	Mon-Sat	60 mins
		✓		Sun	120 mins
142	Thames Travel	✓	Goring Heath/Checkendon - Woodcote - Pangbourne - Reading	Mon-Sat	5-6 journeys
145	Whites Coaches	✓	Woodcote - Checkendon - Stoke Row - Sonning Common - Rotherfield Greys - Henley	Mon-Fri	3 journeys
		✓		Sat	1 journey
151	Whites Coaches	✓	Henley town service via Elizabeth Road & Greys Road	Mon-Sat	60 mins
152	Whites Coaches	✓	Henley town service via Watermans Road & South Avenue	Mon-Sat	60 mins
153	Whites Coaches	✓	Henley town service via Abrahams Road	Mon-Sat	5 journeys
154	Whites Coaches	✓	Henley town service via Blandy Road	Mon-Sat	60 mins
200	Arriva the Shires	✓	Oxford - Thame - Haddenham - Aylesbury	Mon-Fri (peak)	3 journeys

200	Stagecoach	✓	(Daventry) - Woodford Halse - Cropredy - Banbury	Mon-Sat	60 mins
203	Heyfordian	✓	Woodstock - Shipton-on-Cherwell - Kidlington - Shipton-on-Cherwell - Woodstock	Mon-Fri	4 journeys
213	Stagecoach	✓	Witney town service via Farmers Close - Wood Green - Madley Park - Cogges	Mon-Sat	6 journeys
214	Stagecoach	✓	Witney town service via Cogges - Madley Park - Wood Green - Farmers Close	Mon-Sat	3-4 journeys
215	Stagecoach	✓	Witney town service via Smiths Estate	Mon-Sat	60 mins
218	Heyfordian	✓	Wytham - Godstow - Summertown - Oxford	Mon-Sat	1 journey
220	Heyfordian	✓	Woodstock - Glympton - Wootton - Woodstock	Mon-Fri	4-5 journeys
223	Heyfordian	✓	Kidlington - Gosford - Kidlington	Mon-Sat	5 journeys
224	Heyfordian	✓	Kidlington - Begbroke - Yarnton - Kidlington - (Woodstock)	Mon-Fri	8 journeys
		✓		Sat	5 journeys
224A	Heyfordian	✓	(Glympton - Wootton) - Kidlington - Yarnton - Kidlington	Mon-Fri	(1) 2 journeys
		✓		Sat	1 journey
233	Stagecoach	✓	Witney - Burford - Shipton u Wychwood - Milton u Wychwood	Mon-Sat	8 journeys
		✓	Witney - Burford - Milton u Wychwood - Kingham Station - (Chipping Norton)	Sun	4 (3) journeys
239	Courtney Coaches	✓	Henley - Hurley - Maidenhead	Mon-Sat	4 journeys
242	Stagecoach	✓	Witney - New Yatt - North Leigh - Long Hanborough - Bladon - Woodstock	Mon-Sat	60 mins
242A	Heyfordian	✓	Woodstock - Bladon - Woodstock	Mon-Fri	2 journeys
243	RH Transport Services	✓	Combe - Finstock - Witney	Tue/Fri	3 journeys
269	Johnsons Coaches	✓	Banbury - Radway - Kineton - Wellesbourne - Stratford upon Avon	Mon-Sat	4 journeys
270	Johnsons Coaches	✓	Banbury - Shenington - Oxhill - Kineton - Ettington - Stratford upon Avon	Mon-Sat	6 journeys
275	Red Rose		High Wycombe - Stokenchurch/Chinnor - Milton Common - Wheatley - Oxford	Mon-Fri	1/3 journeys
277	Stagecoach	✓	(Lighthorne Heath) - Farnborough - Cropredy - Banbury	Mon-Sat	(1) 2 journeys
280	Arriva the Shires	✓	Oxford - Wheatley - Thame - Haddenham - Aylesbury	Mon-Sat	20-30 mins
		✓		Sun	60 mins
300	Oxford Bus Company	✓	Redbridge Park&Ride - Oxford - Pear Tree Park&Ride	Mon-Sat	6-7 mins
		✓		Sun	15 mins
320	Redline Buses		Chinnor - Bledlow - Princes Risborough Station	Mon-Fri	7-9 journeys
400	Oxford Bus Company	✓	Seacourt Park&Ride - Oxford - Thornhill Park&Ride	Mon-Sat	10-15 mins
		✓		Sun	15 mins
488	Stagecoach	✓	Banbury - Bloxham - Milcombe - Hook Norton - Chipping Norton	Mon-Sat	60 mins
489	Stagecoach	✓	Banbury - Bloxham - South Newington - Chipping Norton	Mon-Sat	2-3 journeys
498	A&M Flexibus	✓	Radford Semele - Banbury	Thu	1 journey
499	Heyfordian	✓	Brackley - Aynho - Kings Sutton - Banbury	Mon-Sat	120 mins
500	Oxford Bus Company	✓	Oxford - Water Eaton Park&Ride	Mon-Sat	15-20 mins
500	Stagecoach	✓	Banbury - Middleton Cheney - Farthinghoe - Brackley	Mon-Sat	20 mins
		✓	Banbury - (Middleton Cheney) - Farthinghoe - Brackley	Sun	8 (4) journeys
503	Catterall's Coaches		Long Itchington - Southam - Northend - Banbury	Thu	1 journey
508	Tex Cars & Coaches		Brackley - Greatworth - Helmdon - Culworth - Midleton Cheney - Banbury - Bodicote	Thu/Sat	2 journeys
600	Oxfordshire CC	✓	Thornhill Park&Ride - Headington - Nuffield Hospital - Churchill Hospital	Mon-Fri (peak)	5/6 journeys
700	RH Transport Services	✓	(Kidlington) - Water Eaton Park&Ride - Summertown - John Radcliffe Hospital - Churchill Hospital	Mon-Fri	15 mins (5-10 jnys)
737	National Express	✓	Oxford - High Wycombe - Hemel Hempstead - Luton Airport - Stansted Airport	Daily	8 journeys

800	Arriva the Shires	✓	High Wycombe - Marlow - Henley - Shiplake - Reading	Daily	60 mins
806	Pulhams Coaches		Bourton on the Water - Milton-under-Wychwood - Chipping Norton - Bloxham - Banbury	Thu	1 journey
810	Pulhams Coaches		Upper Oddington - Kingham - Bourton on the Water	Thu	1 journey
811	Pulhams Coaches		Salford - Chipping Norton - Kingham - Cheltenham	Sat	1 journey
850	Arriva the Shires	✓	High Wycombe - Marlow - Henley - Twyford - Reading	Mon-Sat	60 mins
A1	Oxfordshire CC		Ardington - Lockinge - Wantage - West Hanney - Wantage - Lockinge - Ardington	Mo/We/Fr	5 journeys
B1	Stagecoach	✓	Banbury - Easington circular	Mon-Sat	30 mins
		✓		Sun	4 journeys
B2	Stagecoach	✓	Banbury - Bankside - Cherwell Heights - Bodicote circular	Mon-Sat	30 mins
		✓		Sun	5 journeys
B5	Stagecoach	✓	Banbury - Bretch Hill circular	Mon-Sat	12 mins
		✓		Sun	30 mins
B7	Heyfordian	✓	Grimsbury - Banbury - Bretch Hill - Poets Corner circular	Mon-Sat	60 mins
		✓		Sun	60 mins
B10	Heyfordian	✓	Banbury - Hanwell Fields circular	Mon-Sat	60 mins
BVS	Grayline		Bicester North Station - Bicester Village	Daily	10 mins
C1	RH Transport Services	✓	(Milton-under-Wychwood - Shipton - Ascott) - Leafield - Charlbury Station	Mon-Fri	(2) 7 journeys
H1	Oxfordshire CC		Old Marston - Cherwell Drive - Headington	Wed/Fri	1-2 journeys
H2	Oxfordshire CC		Sandhills/Headington - Headington Quarry (circular)	Mon-Fri	1-3 journeys
LGW	Oxford Bus Company		Oxford - Headington - Gatwick Airport "airline"	Daily	60 mins
LHR	Oxford Bus Company		Oxford - Headington - Heathrow Airport "airline"	Daily	20-30 mins
M1	Whites Coaches	✓	(Watlington) - Nettlebed - Sonning Common - Reading	Tu/We/Th	(1) 2 journeys
		✓	Watlington - Nettlebed - Sonning Common - Reading	Sat	1 journey
M2	Whites Coaches	✓	Nettlebed - Sonning Common - Reading	Tu/We/Th	1 journey
M10	Courtney Coaches	✓	Didcot Parkway - Milton Park	Mon-Fri (peak)	10-20 mins
S1	Stagecoach	✓	Oxford - Farmoor - Eynsham - Witney - (Carterton)	Mon-Sat	10-15 (30) mins
		✓	Oxford - Farmoor - Eynsham - Witney - Carterton	Sun	20 mins
S2	Stagecoach	✓	Oxford - Cassington Turn - Witney - Minster Lovell - Carterton	Mon-Sat	30 mins
		✓	Oxford - Cassington Turn - Carterton (direct via A40)	Mon-Fri	6-10 journeys
S3	Stagecoach	✓	Oxford - Yarnton - Woodstock - Enstone - Chipping Norton	Daily	60 mins
		✓	Oxford - Yarnton - Woodstock	Sun	60 mins
		✓	Oxford - Yarnton - Woodstock - Charlbury	Mon-Sat	60 mins
S4	Stagecoach	✓	Banbury - Adderbury - Deddington - Steeple Aston - Tackley - Kidlington - Oxford	Mon-Sat	3 journeys
		✓	Banbury - Adderbury - Deddington - Steeple Aston - Tackley - Kidlington Airport - Oxford	Mon-Sat	5 journeys
		✓	Banbury - Adderbury - Deddington - Steeple Aston - Duns Tew - Middle Barton - Tackley - Oxford	Mon-Sat	5 journeys
		✓	Banbury - Adderbury - Deddington - Steeple Aston - Tackley - Kidlington - Oxford	Sun	4 journeys
S5	Stagecoach	✓	Oxford - Gosford - Bicester - Glory Farm - Launton	Mon-Sat	60 mins
		✓	Oxford - Gosford - Bicester - Glory Farm - Langford	Mon-Sat	60 mins
		✓	Oxford - Gosford - Bicester - Bullingdon - Arncott	Mon-Sat	60 mins
		✓	Oxford - Gosford - Bicester - Glory Farm	Sun	60 mins
		✓	Oxford - Gosford - Bicester - Bullingdon - Ambrosden/Arncott	Sun	2/1 journeys

T1	RH Transport Services		Leaffield - Charlbury Station	Mon-Fri	4 jnys (on request)
T1A	Tex Cars & Coaches	✓	Banbury - Aynho - Bicester	Mon-Sat	4 journeys
T2A	Tex Cars & Coaches	✓	Brackley - Banbury	Mon-Sat	4 journeys
TB	Union Cars (Bicester Taxibus)		Launton/Chesterton/Ambrosden/Bicester Purslane Drive - Bicester North Station	am peak	6 journeys
				off peak	on demand
TUBE	Stagecoach	✓	Oxford - Headington - Lewknor - Hillingdon - London	Daily	12-15 mins
U1	Brookes Bus	✓	Brookes Wheatley - Headington - Oxford - Brookes Harcourt Hill (University Term)	Mon-Fri	15 mins
		✓		Sat/Sun	30 mins
U1	Brookes Bus	✓	Brookes Wheatley - Headington - Oxford - Brookes Harcourt Hill (University Vacation)	Mon-Sat	30 mins
		✓		Sun	60 mins
U5	Brookes Bus	✓	Oxford - Cowley - Headington - Marston (University Term)	Mon-Fri	30 mins
		✓		Sat/Sun	45 mins
		✓	Oxford - Cowley - Headington - Marston (University Vacation)	Daily	45 mins
U5X	Brookes Bus	✓	The Plain - Cowley - Eastern ByPass - Brookes Wheatley (University Term)	Mon-Fri	30-45 mins
W1	Go Ride CIC	✓	Watlington - Lewknor Turn - (Aston Rowant)	Mon-Fri (peak)	on demand
X2	Oxford Bus Company	✓	Oxford - Abingdon - Drayton - Steventon - Didcot	Mon-Fri	45 mins
		✓		Sat	60 mins
		✓	Oxford - Abingdon - Drayton - Steventon/Sutton Courtenay - Didcot	Sun	60 mins
X3	Oxford Bus Company	✓	Abingdon - Redbridge Park&Ride - Oxford Rail Station	Mon-Sat	20 mins
		✓		Sun	30 mins
X5	Stagecoach		Oxford - Bicester - Buckingham - Milton Keynes - Bedford - St Neots - Cambridge	Daily	30 mins
X8	RH Transport Services	✓	(Ascott u Wychwood - Shipton - Milton) - Kingham Station - Chipping Norton	Mon-Sat	60 mins (8 jnys)
X9	RH Transport Services	✓	Chipping Norton - Charlbury - Finstock - Witney	Mon-Sat	60 mins
X13	Oxford Bus Company	✓	Abingdon - Redbridge Park&Ride - Oxford - John Radcliffe Hospital	Mon-Sat	20 mins
		✓		Sun	30 mins
X15	RH Transport Services	✓	Abingdon - Marcham - Southmoor - Standlake - Witney	M-F term time	7 journeys
		✓		Sat & vacation	5 journeys
X30	Stagecoach	✓	Oxford - Cumnor - East Hanney (Main Road) - Grove - Wantage	Mon-Sat	30 mins
		✓		Sun	60 mins
X32	Thames Travel	✓	Chilton - Harwell - Didcot - Milton Park - A34 - Oxford	Daily	60 mins
X36	Thames Travel	✓	Wallingford - Didcot - Milton Park - Rowstock Corner - Wantage	Mon-Fri	5 journeys
X39	Thames Travel	✓	Oxford - Nuneham Courtenay - Shillingford - Wallingford - Reading	Mon-Sat	60 mins
X40	Thames Travel	✓	Oxford - Nuneham Courtenay - Shillingford - Wallingford - Woodcote - Reading	Daily	60 mins
X47	RH Transport Services	✓	Ardington - Wantage - The Letcombes - Childrey - Uffington - Swindon	Sat	3 journeys
X66	Stagecoach		Banbury - Lighthorne Heath - Leamington Spa	Schooldays	1 journey
X81	Heyfordian	✓	Bicester - Aynho - Banbury	Mon-Sat	1 journey
X90	Oxford Bus Company		Oxford - Headington - Hillingdon - London	Daily	15-20 mins
	<b>NIGHT BUSES</b>				
N1	Stagecoach	✓	Oxford - Cowley - Blackbird Leys	Mon-Thu	8 journeys
		✓		Fri/Sat	14/15 journeys

N2	Stagecoach	✓		Sun	5 journeys
		✓	Oxford - Summertown - Kidlington	Mon-Thu	5 journeys
		✓		Fri/Sat	13 journeys
		✓		Sun	3 journeys
N3	Stagecoach	✓	Oxford - Rose Hill	Fri/Sat	5 journeys
		N8	Stagecoach	✓	Oxford - Headington - Barton
✓				Fri/Sat	13 journeys
		✓		Sun	5 journeys
N10	Stagecoach	✓	Oxford - Cowley - Wood Farm - Headington	Fri/Sat	2 journeys
N30	Stagecoach	✓	Wantage - Grove - East Hanney - Cumnor - Oxford	Mon-Sat	3 journeys
N31	Stagecoach	✓	Oxford - Abingdon - Marcham - Wantage	Mon-Thu	1 journey
		✓		Fri/Sat	8 journeys
NS1	Stagecoach	✓	Oxford - Eynsham - Witney - Carterton	Mon-Thu	1 journey
		✓		Fri/Sat	8 journeys
		✓		Sun	1 journey
NS2	Stagecoach	✓	Carterton - Witney - Eynsham - Oxford	Fri/Sat	6 journeys
		✓	Carterton - Oxford	Sun	2 journeys
NS5	Stagecoach	✓	Oxford - Gosford - Bicester - Glory Farm	Mon-Fri	1 journey
		✓	Oxford - Gosford - Bicester	Fri/Sat	2 journeys
NU1	Brookes Bus	✓	Brookes Wheatley - Headington - Oxford - Brookes Harcourt Hill (University Term)	We/Fr/Sa	5 journeys
NU5	Brookes Bus	✓	Oxford - Cowley - Headington (University Term)	We/Fr/Sa	2 journeys

01 June 2012



**Banbury - Chipping Norton**
**489**
**Banbury - Chipping Norton**
**488**
**Monday to Friday (not Bank Hols)**

Operated by: MRS  
Stagecoach in Oxfordshire

Timetable valid from 4 Sep 2011 until further notice

	Service: Operator:	489 MRS	489 MRS	489 MRS	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS
Banbury Town Centre, Bus Station (Bay 7)	Depart:	06:25	06:50	07:55	09:05	10:05	11:05	12:05	13:05	14:05
Poets Corner, Easington Road W		06:30	06:57	08:02	09:12	10:12	11:12	12:12	13:12	14:12
Bloxham, Church		06:35	07:02	08:09	09:19	10:19	11:19	12:19		14:19
Bloxham, Courtington Lane									13:19	
Milcombe, New Road Stores									13:25	
South Newington, Wykeham Arms		06:38	07:06	08:13					13:28	
Milcombe, New Road Stores					09:25	10:25	11:25	12:25		14:25
Milcombe, Village Hall					09:26	10:26	11:26	12:26		14:26
Wigginton, The White Swan PH									13:35	
Hook Norton, Church					09:33	10:33	11:33	12:33	13:42	14:33
Great Rollright, The Green					09:42	10:42	11:42	12:42	13:51	14:42
Over Norton, Old Post Office					09:46	10:46	11:46	12:46	13:55	14:46
Chipping Norton, West Street (Stop B)		06:50	07:18	08:30	09:51	10:51	11:51	12:51	14:00	14:51
Chipping Norton, Cornish Road	Arrive:	06:55	07:23		09:56	10:56	11:56	12:56	14:05	14:56
Chipping Norton, Chipping Norton School	Arrive:			08:35						
Chipping Norton, Town Hall	Arrive:									

	Service: Operator:	488 MRS	488 MRS	488 MRS	488 MRS
Banbury Town Centre, Bus Station (Bay 7)	Depart:	15:30	16:10	17:10	18:05
Poets Corner, Easington Road W		15:37	16:17	17:17	18:12
Bloxham, Church		15:44	16:24	17:24	
Bloxham, Courtington Lane					18:19
Milcombe, New Road Stores					18:25
South Newington, Wykeham Arms					18:28
Milcombe, New Road Stores		15:50	16:30	17:30	
Milcombe, Village Hall		15:51	16:31	17:31	
Wigginton, The White Swan PH					18:35
Hook Norton, Church		15:58	16:38	17:38	18:42
Great Rollright, The Green		16:07	16:47	17:47	18:51
Over Norton, Old Post Office		16:11	16:51	17:51	18:55
Chipping Norton, West Street (Stop B)			16:56	17:56	19:00
Chipping Norton, Cornish Road	Arrive:		17:01	18:01	19:05
Chipping Norton, Chipping Norton School	Arrive:				
Chipping Norton, Town Hall	Arrive:	16:16			

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**Chipping Norton - Banbury**
**488**
**Chipping Norton - Banbury**
**489**
**Monday to Friday (not Bank Hols)**

Operated by: MRS  
Stagecoach in Oxfordshire

Timetable valid from 4 Sep 2011 until further notice

	Service: Operator:	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS	489 MRS	488 MRS
Chipping Norton, Cornish Road	Depart:	07:00	07:25	09:00	10:00	11:00	12:00	13:00	14:05		
Chipping Norton, Chipping Norton School	Depart:									15:15	
Chipping Norton, Town Hall		07:05	07:30	09:05	10:05	11:05	12:05	13:05	14:10	15:20	16:20
Over Norton, Old Post Office		07:10	07:35	09:10	10:10	11:10	12:10	13:10	14:15		16:25
Great Rollright, The Green		07:14	07:39	09:14	10:14	11:14	12:14	13:14	14:19		16:29
Hook Norton, Church		07:23	07:48	09:23	10:23	11:23	12:23	13:23	14:28		16:38
Milcombe, Village Hall		07:30		09:30		11:30	12:30	13:30	14:35		16:45
Milcombe, New Road Stores		07:31		09:31		11:31	12:31	13:31	14:36		16:46
Wigginton, The White Swan PH			07:55		10:30						
South Newington, Wykeham Arms			08:03		10:38					15:37	
Milcombe, New Road Stores			08:06		10:41						
Bloxham, Church		07:37	08:12	09:37		11:37	12:37	13:37	14:42	15:42	16:52
Bloxham, Courtington Lane					10:47						
Poets Corner, Easington Road W		07:43	08:18	09:43	10:53	11:43	12:43	13:43	14:48	15:48	16:58
Banbury Town Centre, Bus Station	Arrive:	07:50	08:25	09:50	11:00	11:50	12:50	13:50	14:55	15:55	17:05

	Service: Operator:	488 MRS	488 MRS	488 MRS
Chipping Norton, Cornish Road	Depart:	17:05	18:05	19:05
Chipping Norton, Chipping Norton School	Depart:			
Chipping Norton, Town Hall		17:10	18:10	19:10
Over Norton, Old Post Office		17:15	18:15	19:15
Great Rollright, The Green		17:19	18:19	19:19
Hook Norton, Church		17:28	18:28	19:28
Milcombe, Village Hall		17:35	18:35	19:35
Milcombe, New Road Stores		17:36	18:36	19:36
Wigginton, The White Swan PH				
South Newington, Wykeham Arms				
Milcombe, New Road Stores				
Bloxham, Church		17:42	18:42	19:42
Bloxham, Courtington Lane				
Poets Corner, Easington Road W		17:48	18:48	19:48
Banbury Town Centre, Bus Station	Arrive:	17:55	18:55	19:55

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**Banbury - Chipping Norton**
**489**
**Banbury - Chipping Norton**
**488**
**Saturdays**

Operated by: MRS  
Stagecoach in Oxfordshire

Timetable valid from 4 Sep 2011 until further notice

	Service:	489	488	488	488	488	488	488	488	488
	Operator:	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS
Banbury Town Centre, Bus Station (Bay 7)	Depart:	06:35	08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:05
Poets Corner, Easington Road W		06:42	08:12	09:12	10:12	11:12	12:12	13:12	14:12	15:12
Bloxham, Church		06:47	08:19	09:19	10:19	11:19	12:19		14:19	15:19
Bloxham, Courtington Lane								13:19		
Milcombe, New Road Stores								13:25		
South Newington, Wykeham Arms		06:51						13:28		
Milcombe, New Road Stores			08:25	09:25	10:25	11:25	12:25		14:25	15:25
Milcombe, Village Hall			08:26	09:26	10:26	11:26	12:26		14:26	15:26
Wigginton, The White Swan PH								13:35		
Hook Norton, Church			08:33	09:33	10:33	11:33	12:33	13:42	14:33	15:33
Great Rollright, The Green			08:42	09:42	10:42	11:42	12:42	13:51	14:42	15:42
Over Norton, Old Post Office			08:46	09:46	10:46	11:46	12:46	13:55	14:46	15:46
Chipping Norton, West Street (Stop B)		07:03	08:51	09:51	10:51	11:51	12:51	14:00	14:51	15:51
Chipping Norton, Cornish Road	Arrive:	07:08	08:56	09:56	10:56	11:56	12:56	14:05	14:56	15:56

	Service:	488	488	488
	Operator:	MRS	MRS	MRS
Banbury Town Centre, Bus Station (Bay 7)	Depart:	16:10	17:10	18:05
Poets Corner, Easington Road W		16:17	17:17	18:12
Bloxham, Church		16:24	17:24	
Bloxham, Courtington Lane				18:19
Milcombe, New Road Stores				18:25
South Newington, Wykeham Arms				18:28
Milcombe, New Road Stores		16:30	17:30	
Milcombe, Village Hall		16:31	17:31	
Wigginton, The White Swan PH				18:35
Hook Norton, Church		16:38	17:38	18:42
Great Rollright, The Green		16:47	17:47	18:51
Over Norton, Old Post Office		16:51	17:51	18:55
Chipping Norton, West Street (Stop B)		16:56	17:56	19:00
Chipping Norton, Cornish Road	Arrive:	17:01	18:01	19:05

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**Chipping Norton - Banbury**

**Saturdays**

Operated by: MRS  
Stagecoach in Oxfordshire

Timetable valid from 4 Sep 2011 until further notice

	Service:	488	488	488	488	488	488	488	488	488	488
	Operator:	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS
Chipping Norton, Cornish Road	Depart:	07:10	09:00	10:00	11:00	12:00	13:00	14:05	15:05	16:05	17:05
Chipping Norton, Town Hall		07:15	09:05	10:05	11:05	12:05	13:05	14:10	15:10	16:10	17:10
Over Norton, Old Post Office		07:20	09:10	10:10	11:10	12:10	13:10	14:15	15:15	16:15	17:15
Great Rollright, The Green		07:24	09:14	10:14	11:14	12:14	13:14	14:19	15:19	16:19	17:19
Hook Norton, Church		07:33	09:23	10:23	11:23	12:23	13:23	14:28	15:28	16:28	17:28
Milcombe, Village Hall		07:40	09:30		11:30	12:30	13:30	14:35	15:35	16:35	17:35
Milcombe, New Road Stores		07:41	09:31		11:31	12:31	13:31	14:36	15:36	16:36	17:36
Bloxham, Church		07:47	09:37		11:37	12:37	13:37	14:42	15:42	16:42	17:42
Wigginton, The White Swan PH				10:30							
South Newington, Wykeham Arms				10:38							
Milcombe, New Road Stores				10:41							
Bloxham, Courtington Lane				10:47							
Poets Corner, Easington Road W		07:53	09:43	10:53	11:43	12:43	13:43	14:48	15:48	16:48	17:48
Banbury Town Centre, Bus Station	Arrive:	08:00	09:50	11:00	11:50	12:50	13:50	14:55	15:55	16:55	17:55

	Service:	488	488
	Operator:	MRS	MRS
Chipping Norton, Cornish Road	Depart:	18:05	19:05
Chipping Norton, Town Hall		18:10	19:10
Over Norton, Old Post Office		18:15	19:15
Great Rollright, The Green		18:19	19:19
Hook Norton, Church		18:28	19:28
Milcombe, Village Hall		18:35	19:35
Milcombe, New Road Stores		18:36	19:36
Bloxham, Church		18:42	19:42
Wigginton, The White Swan PH			
South Newington, Wykeham Arms			
Milcombe, New Road Stores			
Bloxham, Courtington Lane			
Poets Corner, Easington Road W		18:48	19:48
Banbury Town Centre, Bus Station	Arrive:	18:55	19:55

Created by Stagecoach Group Plc on 06/08/2012 13:54. This timetable is valid at the time of download from our website. However, this may be affected by alteration at short notice. To read service updates or to re-check your journey go to [www.stagecoachbus.com](http://www.stagecoachbus.com).



# B1 Banbury - Easington

Stagecoach Oxfordshire

The information on this timetable is expected to be valid until at least 29th August 2012. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Mondays to Fridays

<b>Banbury Town Centre, Bridge Street (Stop 2)</b>	<b>0650</b>	<b>0720</b>	<b>0750</b>	<b>0825</b>	<b>0900</b>			<b>00</b>	<b>30</b>		<b>1430</b>	<b>1500</b>	<b>1535</b>	<b>1610</b>	<b>1640</b>	<b>1710</b>	<b>1740</b>	<b>1810</b>
§ Banbury Town Centre, opp 62 Calthorpe Street	0653	0723	0753	0829	0903			03	33		1433	1503	1538	1614	1644	1714	1743	1813
§ Banbury, adj Dashwood Road	0654	0724	0754	0830	0904	then		04	34		1434	1504	1539	1615	1645	1715	1744	1814
<b>Calthorpe, o/s Horton Hospital</b>	<b>0657</b>	<b>0727</b>	<b>0757</b>	<b>0833</b>	<b>0907</b>	at		<b>07</b>	<b>37</b>		<b>1437</b>	<b>1507</b>	<b>1542</b>	<b>1618</b>	<b>1648</b>	<b>1718</b>	<b>1747</b>	<b>1817</b>
§ Easington, opp Easington Road E	0657	0727	0757	0833	0907	these		07	37		1437	1507	1542	1618	1648	1718	1747	1817
§ Easington, adj Horton View	0658	0728	0758	0834	0908	mins		08	38	until	1438	1508	1543	1619	1649	1719	1748	1818
§ Easington, o/s 125 Springfield Avenue	0659	0729	0759	0835	0909	past		09	39		1439	1510	1545	1620	1650	1720	1749	1819
§ Easington, opp Elmscote Road	0700	0730	0800	0836	0910	each		10	40		1440	1511	1546	1621	1651	1721	1750	1820
§ Easington, adj Mayfield Road	0700	0730	0800	0837	0910	hour		10	40		1440	1512	1547	1622	1652	1722	1750	1820
§ Easington, adj Laurel Close	0701	0731	0801	0838	0911			11	41		1441	1513	1548	1623	1653	1723	1751	1821
<b>Easington, adj Willow Road</b>	<b>0702</b>	<b>0732</b>	<b>0802</b>	<b>0839</b>	<b>0912</b>			<b>12</b>	<b>42</b>		<b>1442</b>	<b>1514</b>	<b>1549</b>	<b>1624</b>	<b>1654</b>	<b>1724</b>	<b>1752</b>	<b>1822</b>

## Saturdays

<b>Banbury Town Centre, Bridge Street (Stop 2)</b>	<b>0700</b>			<b>00</b>	<b>30</b>			<b>1730</b>	<b>1800</b>
§ Banbury Town Centre, opp 62 Calthorpe Street	0703			03	33			1733	1803
§ Banbury, adj Dashwood Road	0704	then		04	34			1734	1804
<b>Calthorpe, o/s Horton Hospital</b>	<b>0707</b>	at		<b>07</b>	<b>37</b>			<b>1737</b>	<b>1807</b>
§ Easington, opp Easington Road E	0707	these		07	37			1737	1807
§ Easington, adj Horton View	0708	mins		08	38	until		1738	1808
§ Easington, o/s 125 Springfield Avenue	0709	past		09	39			1739	1809
§ Easington, opp Elmscote Road	0710	each		10	40			1740	1810
§ Easington, adj Mayfield Road	0710	hour		10	40			1740	1810
§ Easington, adj Laurel Close	0711			11	41			1741	1811
<b>Easington, adj Willow Road</b>	<b>0712</b>			<b>12</b>	<b>42</b>			<b>1742</b>	<b>1812</b>

## Sundays

<b>Banbury Town Centre, Bridge Street (Stop 2)</b>	<b>1035</b>	<b>1235</b>	<b>1435</b>	<b>1635</b>
§ Banbury Town Centre, opp 62 Calthorpe Street	1038	1238	1438	1638
§ Banbury, adj Dashwood Road	1039	1239	1439	1639
<b>Calthorpe, o/s Horton Hospital</b>	<b>1042</b>	<b>1242</b>	<b>1442</b>	<b>1642</b>
§ Easington, opp Easington Road E	1042	1242	1442	1642
§ Easington, adj Horton View	1043	1243	1443	1643
§ Easington, o/s 125 Springfield Avenue	1044	1244	1444	1644
§ Easington, opp Elmscote Road	1045	1245	1445	1645
§ Easington, adj Mayfield Road	1045	1245	1445	1645
§ Easington, adj Laurel Close	1046	1246	1446	1646
<b>Easington, adj Willow Road</b>	<b>1047</b>	<b>1247</b>	<b>1447</b>	<b>1647</b>

## Summer Bank Holiday (27th August)

same as Sundays

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



# B1 Easington - Banbury

Stagecoach Oxfordshire

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Mondays to Fridays

<b>Easington, opp Willow Road</b>	<b>0702</b>	<b>0732</b>	<b>0805</b>	<b>0840</b>	<b>0912</b>														
§ Easington, opp Laurel Close	0702	0732	0805	0840	0912														
§ Easington, opp Mayfield Road	0703	0733	0806	0841	0913														
§ Easington, adj Elmscote Road	0703	0733	0807	0842	0913	then													
§ Easington, o/s 128 Springfield Avenue	0704	0734	0808	0843	0914	at													
§ Easington, o/s 5 Horton View	0705	0735	0810	0845	0915	these													
§ Easington, adj Easington Road E	0706	0736	0811	0846	0916	mins			until										
<b>Calthorpe, opp Horton Hospital</b>	<b>0707</b>	<b>0737</b>	<b>0812</b>	<b>0847</b>	<b>0917</b>	past													
§ Banbury, opp Dashwood Road	0709	0739	0814	0849	0919	each													
§ Banbury Town Centre, High Street (NE-bound)	0711	0741	0816	0851	0921	hour													
§ Banbury Town Centre, George Street (E-bound)	0712	0742	0817	0852	0922														
<b>Banbury Town Centre, Bridge Street (Stop 5)</b>	<b>0715</b>	<b>0745</b>	<b>0820</b>	<b>0855</b>	<b>0925</b>														

## Saturdays

<b>Easington, opp Willow Road</b>	<b>0712</b>		<b>12</b>	<b>42</b>															
§ Easington, opp Laurel Close	0712		12	42															
§ Easington, opp Mayfield Road	0713		13	43															
§ Easington, adj Elmscote Road	0713		13	43															
§ Easington, o/s 128 Springfield Avenue	0714		14	44															
§ Easington, o/s 5 Horton View	0715		15	45															
§ Easington, adj Easington Road E	0716		16	46		until													
<b>Calthorpe, opp Horton Hospital</b>	<b>0717</b>		<b>17</b>	<b>47</b>															
§ Banbury, opp Dashwood Road	0719		19	49															
§ Banbury Town Centre, High Street (NE-bound)	0721		21	51															
§ Banbury Town Centre, George Street (E-bound)	0722		22	52															
<b>Banbury Town Centre, Bridge Street (Stop 5)</b>	<b>0725</b>		<b>25</b>	<b>55</b>															

## Sundays

<b>Easington, opp Willow Road</b>	<b>1047</b>	<b>1247</b>	<b>1447</b>	<b>1647</b>															
§ Easington, opp Laurel Close	1047	1247	1447	1647															
§ Easington, opp Mayfield Road	1048	1248	1448	1648															
§ Easington, adj Elmscote Road	1048	1248	1448	1648															
§ Easington, o/s 128 Springfield Avenue	1049	1249	1449	1649															
§ Easington, o/s 5 Horton View	1050	1250	1450	1650															
§ Easington, adj Easington Road E	1051	1251	1451	1651															
<b>Calthorpe, opp Horton Hospital</b>	<b>1052</b>	<b>1252</b>	<b>1452</b>	<b>1652</b>															
§ Banbury, opp Dashwood Road	1053	1253	1453	1653															
§ Banbury Town Centre, High Street (NE-bound)	1055	1255	1455	1655															
§ Banbury Town Centre, George Street (E-bound)	1056	1256	1456	1656															
<b>Banbury Town Centre, Bridge Street (Stop 5)</b>	<b>1058</b>	<b>1258</b>	<b>1458</b>	<b>1658</b>															

## Summer Bank Holiday (27th August)

same as Sundays

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**B1****Banbury - Easington**

Stagecoach Oxfordshire

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

<b>SMS Code</b>	<b>Stop Name</b>	<b>Street</b>	<b>ATCO Code</b>
oxfapdpa	Banbury Town Centre, Bridge Street (Stop 2)	Bridge Street	340000879B
oxfagwat	Banbury Town Centre, opp 62 Calthorpe Street	Calthorpe Street	340001456OPP
oxfgtagm	Banbury, adj Dashwood Road	South Bar Street	340001345OPP
oxfapgtm	Calthorpe, o/s Horton Hospital	Oxford Road	340000878ENT
oxfatpdg	Easington, opp Easington Road E	Horton View	340003143OPP
oxfagjaj	Easington, adj Horton View	Springfield Avenue	34000140841
oxfagjad	Easington, o/s 125 Springfield Avenue	Springfield Avenue	340001409SP1
oxfagjdm	Easington, opp Elmscote Road	Timms Road	340001410ARC
oxfagjwm	Easington, adj Mayfield Road	Beaconsfield Road	340001412CNR
oxfagmag	Easington, adj Laurel Close	Sycamore Drive	340001411CNR
oxfagjwm	Easington, adj Willow Road	Sycamore Road	340001413CNR

**B1****Easington - Banbury**

Stagecoach Oxfordshire

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

<b>SMS Code</b>	<b>Stop Name</b>	<b>Street</b>	<b>ATCO Code</b>
oxfagjwj	Easington, opp Willow Road	Sycamore Road	340001413OPP
oxfagmad	Easington, opp Laurel Close	Sycamore Drive	340001411OPP
oxfagjwp	Easington, opp Mayfield Road	Beaconsfield Road	340001412OPP
oxfagjdt	Easington, adj Elmscote Road	Timms Road	340001410ERC
oxfagjtg	Easington, o/s 128 Springfield Avenue	Springfield Avenue	340001409SP2
oxfagjag	Easington, o/s 5 Horton View	Horton View	3400014085
oxfatpdj	Easington, adj Easington Road E	Horton View	340003143CNR
oxfapgdj	Calthorpe, opp Horton Hospital	Oxford Road	340000878OXF
oxfgtagj	Banbury, opp Dashwood Road	South Bar Street	340001345HEA
oxfagwgm	Banbury Town Centre, High Street (NE-bound)	High Street	340001460PO
oxfagwda	Banbury Town Centre, George Street (E-bound)	George Street	340001457CCC
oxfapdpd	Banbury Town Centre, Bridge Street (Stop 5)	Bridge Street	340000879E



Timetable Valid from 12/11/2010 Until Further Notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

Service Restrictions	Tu
Bretch Hill, adj Bretch Hill	0910
Bretch Hill, opp Mascord Road	0912
Bretch Hill, opp Bradley Arcade	0914
Bretch Hill, adj Edinburgh Way	0916
Hardwick, adj Hereford Way	0918
Ruscote, opp Longelandes Way Post Office	0919
Ruscote, Parklands (S-bound)	0922
Banbury Town Centre, Banbury Cross (S-bound)	0924
Calthorpe, o/s Horton Hospital	0927
Easington, opp Willow Road	0932
Easington, adj Elmscote Road	0934
Easington, o/s 128 Springfield Avenue	0937
Bloxham, High Street (S-bound)	0945
Bloxham, o/s Church	0947
Milcombe, o/s Village Hall	0953
Hook Norton, opp Church	1000
Great Rollright, o/s The Green	1005
Over Norton, opp Old Post Office	1010
Moreton-in-Marsh, Police Station (N-bound)	1030

### Saturdays

no service

### Sundays

no service

### Bank Holidays

no service

Service Restrictions: Tu - Tuesdays

Timetable Valid from 12/11/2010 Until Further Notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

Service Restrictions	Tu
Moreton-in-Marsh, Corn Exchange (S-bound)	1230
Over Norton, o/s Old Post Office	1250
Great Rollright, opp The Green	1255
Hook Norton, o/s Church	1300
Milcombe, opp Village Hall	1307
Bloxham, opp Church	1313
Bloxham, High Street (N-bound)	1315
Easington, o/s 125 Springfield Avenue	1323
Easington, opp Elmscote Road	1326
Easington, adj Willow Road	1328
Calthorpe, opp Horton Hospital	1333
Banbury Town Centre, Banbury Cross (N-bound)	1336
Neithrop, adj Union Street	1338
Ruscote, opp High Furlong	1341
Hardwick, opp Hereford Way	1342
Bretch Hill, opp Edinburgh Way	1344
Bretch Hill, o/s Bradley Arcade	1346
Bretch Hill, adj Mascord Road	1348
Bretch Hill, opp Bretch Hill	1350

### Saturdays

no service

### Sundays

no service

### Bank Holidays

no service

Service Restrictions: Tu - Tuesdays

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
-	Bretch Hill, adj Bretch Hill	Woodgreen Avenue	340001448BHC
-	Bretch Hill, opp Fairfax Close	Bretch Hill	340001390OPP
-	Bretch Hill, opp Mascord Road	Bretch Hill	340001391OPP
-	Bretch Hill, adj Chepstow Gardens		340003156CNR
-	Bretch Hill, adj Dover Avenue	Bretch Hill	340001389CNR
-	Bretch Hill, opp Bradley Arcade	Bretch Hill	340001388OPP
-	Bretch Hill, adj Edinburgh Way	Hastings Road	340001438CNR
-	Bretch Hill, o/s Hastings Road	Hastings Road	340004142OUT
-	Neithrop, adj Sandford Green	The Fairway	340001445CNR
-	Hardwick, opp Barley Mow	Warwick Road	340003064HAR
-	Hardwick, adj Hardwick Park	Highlands Road	340003068HAR
-	Hardwick, adj Rother Road		340003141CNR
-	Hardwick, adj Hereford Way	Highlands	340001425CNR
-	Hardwick, opp Ferriston	Highlands	340001423OPP
-	Hardwick, opp Forge Way	Highlands	340001424OPP
-	Ruscote, opp High Furlong	Longelandes Way	340003140OPP
-	Ruscote, o/s Beaumont Industrial Estate	Longelandes Way	340001454OPP
-	Ruscote, opp Longelandes Way Post Office	Longelandes Way	340001452OPP
-	Ruscote, Parklands (S-bound)	Ruscote Avenue	340003135OPP
-	Neithrop, opp Union Street	Warwick Road	340003134OPP
-	Banbury Town Centre, opp Boxhedge Road	Warwick Road	340001446OPP
-	Banbury Town Centre, Banbury Cross (S-bound)	Horse Fair	340001458HOR
-	Calthorpe, o/s Horton Hospital	Oxford Road	340000878ENT
-	Calthorpe, opp Grange Road	Oxford Road	340001784OPP
-	Easington, adj Ashridge Close	Oxford Road	340001783CNR
-	Easington, opp Willow Road	Sycamore Road	340001413OPP
-	Easington, opp Laurel Close	Sycamore Drive	340001411OPP
-	Easington, opp Mayfield Road	Beaconsfield Road	340001412OPP
-	Easington, adj Elmscote Road	Timms Road	340001410ERC
-	Easington, o/s 128 Springfield Avenue	Springfield Avenue	340001409SP2
-	Banbury, adj Lansdown Close	Bloxham Road	340004135OUT
oxfadgtp	Bloxham, adj Chipperfield Park Road	Banbury Road	340001122CNR
oxfgdgwg	Bloxham, adj Strawberry Terrace	Banbury Road	340001757CNR
-	Bloxham, High Street (S-bound)	High Street	340001758WES
-	Bloxham, o/s Church	Church Street	340002006OUT
-	Bloxham, opp Kings Road	South Newington Road	340003193OPP
-	Milcombe, opp Milcombe Hall	Bloxham Road	340001752OPP
-	Milcombe, o/s Village Hall	Bloxham Road	340001762OUT
-	Milcombe, opp The Green	Bloxham Road	340001763OPP
-	Hook Norton, adj Austins Way	Station Road	340001751AUS
-	Hook Norton, opp Church	High Street	340000408OPP
-	Great Rolright, o/s The Green	High Street	340000360V
-	Over Norton, opp Over Norton Turn	A3400	340003332OPP
-	Over Norton, opp Old Post Office		340000597OPP
-	Chipping Norton, adj Park Road	Over Norton Road	340001748CNR
-	Chipping Norton, opp Spring Street	Over Norton Road	340003194OPP
-	Chipping Norton, New Street (W-bound)	New Street	340001786KIN
-	Chipping Norton, adj Toy Lane Turn	Worcester Road	340000243TOY
-	Salford, adj Cornwell Turn	A44	340001785OPP
glogjwap	Moreton-in-Marsh, Police Station (N-bound)	High Street	1600GLC673

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
<b>glogjwd</b>	Moreton-in-Marsh, Corn Exchange (S-bound)	High Street	1600GL3344
-	Salford, adj Salford Turn	A44	340001785CNR
-	Chipping Norton, opp Toy Lane Turn	Worcester Road	340000243OPP
-	Chipping Norton, New Street (E-bound)	New Street	340001786DIS
-	Chipping Norton, adj Spring Street	Over Norton Road	340003194CNR
-	Chipping Norton, opp Park Road	Over Norton Road	340001748OPP
-	Over Norton, o/s Old Post Office	Main Street	340000597SHE
-	Over Norton, adj Over Norton Turn	A3400	340003332CNR
-	Great Rollright, opp The Green	High Street	340000360BS
-	Hook Norton, o/s Church	High Street	340000408OUT
-	Hook Norton, opp The Green	East End	340001750EAS
-	Hook Norton, opp Austins Way	Station Road	340001751HOL
-	Milcombe, adj The Green	Bloxham Road	340001763CNR
-	Milcombe, opp Village Hall	Bloxham Road	340001762OPP
-	Milcombe, Milcombe Hall	Bloxham Road	340001752ENT
-	Bloxham, adj Kings Road	South Newington Road	340003193CNR
-	Bloxham, opp Church	Church Street	340002006OPP
-	Bloxham, High Street (N-bound)	High Street	340001758BAK
<b>oxfgajt</b>	Bloxham, opp Strawberry Terrace	Banbury Road	340001757OPP
<b>oxfgajw</b>	Bloxham, opp Chipperfield Park Road	Banbury Road	340001122OPP
-	Banbury, opp Lansdown Close	Bloxham Road	340004135OPP
-	Easington, adj Horton View	Springfield Avenue	34000140841
-	Easington, o/s 125 Springfield Avenue	Springfield Avenue	340001409SP1
-	Easington, opp Elmscote Road	Timms Road	340001410ARC
-	Easington, adj Mayfield Road	Beaconsfield Road	340001412CNR
-	Easington, adj Laurel Close	Sycamore Drive	340001411CNR
-	Easington, adj Willow Road	Sycamore Road	340001413CNR
-	Easington, opp Ashridge Close	Oxford Road	340001783OPP
-	Calthorpe, adj Grange Road	Oxford Road	340001784CNR
-	Calthorpe, opp Horton Hospital		340000878OXF
-	Banbury Town Centre, Banbury Cross (N-bound)	Horse Fair	340003159HAL
-	Banbury Town Centre, opp Police Station	Warwick Road	340001459OPP
-	Banbury Town Centre, adj Boxhedge Road	Warwick Road	340001446CNR
-	Neithrop, adj Union Street	Warwick Road	340003134CNR
-	Ruscote, opp High Furlong	Longelandes Way	340003140OPP
-	Hardwick, adj Forge Way	Highlands	340001424CNR
-	Hardwick, adj Ferriston	Highlands	340001423CNR
-	Hardwick, opp Hereford Way	Highlands	340001425OPP
-	Hardwick, opp Rother Road	Highlands	340003141OPP
-	Hardwick, opp Hardwick Park	Highlands Road	340003068OPP
-	Ruscote, adj Powys Grove	Stratford Road	340000886WR
-	Bretch Hill, opp Edinburgh Way	Hastings Road	340001438OPP
-	Bretch Hill, o/s Bradley Arcade	Bretch Hill	340001388OUT
-	Bretch Hill, opp Dover Avenue	Bretch Hill	340001389OPP
-	Bretch Hill, opp Chepstow Gardens	Bretch Hill	340003156OPP
-	Bretch Hill, adj Mascord Road	Bretch Hill	340001391CNR
-	Bretch Hill, o/s Fairfax Close	Bretch Hill	340001390CNR
-	Bretch Hill, opp Bretch Hill	Woodgreen Avenue	340001448OBH

Timetable Valid from 12/11/2010 Until Further Notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

Service Restrictions	Tu
Bretch Hill, adj Bretch Hill	0910
Bretch Hill, opp Mascord Road	0912
Bretch Hill, opp Bradley Arcade	0914
Bretch Hill, adj Edinburgh Way	0916
Hardwick, adj Hereford Way	0918
Ruscote, opp Longelandes Way Post Office	0919
Ruscote, Parklands (S-bound)	0922
Banbury Town Centre, Banbury Cross (S-bound)	0924
Calthorpe, o/s Horton Hospital	0927
Easington, opp Willow Road	0932
Easington, adj Elmscote Road	0934
Easington, o/s 128 Springfield Avenue	0937
Bloxham, High Street (S-bound)	0945
Bloxham, o/s Church	0947
Milcombe, o/s Village Hall	0953
Hook Norton, opp Church	1000
Great Rollright, o/s The Green	1005
Over Norton, opp Old Post Office	1010
Moreton-in-Marsh, Police Station (N-bound)	1030

### Saturdays

no service

### Sundays

no service

### Bank Holidays

no service

Service Restrictions: Tu - Tuesdays

Timetable Valid from 12/11/2010 Until Further Notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

Service Restrictions	Tu
Moreton-in-Marsh, Corn Exchange (S-bound)	1230
Over Norton, o/s Old Post Office	1250
Great Rollright, opp The Green	1255
Hook Norton, o/s Church	1300
Milcombe, opp Village Hall	1307
Bloxham, opp Church	1313
Bloxham, High Street (N-bound)	1315
Easington, o/s 125 Springfield Avenue	1323
Easington, opp Elmscote Road	1326
Easington, adj Willow Road	1328
Calthorpe, opp Horton Hospital	1333
Banbury Town Centre, Banbury Cross (N-bound)	1336
Neithrop, adj Union Street	1338
Ruscote, opp High Furlong	1341
Hardwick, opp Hereford Way	1342
Bretch Hill, opp Edinburgh Way	1344
Bretch Hill, o/s Bradley Arcade	1346
Bretch Hill, adj Mascord Road	1348
Bretch Hill, opp Bretch Hill	1350

### Saturdays

no service

### Sundays

no service

### Bank Holidays

no service

Service Restrictions: Tu - Tuesdays

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
-	Bretch Hill, adj Bretch Hill	Woodgreen Avenue	340001448BHC
-	Bretch Hill, opp Fairfax Close	Bretch Hill	340001390OPP
-	Bretch Hill, opp Mascord Road	Bretch Hill	340001391OPP
-	Bretch Hill, adj Chepstow Gardens		340003156CNR
-	Bretch Hill, adj Dover Avenue	Bretch Hill	340001389CNR
-	Bretch Hill, opp Bradley Arcade	Bretch Hill	340001388OPP
-	Bretch Hill, adj Edinburgh Way	Hastings Road	340001438CNR
-	Bretch Hill, o/s Hastings Road	Hastings Road	340004142OUT
-	Neithrop, adj Sandford Green	The Fairway	340001445CNR
-	Hardwick, opp Barley Mow	Warwick Road	340003064HAR
-	Hardwick, adj Hardwick Park	Highlands Road	340003068HAR
-	Hardwick, adj Rother Road		340003141CNR
-	Hardwick, adj Hereford Way	Highlands	340001425CNR
-	Hardwick, opp Ferriston	Highlands	340001423OPP
-	Hardwick, opp Forge Way	Highlands	340001424OPP
-	Ruscote, opp High Furlong	Longelandes Way	340003140OPP
-	Ruscote, o/s Beaumont Industrial Estate	Longelandes Way	340001454OPP
-	Ruscote, opp Longelandes Way Post Office	Longelandes Way	340001452OPP
-	Ruscote, Parklands (S-bound)	Ruscote Avenue	340003135OPP
-	Neithrop, opp Union Street	Warwick Road	340003134OPP
-	Banbury Town Centre, opp Boxhedge Road	Warwick Road	340001446OPP
-	Banbury Town Centre, Banbury Cross (S-bound)	Horse Fair	340001458HOR
-	Calthorpe, o/s Horton Hospital	Oxford Road	340000878ENT
-	Calthorpe, opp Grange Road	Oxford Road	340001784OPP
-	Easington, adj Ashridge Close	Oxford Road	340001783CNR
-	Easington, opp Willow Road	Sycamore Road	340001413OPP
-	Easington, opp Laurel Close	Sycamore Drive	340001411OPP
-	Easington, opp Mayfield Road	Beaconsfield Road	340001412OPP
-	Easington, adj Elmscote Road	Timms Road	340001410ERC
-	Easington, o/s 128 Springfield Avenue	Springfield Avenue	340001409SP2
-	Banbury, adj Lansdown Close	Bloxham Road	340004135OUT
oxfadgtp	Bloxham, adj Chipperfield Park Road	Banbury Road	340001122CNR
oxfgdgwg	Bloxham, adj Strawberry Terrace	Banbury Road	340001757CNR
-	Bloxham, High Street (S-bound)	High Street	340001758WES
-	Bloxham, o/s Church	Church Street	340002006OUT
-	Bloxham, opp Kings Road	South Newington Road	340003193OPP
-	Milcombe, opp Milcombe Hall	Bloxham Road	340001752OPP
-	Milcombe, o/s Village Hall	Bloxham Road	340001762OUT
-	Milcombe, opp The Green	Bloxham Road	340001763OPP
-	Hook Norton, adj Austins Way	Station Road	340001751AUS
-	Hook Norton, opp Church	High Street	340000408OPP
-	Great Rolright, o/s The Green	High Street	340000360V
-	Over Norton, opp Over Norton Turn	A3400	340003332OPP
-	Over Norton, opp Old Post Office		340000597OPP
-	Chipping Norton, adj Park Road	Over Norton Road	340001748CNR
-	Chipping Norton, opp Spring Street	Over Norton Road	340003194OPP
-	Chipping Norton, New Street (W-bound)	New Street	340001786KIN
-	Chipping Norton, adj Toy Lane Turn	Worcester Road	340000243TOY
-	Salford, adj Cornwell Turn	A44	340001785OPP
glogjwap	Moreton-in-Marsh, Police Station (N-bound)	High Street	1600GLC673

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
<b>glogjwd</b>	Moreton-in-Marsh, Corn Exchange (S-bound)	High Street	1600GL3344
-	Salford, adj Salford Turn	A44	340001785CNR
-	Chipping Norton, opp Toy Lane Turn	Worcester Road	340000243OPP
-	Chipping Norton, New Street (E-bound)	New Street	340001786DIS
-	Chipping Norton, adj Spring Street	Over Norton Road	340003194CNR
-	Chipping Norton, opp Park Road	Over Norton Road	340001748OPP
-	Over Norton, o/s Old Post Office	Main Street	340000597SHE
-	Over Norton, adj Over Norton Turn	A3400	340003332CNR
-	Great Rollright, opp The Green	High Street	340000360BS
-	Hook Norton, o/s Church	High Street	340000408OUT
-	Hook Norton, opp The Green	East End	340001750EAS
-	Hook Norton, opp Austins Way	Station Road	340001751HOL
-	Milcombe, adj The Green	Bloxham Road	340001763CNR
-	Milcombe, opp Village Hall	Bloxham Road	340001762OPP
-	Milcombe, Milcombe Hall	Bloxham Road	340001752ENT
-	Bloxham, adj Kings Road	South Newington Road	340003193CNR
-	Bloxham, opp Church	Church Street	340002006OPP
-	Bloxham, High Street (N-bound)	High Street	340001758BAK
<b>oxfgajt</b>	Bloxham, opp Strawberry Terrace	Banbury Road	340001757OPP
<b>oxfgajw</b>	Bloxham, opp Chipperfield Park Road	Banbury Road	340001122OPP
-	Banbury, opp Lansdown Close	Bloxham Road	340004135OPP
-	Easington, adj Horton View	Springfield Avenue	34000140841
-	Easington, o/s 125 Springfield Avenue	Springfield Avenue	340001409SP1
-	Easington, opp Elmscote Road	Timms Road	340001410ARC
-	Easington, adj Mayfield Road	Beaconsfield Road	340001412CNR
-	Easington, adj Laurel Close	Sycamore Drive	340001411CNR
-	Easington, adj Willow Road	Sycamore Road	340001413CNR
-	Easington, opp Ashridge Close	Oxford Road	340001783OPP
-	Calthorpe, adj Grange Road	Oxford Road	340001784CNR
-	Calthorpe, opp Horton Hospital		340000878OXF
-	Banbury Town Centre, Banbury Cross (N-bound)	Horse Fair	340003159HAL
-	Banbury Town Centre, opp Police Station	Warwick Road	340001459OPP
-	Banbury Town Centre, adj Boxhedge Road	Warwick Road	340001446CNR
-	Neithrop, adj Union Street	Warwick Road	340003134CNR
-	Ruscote, opp High Furlong	Longelandes Way	340003140OPP
-	Hardwick, adj Forge Way	Highlands	340001424CNR
-	Hardwick, adj Ferriston	Highlands	340001423CNR
-	Hardwick, opp Hereford Way	Highlands	340001425OPP
-	Hardwick, opp Rother Road	Highlands	340003141OPP
-	Hardwick, opp Hardwick Park	Highlands Road	340003068OPP
-	Ruscote, adj Powys Grove	Stratford Road	340000886WR
-	Bretch Hill, opp Edinburgh Way	Hastings Road	340001438OPP
-	Bretch Hill, o/s Bradley Arcade	Bretch Hill	340001388OUT
-	Bretch Hill, opp Dover Avenue	Bretch Hill	340001389OPP
-	Bretch Hill, opp Chepstow Gardens	Bretch Hill	340003156OPP
-	Bretch Hill, adj Mascord Road	Bretch Hill	340001391CNR
-	Bretch Hill, o/s Fairfax Close	Bretch Hill	340001390CNR
-	Bretch Hill, opp Bretch Hill	Woodgreen Avenue	340001448OBH

Thursdays ONLY

Bourton-on-the-Water, High St, Edinburgh Wool Shop	0800
Stow-on-the-Wold, Police Station	0810
Milton-under-Wychwood, Post Office	0820
Shipton-under-Wychwood, Newsagent	0830
Shipton-under-Wychwood, Shower Cozen	0835
Ascot-under-Wychwood, The Green	0845
Chipping Norton, West St, King's Arms	0900
South Newington	0915
Stowham	0930
Banbury, Bus Station	0940

Banbury, Bus Station	1340
Stowham	1350
South Newington	1355
Chipping Norton, West St, King's Arms	1410
Ascot-under-Wychwood, The Green	1420
Shipton-under-Wychwood, Shower Cozen	1430
Shipton-under-Wychwood, Newsagent	1437
Milton-under-Wychwood, Post Office	1440
Stow-on-the-Wold, Police Station	1500
Bourton-on-the-Water, High St, Edinburgh Wool Shop	1510

Operated by Putnam's Coaches



## **Appendix C – Traffic Survey Data**





# Banbury - Manual Traffic Survey, Thursday 8th October 2011

Location: (In Block) Road / Highways Area:

Approach: (Block) Road / Street:

A large grid for manual traffic survey. The grid is composed of many small squares. The top row of the grid is highlighted in yellow. The grid is mostly empty, indicating that no data was recorded during the survey. There are some faint markings in the bottom right corner of the grid.





Barbury - Manual Traffic Survey, Thursday 6th October 2011

Location: (To be filled in)

Approach: (To be filled in)

Time	Vehicle Type	Direction	Speed	Notes
07:00				
07:05				
07:10				
07:15				
07:20				
07:25				
07:30				
07:35				
07:40				
07:45				
07:50				
07:55				
08:00				
08:05				
08:10				
08:15				
08:20				
08:25				
08:30				
08:35				
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08:45				
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23:55				
24:00				



Banbury - Manual Traffic Survey. Thursday 6th October 2011

Location: [Blank]

Approach: Banbury Road (North)

Time	00:00 - 01:00				01:00 - 02:00				02:00 - 03:00				03:00 - 04:00			
	P	N	T	A	P	N	T	A	P	N	T	A	P	N	T	A
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03:55																
04:00																

Notes: [Blank]







Banbury - Manual Traffic Survey, Thursday 6th October 2011

Location: 001 (left hand side) / 002 (right hand side) / 003 / 004 (opposite front)

Approach: A31 North for three

Time	001	002	003	004	005	006	007	008	009	010	011	012	013	014	015	016	017	018	019	020	021	022	023	024	025	026	027	028	029	030	031	032	033	034	035	036	037	038	039	040	041	042	043	044	045	046	047	048	049	050	051	052	053	054	055	056	057	058	059	060	061	062	063	064	065	066	067	068	069	070	071	072	073	074	075	076	077	078	079	080	081	082	083	084	085	086	087	088	089	090	091	092	093	094	095	096	097	098	099	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
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**Barbours - Manual Traffic Survey, Thursday 6th October 2011**

Location: 2000304 Barbours Road, Barbours Road (A14) Barbours Road

Approach: Barbours Road

Time	Direction of Traffic					Total
	A	B	C	D	E	
00:00						
00:05						
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11:00						





Banbury - Manual Traffic Survey, Thursday 6th October 2011

Centre 001 001 from the street (going north) - see location map

Approach: A31 Banbury Road

Time	Vehicle Type	Direction
07:00		
07:05		
07:10		
07:15		
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20:55		
21:00		







**Barbary - Manual Traffic Survey, Thursday 6th October 2011**

Location: [Blurred] Approach: [Blurred] (Route: [Blurred])

Time	Vehicle Type	Direction	Speed	Notes
07:00	Car	North	30	
07:01	Car	North	30	
07:02	Car	North	30	
07:03	Car	North	30	
07:04	Car	North	30	
07:05	Car	North	30	
07:06	Car	North	30	
07:07	Car	North	30	
07:08	Car	North	30	
07:09	Car	North	30	
07:10	Car	North	30	
07:11	Car	North	30	
07:12	Car	North	30	
07:13	Car	North	30	
07:14	Car	North	30	
07:15	Car	North	30	
07:16	Car	North	30	
07:17	Car	North	30	
07:18	Car	North	30	
07:19	Car	North	30	
07:20	Car	North	30	
07:21	Car	North	30	
07:22	Car	North	30	
07:23	Car	North	30	
07:24	Car	North	30	
07:25	Car	North	30	
07:26	Car	North	30	
07:27	Car	North	30	
07:28	Car	North	30	
07:29	Car	North	30	
07:30	Car	North	30	
07:31	Car	North	30	
07:32	Car	North	30	
07:33	Car	North	30	
07:34	Car	North	30	
07:35	Car	North	30	
07:36	Car	North	30	
07:37	Car	North	30	
07:38	Car	North	30	
07:39	Car	North	30	
07:40	Car	North	30	
07:41	Car	North	30	
07:42	Car	North	30	
07:43	Car	North	30	
07:44	Car	North	30	
07:45	Car	North	30	
07:46	Car	North	30	
07:47	Car	North	30	
07:48	Car	North	30	
07:49	Car	North	30	
07:50	Car	North	30	
07:51	Car	North	30	
07:52	Car	North	30	
07:53	Car	North	30	
07:54	Car	North	30	
07:55	Car	North	30	
07:56	Car	North	30	
07:57	Car	North	30	
07:58	Car	North	30	
07:59	Car	North	30	
08:00	Car	North	30	







Banbury - Manual Traffic Survey, Thursday 6th October 2011

Location: (M) Hospital Road / (P) Park Hospital / (R) Park View

Appraiser: (Initials) (Name) (Address)

Time	Direction	Vehicle Type	Count	Notes
07:00				
07:05				
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24:00				











Banbury - Manual Traffic Survey, Thursday 6th October 2011

Location: (B) School Road / Forester Road

Approach: Forester Road (East)

Time	Vehicle Type	Direction	Speed	Notes
07:00	Car	East	30	
07:01	Car	East	30	
07:02	Car	East	30	
07:03	Car	East	30	
07:04	Car	East	30	
07:05	Car	East	30	
07:06	Car	East	30	
07:07	Car	East	30	
07:08	Car	East	30	
07:09	Car	East	30	
07:10	Car	East	30	
07:11	Car	East	30	
07:12	Car	East	30	
07:13	Car	East	30	
07:14	Car	East	30	
07:15	Car	East	30	
07:16	Car	East	30	
07:17	Car	East	30	
07:18	Car	East	30	
07:19	Car	East	30	
07:20	Car	East	30	
07:21	Car	East	30	
07:22	Car	East	30	
07:23	Car	East	30	
07:24	Car	East	30	
07:25	Car	East	30	
07:26	Car	East	30	
07:27	Car	East	30	
07:28	Car	East	30	
07:29	Car	East	30	
07:30	Car	East	30	
07:31	Car	East	30	
07:32	Car	East	30	
07:33	Car	East	30	
07:34	Car	East	30	
07:35	Car	East	30	
07:36	Car	East	30	
07:37	Car	East	30	
07:38	Car	East	30	
07:39	Car	East	30	
07:40	Car	East	30	
07:41	Car	East	30	
07:42	Car	East	30	
07:43	Car	East	30	
07:44	Car	East	30	
07:45	Car	East	30	
07:46	Car	East	30	
07:47	Car	East	30	
07:48	Car	East	30	
07:49	Car	East	30	
07:50	Car	East	30	
07:51	Car	East	30	
07:52	Car	East	30	
07:53	Car	East	30	
07:54	Car	East	30	
07:55	Car	East	30	
07:56	Car	East	30	
07:57	Car	East	30	
07:58	Car	East	30	
07:59	Car	East	30	
08:00	Car	East	30	





Barbury - Manual Traffic Survey, Thursday 5th October 2011

Location: 001 - Oxford Road / 1 (Front) Road

Approach: From North (West)

Hand-drawn grid for data recording. The grid is composed of small squares, with some larger squares highlighted in yellow. The grid is oriented vertically on the page. The yellow-highlighted squares are arranged in a pattern that suggests a central section or a specific set of lanes being surveyed. There are approximately 10 columns and 50 rows of grid cells. The yellow highlighting covers roughly the central 10 columns and the entire 50 rows, with some additional yellow highlighting at the ends of the rows.





Banbury - Manual Traffic Survey, Thursday 6th October 2011

Location: B61 Richard Road / The Works  
Approach: Clockwise Round (North)

Time	Vehicle Type	Direction	Notes
08:00	Car	North	
08:05	Car	North	
08:10	Car	North	
08:15	Car	North	
08:20	Car	North	
08:25	Car	North	
08:30	Car	North	
08:35	Car	North	
08:40	Car	North	
08:45	Car	North	
08:50	Car	North	
08:55	Car	North	
09:00	Car	North	
09:05	Car	North	
09:10	Car	North	
09:15	Car	North	
09:20	Car	North	
09:25	Car	North	
09:30	Car	North	
09:35	Car	North	
09:40	Car	North	
09:45	Car	North	
09:50	Car	North	
09:55	Car	North	
10:00	Car	North	
10:05	Car	North	
10:10	Car	North	
10:15	Car	North	
10:20	Car	North	
10:25	Car	North	
10:30	Car	North	
10:35	Car	North	
10:40	Car	North	
10:45	Car	North	
10:50	Car	North	
10:55	Car	North	
11:00	Car	North	
11:05	Car	North	
11:10	Car	North	
11:15	Car	North	
11:20	Car	North	
11:25	Car	North	
11:30	Car	North	
11:35	Car	North	
11:40	Car	North	
11:45	Car	North	
11:50	Car	North	
11:55	Car	North	
12:00	Car	North	
12:05	Car	North	
12:10	Car	North	
12:15	Car	North	
12:20	Car	North	
12:25	Car	North	
12:30	Car	North	
12:35	Car	North	
12:40	Car	North	
12:45	Car	North	
12:50	Car	North	
12:55	Car	North	
13:00	Car	North	
13:05	Car	North	
13:10	Car	North	
13:15	Car	North	
13:20	Car	North	
13:25	Car	North	
13:30	Car	North	
13:35	Car	North	
13:40	Car	North	
13:45	Car	North	
13:50	Car	North	
13:55	Car	North	
14:00	Car	North	
14:05	Car	North	
14:10	Car	North	
14:15	Car	North	
14:20	Car	North	
14:25	Car	North	
14:30	Car	North	
14:35	Car	North	
14:40	Car	North	
14:45	Car	North	
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14:55	Car	North	
15:00	Car	North	
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15:15	Car	North	
15:20	Car	North	
15:25	Car	North	
15:30	Car	North	
15:35	Car	North	
15:40	Car	North	
15:45	Car	North	
15:50	Car	North	
15:55	Car	North	
16:00	Car	North	
16:05	Car	North	
16:10	Car	North	
16:15	Car	North	
16:20	Car	North	
16:25	Car	North	
16:30	Car	North	
16:35	Car	North	
16:40	Car	North	
16:45	Car	North	
16:50	Car	North	
16:55	Car	North	
17:00	Car	North	
17:05	Car	North	
17:10	Car	North	
17:15	Car	North	
17:20	Car	North	
17:25	Car	North	
17:30	Car	North	
17:35	Car	North	
17:40	Car	North	
17:45	Car	North	
17:50	Car	North	
17:55	Car	North	
18:00	Car	North	
18:05	Car	North	
18:10	Car	North	
18:15	Car	North	
18:20	Car	North	
18:25	Car	North	
18:30	Car	North	
18:35	Car	North	
18:40	Car	North	
18:45	Car	North	
18:50	Car	North	
18:55	Car	North	
19:00	Car	North	
19:05	Car	North	
19:10	Car	North	
19:15	Car	North	
19:20	Car	North	
19:25	Car	North	
19:30	Car	North	
19:35	Car	North	
19:40	Car	North	
19:45	Car	North	
19:50	Car	North	
19:55	Car	North	
20:00	Car	North	
20:05	Car	North	
20:10	Car	North	
20:15	Car	North	
20:20	Car	North	
20:25	Car	North	
20:30	Car	North	
20:35	Car	North	
20:40	Car	North	
20:45	Car	North	
20:50	Car	North	
20:55	Car	North	
21:00	Car	North	
21:05	Car	North	
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21:35	Car	North	
21:40	Car	North	
21:45	Car	North	
21:50	Car	North	
21:55	Car	North	
22:00	Car	North	
22:05	Car	North	
22:10	Car	North	
22:15	Car	North	
22:20	Car	North	
22:25	Car	North	
22:30	Car	North	
22:35	Car	North	
22:40	Car	North	
22:45	Car	North	
22:50	Car	North	
22:55	Car	North	
23:00	Car	North	
23:05	Car	North	
23:10	Car	North	
23:15	Car	North	
23:20	Car	North	
23:25	Car	North	
23:30	Car	North	
23:35	Car	North	
23:40	Car	North	
23:45	Car	North	
23:50	Car	North	
23:55	Car	North	
00:00	Car	North	





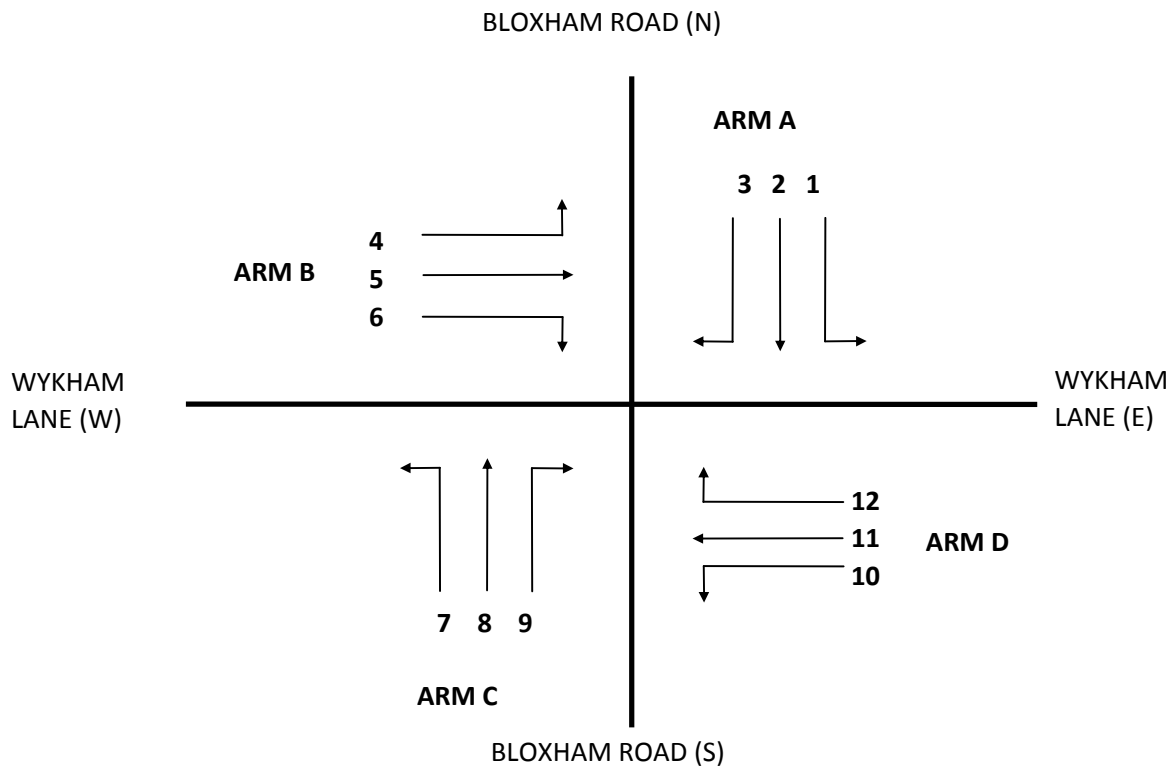
SITE: 1



DATE: 20TH SEPT 2012

LOCATION: BLOXHAM ROAD /  
WYKHAM LANE

DAY: THURSDAY



JOB TITLE: BANBURY

JOB NUMBER: 15857

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (S) / WYKHAM LANE (E)

DAY: THURSDAY

TIME	MOVEMENT 1 FROM BLOXHAM ROAD (N) TO WYKHAM LANE (E)						MOVEMENT 2 FROM BLOXHAM ROAD (N) TO BLOXHAM ROAD (S)						MOVEMENT 3 FROM BLOXHAM ROAD (N) TO WYKHAM LANE (W)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:30	3	0	0	0	1	4	24	4	2	0	0	30	0	0	0	0	3	3
07:35	1	0	0	0	0	1	25	5	2	1	0	33	0	0	0	0	0	0
07:40	2	0	0	0	0	2	31	7	0	0	2	40	0	0	0	0	0	0
07:45	0	0	0	0	0	0	28	12	0	0	1	41	1	0	0	0	0	1
07:50	3	1	0	0	0	4	39	10	2	0	1	52	0	1	0	0	0	1
07:55	7	1	0	0	0	8	39	7	0	1	0	47	1	0	0	0	0	1
<b>HH/TOT</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>186</b>	<b>45</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>243</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>
08:00	3	0	0	0	0	3	32	6	1	1	0	40	1	0	0	0	0	1
08:05	5	0	0	0	0	5	43	3	2	2	0	50	0	0	0	0	0	0
08:10	4	0	0	0	0	4	38	6	3	0	0	47	0	0	0	0	0	0
08:15	7	0	0	0	0	7	45	3	2	0	0	50	0	0	0	0	0	0
08:20	7	0	0	0	0	7	53	8	4	0	0	65	0	0	0	0	0	0
08:25	3	0	0	0	0	3	39	3	0	0	0	42	2	0	0	0	0	2
08:30	4	0	0	0	0	4	34	3	1	1	0	39	0	0	0	0	0	0
08:35	4	0	0	0	0	4	42	4	2	1	0	49	0	0	0	0	0	0
08:40	6	0	0	0	0	6	37	4	0	0	1	42	0	0	0	0	0	0
08:45	2	0	0	0	0	2	39	7	1	0	0	47	0	0	0	0	0	0
08:50	1	1	0	0	0	2	36	6	1	0	0	43	1	0	0	0	0	1
08:55	0	0	0	0	0	0	31	7	2	0	0	40	1	0	0	0	0	1
<b>H/TOT</b>	<b>46</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>469</b>	<b>60</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>554</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
09:00	2	0	0	0	0	2	21	3	1	0	0	25	0	0	0	0	0	0
09:05	0	0	0	0	0	0	17	7	3	0	0	27	0	0	0	0	0	0
09:10	0	0	0	0	0	0	22	5	3	0	0	30	0	0	0	0	0	0
09:15	5	0	0	0	0	5	14	7	4	2	0	27	1	0	0	0	0	1
09:20	0	1	0	0	0	1	19	8	1	0	0	28	0	0	0	0	0	0
09:25	0	0	0	0	2	2	14	3	0	0	0	17	0	0	0	0	0	0
<b>HH/TOT</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>107</b>	<b>33</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>154</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>P/TOT</b>	<b>69</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>762</b>	<b>138</b>	<b>37</b>	<b>9</b>	<b>5</b>	<b>951</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>12</b>

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (S) / WYKHAM LANE (E)

DAY: THURSDAY

TIME	MOVEMENT 1 FROM BLOXHAM ROAD (N) TO WYKHAM LANE (E)						MOVEMENT 2 FROM BLOXHAM ROAD (N) TO BLOXHAM ROAD (S)						MOVEMENT 3 FROM BLOXHAM ROAD (N) TO WYKHAM LANE (W)					
	CAR	LGV	OGV1	OGV2	PSV	TOT	CAR	LGV	OGV1	OGV2	PSV	TOT	CAR	LGV	OGV1	OGV2	PSV	TOT
	16:30	3	0	0	0	0	3	50	8	0	0	1	59	0	0	0	0	0
16:35	4	0	0	0	0	4	38	2	0	0	0	40	0	0	0	0	0	0
16:40	2	0	0	0	0	2	39	2	1	0	0	42	2	0	0	0	0	2
16:45	0	0	0	0	0	0	41	3	1	0	0	45	0	0	0	0	0	0
16:50	0	0	0	0	0	0	41	3	0	0	0	44	2	0	0	0	0	2
16:55	0	0	0	0	0	0	37	9	0	0	0	46	2	0	0	0	0	2
<b>HH/TOT</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>246</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>276</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
17:00	0	0	0	0	0	0	56	3	2	0	1	62	0	0	0	0	0	0
17:05	0	0	0	0	0	0	36	3	2	0	0	41	0	0	0	0	0	0
17:10	1	0	0	0	0	1	44	4	1	0	1	50	1	0	0	0	0	1
17:15	3	0	0	0	0	3	45	1	0	0	0	46	2	0	0	0	0	2
17:20	2	0	0	0	0	2	53	4	2	1	2	62	1	0	0	0	0	1
17:25	2	0	0	0	0	2	40	5	1	0	2	48	0	0	0	0	0	0
17:30	1	0	0	0	0	1	44	3	1	0	0	48	0	0	0	0	0	0
17:35	0	0	0	0	0	0	44	4	0	0	0	48	0	0	0	0	0	0
17:40	1	0	0	0	0	1	49	3	0	0	0	52	0	0	0	0	0	0
17:45	1	0	0	0	0	1	36	1	1	0	0	38	1	0	0	0	0	1
17:50	0	0	0	0	0	0	64	3	0	0	2	69	0	0	0	0	0	0
17:55	5	0	0	0	0	5	49	4	0	0	0	53	1	0	0	0	0	1
<b>H/TOT</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>560</b>	<b>38</b>	<b>10</b>	<b>1</b>	<b>8</b>	<b>617</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
18:00	1	0	0	0	0	1	50	6	0	0	1	57	0	0	0	0	0	0
18:05	2	1	0	0	0	3	38	1	1	1	0	41	0	0	0	0	0	0
18:10	5	0	0	0	0	5	36	1	0	0	0	37	0	0	0	0	0	0
18:15	4	0	0	0	0	4	37	5	0	1	0	43	1	0	0	0	0	1
18:20	2	1	0	0	0	3	32	0	0	0	0	32	0	0	0	0	0	0
18:25	5	0	0	0	0	5	30	5	0	0	0	35	0	0	0	0	0	0
<b>HH/TOT</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>223</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>245</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>P/TOT</b>	<b>44</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>1029</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>10</b>	<b>1138</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (S) / WYKHAM LANE (E)

DAY: THURSDAY

TIME	MOVEMENT 4 FROM WYKHAM LANE (W) TO BLOXHAM ROAD (N)						MOVEMENT 5 FROM WYKHAM LANE (W) TO WYKHAM LANE (E)						MOVEMENT 6 FROM WYKHAM LANE (W) TO BLOXHAM ROAD (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
	07:30	2	0	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0
07:35	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
07:40	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
07:45	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0
07:50	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
07:55	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0
<b>HH/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
08:00	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:10	1	1	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0
08:15	2	0	0	1	0	3	2	0	0	0	0	2	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	2	0	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0
08:30	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0
08:35	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
08:40	4	0	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0
08:45	1	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0
08:50	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
08:55	0	0	0	0	0	0	1	1	0	0	0	2	1	0	0	0	0	1
<b>H/TOT</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
09:00	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
09:05	1	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0
09:10	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
09:15	1	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0
09:20	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
09:25	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
<b>HH/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>P/TOT</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>34</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (S) / WYKHAM LANE (E)

DAY: THURSDAY

TIME	MOVEMENT 4 FROM WYKHAM LANE (W) TO BLOXHAM ROAD (N)						MOVEMENT 5 FROM WYKHAM LANE (W) TO WYKHAM LANE (E)						MOVEMENT 6 FROM WYKHAM LANE (W) TO BLOXHAM ROAD (S)					
	CAR	LGV	OGV1	OGV2	PSV	TOT	CAR	LGV	OGV1	OGV2	PSV	TOT	CAR	LGV	OGV1	OGV2	PSV	TOT
	16:30	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	1
16:35	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0
16:40	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	1
16:50	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
16:55	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
<b>HH/TOT</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
17:00	1	0	0	0	0	1	1	2	0	0	0	3	0	0	0	0	0	0
17:05	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
17:20	0	0	0	0	0	0	3	0	0	0	0	3	2	0	0	0	0	2
17:25	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
17:35	1	0	0	0	0	1	2	1	0	0	0	3	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
17:50	0	0	0	0	0	0	2	1	0	0	0	3	1	0	0	0	0	1
17:55	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
18:00	1	0	0	0	0	1	2	1	0	0	0	3	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
18:10	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
18:15	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
18:20	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0
18:25	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
<b>HH/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>37</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (S) / WYKHAM LANE (E)

DAY: THURSDAY

TIME	MOVEMENT 7 FROM BLOXHAM ROAD (S) TO WYKHAM LANE (W)						MOVEMENT 8 FROM BLOXHAM ROAD (S) TO BLOXHAM ROAD (N)						MOVEMENT 9 FROM BLOXHAM ROAD (S) TO WYKHAM LANE (E)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:30	0	1	0	0	0	1	24	7	2	0	0	33	3	0	0	0	0	3
07:35	0	0	0	0	0	0	33	4	0	0	0	37	2	0	0	0	0	2
07:40	0	0	0	0	0	0	25	3	0	1	0	29	1	0	0	0	0	1
07:45	0	0	0	0	0	0	43	3	1	0	1	48	9	0	0	0	0	9
07:50	0	0	0	0	0	0	27	5	0	0	0	32	3	0	0	0	0	3
07:55	0	0	0	0	0	0	38	6	2	0	1	47	3	0	0	0	0	3
<b>HH/TOT</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>190</b>	<b>28</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>226</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
08:00	1	0	0	0	0	1	39	7	2	1	0	49	6	0	0	0	0	6
08:05	0	0	0	0	0	0	47	5	1	0	0	53	15	0	0	0	0	15
08:10	0	1	0	0	0	1	55	1	1	0	0	57	20	0	0	0	0	20
08:15	0	0	0	0	0	0	38	8	1	1	0	48	6	2	0	1	0	9
08:20	4	0	0	0	0	4	55	4	0	0	0	59	10	0	0	0	0	10
08:25	0	0	0	0	0	0	79	3	3	2	0	87	10	2	0	1	0	13
08:30	1	0	0	0	0	1	62	8	1	0	1	72	11	0	0	0	0	11
08:35	0	0	0	0	0	0	48	1	4	2	0	55	10	0	0	0	0	10
08:40	1	0	0	0	0	1	77	6	0	1	0	84	9	3	0	1	0	13
08:45	0	0	0	0	0	0	61	4	0	1	1	67	11	2	0	0	0	13
08:50	0	0	0	0	0	0	49	9	1	0	1	60	4	0	1	0	0	5
08:55	0	0	0	0	0	0	47	2	0	2	0	51	6	1	0	0	0	7
<b>H/TOT</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>657</b>	<b>58</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>742</b>	<b>118</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>132</b>
09:00	0	0	0	0	0	0	46	2	3	0	0	51	5	1	0	0	0	6
09:05	0	0	0	0	0	0	44	3	2	0	0	49	6	1	0	0	0	7
09:10	0	0	0	0	0	0	47	5	3	0	0	55	4	1	0	0	0	5
09:15	0	0	0	0	0	0	33	4	3	0	0	40	6	0	0	0	0	6
09:20	0	0	0	0	0	0	38	3	2	0	0	43	1	0	0	0	0	1
09:25	0	0	1	0	0	1	27	5	3	0	0	35	1	0	0	0	0	1
<b>HH/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>235</b>	<b>22</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>273</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>P/TOT</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1082</b>	<b>108</b>	<b>35</b>	<b>11</b>	<b>5</b>	<b>1241</b>	<b>162</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>179</b>

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (S) / WYKHAM LANE (E)

DAY: THURSDAY

TIME	MOVEMENT 7 FROM BLOXHAM ROAD (S) TO WYKHAM LANE (W)						MOVEMENT 8 FROM BLOXHAM ROAD (S) TO BLOXHAM ROAD (N)						MOVEMENT 9 FROM BLOXHAM ROAD (S) TO WYKHAM LANE (E)					
	CAR	LGV	OGV1	OGV2	PSV	TOT	CAR	LGV	OGV1	OGV2	PSV	TOT	CAR	LGV	OGV1	OGV2	PSV	TOT
16:30	1	0	0	0	0	1	28	8	1	0	0	37	5	1	0	0	0	6
16:35	0	0	0	0	0	0	28	4	2	0	0	34	5	0	0	0	0	5
16:40	0	0	0	0	0	0	30	11	3	0	0	44	3	1	1	0	0	5
16:45	0	0	0	0	0	0	22	5	1	1	0	29	0	2	0	1	0	3
16:50	0	1	0	0	0	1	41	6	4	0	0	51	3	0	0	0	0	3
16:55	0	0	0	0	0	0	33	4	2	0	0	39	5	0	1	0	0	6
<b>HH/TOT</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>182</b>	<b>38</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>234</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>28</b>
17:00	2	0	0	0	0	2	38	11	1	1	1	52	5	1	0	0	0	6
17:05	3	0	0	0	0	3	33	5	2	0	0	40	6	2	0	0	0	8
17:10	1	0	0	0	0	1	44	14	0	0	0	58	4	2	0	0	0	6
17:15	0	0	0	0	0	0	40	11	0	0	1	52	5	1	1	0	0	7
17:20	0	0	0	0	0	0	41	9	0	1	1	52	8	2	0	0	0	10
17:25	1	0	0	0	0	1	44	3	1	0	1	49	5	2	0	0	0	7
17:30	0	0	0	0	0	0	44	5	3	0	1	53	7	1	0	0	0	8
17:35	0	0	0	0	0	0	42	6	0	0	1	49	3	1	0	0	0	4
17:40	0	0	0	0	0	0	40	6	0	0	1	47	8	1	0	0	0	9
17:45	0	0	0	0	0	0	46	5	0	1	0	52	7	1	0	0	0	8
17:50	0	0	0	0	0	0	45	5	0	0	0	50	2	1	0	0	0	3
17:55	0	0	0	0	0	0	29	5	0	0	0	34	9	1	0	0	0	10
<b>H/TOT</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>486</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>588</b>	<b>69</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>86</b>
18:00	0	0	0	1	0	1	33	5	4	1	0	43	4	1	0	0	0	5
18:05	0	0	0	0	0	0	46	3	0	0	1	50	6	0	0	0	0	6
18:10	0	1	0	0	0	1	16	7	1	0	0	24	5	0	0	0	0	5
18:15	1	0	0	0	0	1	29	0	1	0	0	30	11	0	0	0	0	11
18:20	0	0	0	0	0	0	38	5	2	0	0	45	7	0	0	0	0	7
18:25	1	0	0	0	0	1	36	2	1	0	0	39	6	1	0	0	0	7
<b>HH/TOT</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>198</b>	<b>22</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>231</b>	<b>39</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>
<b>P/TOT</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>866</b>	<b>145</b>	<b>29</b>	<b>5</b>	<b>8</b>	<b>1053</b>	<b>129</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>155</b>

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (S) / WYKHAM LANE (E)

DAY: THURSDAY

TIME	MOVEMENT 10 FROM WYKHAM LANE (E) TO BLOXHAM ROAD (S)						MOVEMENT 11 FROM WYKHAM LANE (E) TO WYKHAM LANE (W)						MOVEMENT 12 FROM WYKHAM LANE (E) TO BLOXHAM ROAD (N)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
	07:30	4	0	1	0	0	5	1	0	0	0	0	1	0	0	0	0	0
07:35	2	2	1	0	0	5	0	0	0	0	0	0	2	0	0	0	0	2
07:40	5	2	0	0	0	7	1	1	0	0	0	2	1	0	0	0	0	1
07:45	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
07:50	3	1	0	0	0	4	2	0	0	0	0	2	1	0	0	0	0	1
07:55	8	4	0	0	0	12	3	0	0	0	0	3	0	0	0	0	0	0
<b>HH/TOT</b>	<b>29</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
08:00	11	1	0	0	0	12	0	0	0	0	0	0	3	0	0	0	0	3
08:05	7	0	0	0	0	7	2	0	0	0	0	2	3	0	0	0	0	3
08:10	21	3	0	1	0	25	1	0	0	0	0	1	1	0	0	0	0	1
08:15	18	0	0	0	0	18	1	0	0	0	0	1	1	0	0	0	0	1
08:20	8	1	0	0	0	9	1	0	0	0	0	1	4	0	0	0	0	4
08:25	5	1	0	0	0	6	3	0	0	0	0	3	1	0	0	0	0	1
08:30	13	1	0	0	0	14	1	0	0	0	0	1	1	0	0	0	0	1
08:35	16	1	0	0	0	17	2	0	0	0	0	2	0	0	0	0	0	0
08:40	9	0	0	0	0	9	1	1	0	0	0	2	1	0	0	0	0	1
08:45	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
08:50	7	0	0	0	0	7	2	0	0	0	0	2	0	0	0	0	0	0
08:55	3	1	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0
<b>H/TOT</b>	<b>124</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>135</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
09:00	8	0	0	0	0	8	0	0	0	0	0	0	1	0	0	0	0	1
09:05	8	0	0	0	0	8	0	0	0	0	0	0	2	0	0	0	0	2
09:10	2	0	0	0	0	2	0	1	0	0	0	1	1	0	1	0	0	2
09:15	4	0	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0
09:20	3	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	2
09:25	5	2	0	0	0	7	2	0	0	0	0	2	1	0	0	0	0	1
<b>HH/TOT</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>P/TOT</b>	<b>183</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>208</b>	<b>24</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>27</b>



# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (S) / WYKHAM LANE (E)

DAY: THURSDAY

TIME	MOVEMENT 10 FROM WYKHAM LANE (E) TO BLOXHAM ROAD (S)						MOVEMENT 11 FROM WYKHAM LANE (E) TO WYKHAM LANE (W)						MOVEMENT 12 FROM WYKHAM LANE (E) TO BLOXHAM ROAD (N)					
	CAR	LGV	OGV1	OGV2	PSV	TOT	CAR	LGV	OGV1	OGV2	PSV	TOT	CAR	LGV	OGV1	OGV2	PSV	TOT
	16:30	4	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0
16:35	5	2	0	0	0	7	2	1	0	0	0	3	0	0	0	0	0	0
16:40	3	0	0	0	0	3	3	0	0	0	0	3	0	0	0	0	0	0
16:45	5	1	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	6
16:50	8	0	0	0	0	8	3	0	0	0	0	3	1	0	0	0	0	1
16:55	7	0	0	0	0	7	1	0	0	0	0	1	4	0	0	0	0	4
<b>HH/TOT</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
17:00	2	0	0	0	0	2	0	0	0	0	0	0	3	1	0	0	0	4
17:05	5	0	0	0	0	5	1	1	0	0	0	2	2	0	0	0	0	2
17:10	5	0	0	0	0	5	3	0	0	0	0	3	0	0	0	0	0	0
17:15	3	0	0	0	0	3	1	0	0	0	0	1	1	0	0	0	0	1
17:20	6	0	0	0	0	6	3	0	0	0	0	3	2	0	0	0	0	2
17:25	10	0	0	0	0	10	4	0	0	0	0	4	0	0	0	0	0	0
17:30	3	0	0	0	1	4	1	1	0	0	0	2	1	0	0	0	0	1
17:35	6	1	0	0	0	7	1	0	0	0	0	1	5	0	0	0	0	5
17:40	7	0	0	0	0	7	1	0	0	0	0	1	2	0	0	0	0	2
17:45	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
17:50	6	0	0	1	0	7	0	0	0	0	0	0	3	0	0	0	0	3
17:55	5	0	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0	2
<b>H/TOT</b>	<b>65</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
18:00	7	0	0	0	0	7	3	0	0	0	0	3	3	0	0	0	0	3
18:05	6	1	0	0	0	7	1	0	0	0	0	1	4	0	0	0	0	4
18:10	6	1	0	0	0	7	1	0	0	0	0	1	6	0	0	0	0	6
18:15	4	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	3
18:20	8	1	0	0	0	9	1	0	0	0	0	1	2	0	0	0	0	2
18:25	9	0	0	0	0	9	3	0	0	0	0	3	4	1	0	0	0	5
<b>HH/TOT</b>	<b>40</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>P/TOT</b>	<b>137</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>146</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>55</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (: DAY: THURSDAY

TIME	TO ARM A BLOXHAM ROAD (N)						FROM ARM A BLOXHAM ROAD (N)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:30	26	7	2	0	0	35	27	4	2	0	4	37
07:35	35	4	0	0	0	39	26	5	2	1	0	34
07:40	26	3	0	1	0	30	33	7	0	0	2	42
07:45	44	3	1	0	1	49	29	12	0	0	1	42
07:50	28	5	0	0	0	33	42	12	2	0	1	57
07:55	38	6	2	0	1	47	47	8	0	1	0	56
<b>HH/TOT</b>	<b>197</b>	<b>28</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>233</b>	<b>204</b>	<b>48</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>268</b>
08:00	43	7	2	1	0	53	36	6	1	1	0	44
08:05	50	5	1	0	0	56	48	3	2	2	0	55
08:10	57	2	1	0	0	60	42	6	3	0	0	51
08:15	41	8	1	2	0	52	52	3	2	0	0	57
08:20	59	4	0	0	0	63	60	8	4	0	0	72
08:25	82	3	3	2	0	90	44	3	0	0	0	47
08:30	63	8	1	0	1	73	38	3	1	1	0	43
08:35	48	1	4	2	0	55	46	4	2	1	0	53
08:40	82	6	0	1	0	89	43	4	0	0	1	48
08:45	62	4	0	1	1	68	41	7	1	0	0	49
08:50	49	9	1	0	1	60	38	7	1	0	0	46
08:55	47	2	0	2	0	51	32	7	2	0	0	41
<b>H/TOT</b>	<b>683</b>	<b>59</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>770</b>	<b>520</b>	<b>61</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>606</b>
09:00	47	2	3	0	0	52	23	3	1	0	0	27
09:05	47	3	2	0	0	52	17	7	3	0	0	27
09:10	48	5	4	0	0	57	22	5	3	0	0	30
09:15	34	4	3	0	0	41	20	7	4	2	0	33
09:20	39	4	2	0	0	45	19	9	1	0	0	29
09:25	28	5	3	0	0	36	14	3	0	0	2	19
<b>HH/TOT</b>	<b>243</b>	<b>23</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>283</b>	<b>115</b>	<b>34</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>165</b>
<b>P/TOT</b>	<b>1123</b>	<b>110</b>	<b>36</b>	<b>12</b>	<b>5</b>	<b>1286</b>	<b>839</b>	<b>143</b>	<b>37</b>	<b>9</b>	<b>11</b>	<b>1039</b>

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (: DAY: THURSDAY

TIME	TO ARM A BLOXHAM ROAD (N)						FROM ARM A BLOXHAM ROAD (N)					
	CAR	LGV	OGV1	OGV2	PSV	TOT	CAR	LGV	OGV1	OGV2	PSV	TOT
16:30	29	8	1	0	0	38	53	8	0	0	1	62
16:35	28	4	2	0	0	34	42	2	0	0	0	44
16:40	32	11	3	0	0	46	43	2	1	0	0	46
16:45	29	5	1	1	0	36	41	3	1	0	0	45
16:50	42	7	4	0	0	53	43	3	0	0	0	46
16:55	38	4	2	0	0	44	39	9	0	0	0	48
<b>HH/TOT</b>	<b>198</b>	<b>39</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>251</b>	<b>261</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>291</b>
17:00	42	12	1	1	1	57	56	3	2	0	1	62
17:05	35	5	2	0	0	42	36	3	2	0	0	41
17:10	44	14	0	0	0	58	46	4	1	0	1	52
17:15	41	11	1	0	1	54	50	1	0	0	0	51
17:20	43	9	0	1	1	54	56	4	2	1	2	65
17:25	44	3	1	0	1	49	42	5	1	0	2	50
17:30	45	5	3	0	1	54	45	3	1	0	0	49
17:35	48	6	0	0	1	55	44	4	0	0	0	48
17:40	42	6	0	0	1	49	50	3	0	0	0	53
17:45	46	5	0	1	0	52	38	1	1	0	0	40
17:50	48	5	0	0	0	53	64	3	0	0	2	69
17:55	32	5	0	0	0	37	55	4	0	0	0	59
<b>H/TOT</b>	<b>510</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>614</b>	<b>582</b>	<b>38</b>	<b>10</b>	<b>1</b>	<b>8</b>	<b>639</b>
18:00	37	5	4	1	0	47	51	6	0	0	1	58
18:05	50	3	0	0	1	54	40	2	1	1	0	44
18:10	22	7	1	0	0	30	41	1	0	0	0	42
18:15	32	0	1	0	0	33	42	5	0	1	0	48
18:20	40	5	2	0	0	47	34	1	0	0	0	35
18:25	41	3	1	0	0	45	35	5	0	0	0	40
<b>HH/TOT</b>	<b>222</b>	<b>23</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>256</b>	<b>243</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>267</b>
<b>P/TOT</b>	<b>930</b>	<b>148</b>	<b>30</b>	<b>5</b>	<b>8</b>	<b>1121</b>	<b>1086</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>10</b>	<b>1197</b>

TO ARM A IS TOTAL OF MOVEMENTS 4, 8, 12

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (: DAY: THURSDAY

TIME	TO ARM B WYKHAM LANE (W)						FROM ARM B WYKHAM LANE (W)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:30	1	1	0	0	3	5	4	0	0	0	0	4
07:35	0	0	0	0	0	0	1	0	0	0	0	1
07:40	1	1	0	0	0	2	2	0	0	0	0	2
07:45	1	0	0	0	0	1	1	0	1	0	0	2
07:50	2	1	0	0	0	3	2	0	0	0	0	2
07:55	4	0	0	0	0	4	1	1	0	0	0	2
<b>HH/TOT</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>
08:00	2	0	0	0	0	2	2	0	0	0	0	2
08:05	2	0	0	0	0	2	1	0	0	0	0	1
08:10	1	1	0	0	0	2	2	1	0	0	0	3
08:15	1	0	0	0	0	1	4	0	0	1	0	5
08:20	5	0	0	0	0	5	0	0	0	0	0	0
08:25	5	0	0	0	0	5	5	0	0	0	0	5
08:30	2	0	0	0	0	2	4	0	0	0	0	4
08:35	2	0	0	0	0	2	1	0	0	0	0	1
08:40	2	1	0	0	0	3	5	0	0	0	0	5
08:45	0	0	0	0	0	0	3	0	0	0	0	3
08:50	3	0	0	0	0	3	3	0	0	0	0	3
08:55	1	0	1	0	0	2	2	1	0	0	0	3
<b>H/TOT</b>	<b>26</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>32</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>35</b>
09:00	0	0	0	0	0	0	1	0	0	0	0	1
09:05	0	0	0	0	0	0	3	0	0	0	0	3
09:10	0	1	0	0	0	1	1	0	0	0	0	1
09:15	2	0	0	0	0	2	3	0	0	0	0	3
09:20	0	0	0	0	0	0	1	0	0	0	0	1
09:25	2	0	1	0	0	3	2	0	0	0	0	2
<b>HH/TOT</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>P/TOT</b>	<b>39</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>54</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>59</b>

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (: DAY: THURSDAY

TIME	TO ARM B WYKHAM LANE (W)						FROM ARM B WYKHAM LANE (W)					
	CAR	LGV	OGV1	OGV2	PSV	TOT	CAR	LGV	OGV1	OGV2	PSV	TOT
16:30	1	0	0	0	0	1	3	0	0	0	1	4
16:35	2	1	0	0	0	3	2	1	0	0	0	3
16:40	5	0	0	0	0	5	2	0	0	0	0	2
16:45	0	0	0	0	0	0	4	0	0	0	0	4
16:50	5	1	0	0	0	6	1	1	0	0	0	2
16:55	3	0	0	0	0	3	2	0	0	0	0	2
<b>HH/TOT</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>
17:00	2	0	0	0	0	2	2	2	0	0	0	4
17:05	4	1	0	0	0	5	2	0	0	0	0	2
17:10	5	0	0	0	0	5	1	0	0	0	0	1
17:15	3	0	0	0	0	3	1	0	1	0	0	2
17:20	4	0	0	0	0	4	5	0	0	0	0	5
17:25	5	0	0	0	0	5	3	0	0	0	0	3
17:30	1	1	0	0	0	2	0	1	0	0	0	1
17:35	1	0	0	0	0	1	3	1	0	0	0	4
17:40	1	0	0	0	0	1	0	0	0	0	0	0
17:45	1	0	0	0	0	1	2	0	0	0	0	2
17:50	0	0	0	0	0	0	3	1	0	0	0	4
17:55	1	0	0	0	0	1	1	0	0	0	0	1
<b>H/TOT</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>23</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>29</b>
18:00	3	0	0	1	0	4	3	1	0	0	0	4
18:05	1	0	0	0	0	1	0	1	0	0	0	1
18:10	1	1	0	0	0	2	2	0	0	0	0	2
18:15	2	0	0	0	0	2	3	0	0	0	0	3
18:20	1	0	0	0	0	1	4	0	0	0	0	4
18:25	4	0	0	0	0	4	2	0	0	0	0	2
<b>HH/TOT</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>P/TOT</b>	<b>56</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>51</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>62</b>

TO ARM B IS TOTAL OF MOVEMENTS 3, 7, 11

FROM ARM B IS TOTAL OF MOVEMENTS 4, 5, 6

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (: DAY: THURSDAY

TIME	TO ARM C BLOXHAM ROAD (S)						FROM ARM C BLOXHAM ROAD (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:30	28	4	3	0	0	35	27	8	2	0	0	37
07:35	27	7	3	1	0	38	35	4	0	0	0	39
07:40	37	9	0	0	2	48	26	3	0	1	0	30
07:45	35	13	0	0	1	49	52	3	1	0	1	57
07:50	42	11	2	0	1	56	30	5	0	0	0	35
07:55	47	11	0	1	0	59	41	6	2	0	1	50
<b>HH/TOT</b>	<b>216</b>	<b>55</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>285</b>	<b>211</b>	<b>29</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>248</b>
08:00	43	7	1	1	0	52	46	7	2	1	0	56
08:05	51	3	2	2	0	58	62	5	1	0	0	68
08:10	59	9	3	1	0	72	75	2	1	0	0	78
08:15	63	3	2	0	0	68	44	10	1	2	0	57
08:20	61	9	4	0	0	74	69	4	0	0	0	73
08:25	44	4	0	0	0	48	89	5	3	3	0	100
08:30	47	4	1	1	0	53	74	8	1	0	1	84
08:35	58	5	2	1	0	66	58	1	4	2	0	65
08:40	46	4	0	0	1	51	87	9	0	2	0	98
08:45	45	8	1	0	0	54	72	6	0	1	1	80
08:50	43	6	1	0	0	50	53	9	2	0	1	65
08:55	35	8	2	0	0	45	53	3	0	2	0	58
<b>H/TOT</b>	<b>595</b>	<b>70</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>691</b>	<b>782</b>	<b>69</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>882</b>
09:00	29	3	1	0	0	33	51	3	3	0	0	57
09:05	25	7	3	0	0	35	50	4	2	0	0	56
09:10	24	5	3	0	0	32	51	6	3	0	0	60
09:15	18	7	4	2	0	31	39	4	3	0	0	46
09:20	22	8	1	0	0	31	39	3	2	0	0	44
09:25	20	5	0	0	0	25	28	5	4	0	0	37
<b>HH/TOT</b>	<b>138</b>	<b>35</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>187</b>	<b>258</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>300</b>
<b>P/TOT</b>	<b>949</b>	<b>160</b>	<b>39</b>	<b>10</b>	<b>5</b>	<b>1163</b>	<b>1251</b>	<b>123</b>	<b>37</b>	<b>14</b>	<b>5</b>	<b>1430</b>

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (: DAY: THURSDAY

TIME	TO ARM C BLOXHAM ROAD (S)						FROM ARM C BLOXHAM ROAD (S)					
	CAR	LGV	OGV1	OGV2	PSV	TOT	CAR	LGV	OGV1	OGV2	PSV	TOT
16:30	54	8	0	0	2	64	34	9	1	0	0	44
16:35	43	4	0	0	0	47	33	4	2	0	0	39
16:40	42	2	1	0	0	45	33	12	4	0	0	49
16:45	47	4	1	0	0	52	22	7	1	2	0	32
16:50	49	3	0	0	0	52	44	7	4	0	0	55
16:55	44	9	0	0	0	53	38	4	3	0	0	45
<b>HH/TOT</b>	<b>279</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>313</b>	<b>204</b>	<b>43</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>264</b>
17:00	58	3	2	0	1	64	45	12	1	1	1	60
17:05	41	3	2	0	0	46	42	7	2	0	0	51
17:10	50	4	1	0	1	56	49	16	0	0	0	65
17:15	48	1	0	0	0	49	45	12	1	0	1	59
17:20	61	4	2	1	2	70	49	11	0	1	1	62
17:25	50	5	1	0	2	58	50	5	1	0	1	57
17:30	47	3	1	0	1	52	51	6	3	0	1	61
17:35	50	5	0	0	0	55	45	7	0	0	1	53
17:40	56	3	0	0	0	59	48	7	0	0	1	56
17:45	43	1	1	0	0	45	53	6	0	1	0	60
17:50	71	3	0	1	2	77	47	6	0	0	0	53
17:55	54	4	0	0	0	58	38	6	0	0	0	44
<b>H/TOT</b>	<b>629</b>	<b>39</b>	<b>10</b>	<b>2</b>	<b>9</b>	<b>689</b>	<b>562</b>	<b>101</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>681</b>
18:00	57	6	0	0	1	64	37	6	4	2	0	49
18:05	44	2	1	1	0	48	52	3	0	0	1	56
18:10	42	2	0	0	0	44	21	8	1	0	0	30
18:15	41	5	0	1	0	47	41	0	1	0	0	42
18:20	40	1	0	0	0	41	45	5	2	0	0	52
18:25	39	5	0	0	0	44	43	3	1	0	0	47
<b>HH/TOT</b>	<b>263</b>	<b>21</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>288</b>	<b>239</b>	<b>25</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>276</b>
<b>P/TOT</b>	<b>1171</b>	<b>90</b>	<b>13</b>	<b>4</b>	<b>12</b>	<b>1290</b>	<b>1005</b>	<b>169</b>	<b>32</b>	<b>7</b>	<b>8</b>	<b>1221</b>

TO ARM C IS TOTAL OF MOVEMENTS 2, 6, 10

FROM ARM C IS TOTAL OF MOVEMENTS 7, 8, 9

# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (: DAY: THURSDAY

TIME	TO ARM D WYKHAM LANE (E)						FROM ARM D WYKHAM LANE (E)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:30	8	0	0	0	1	9	5	0	1	0	0	6
07:35	4	0	0	0	0	4	4	2	1	0	0	7
07:40	4	0	0	0	0	4	7	3	0	0	0	10
07:45	9	0	1	0	0	10	7	1	0	0	0	8
07:50	8	1	0	0	0	9	6	1	0	0	0	7
07:55	11	2	0	0	0	13	11	4	0	0	0	15
<b>HH/TOT</b>	<b>44</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>40</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>53</b>
08:00	10	0	0	0	0	10	14	1	0	0	0	15
08:05	20	0	0	0	0	20	12	0	0	0	0	12
08:10	25	0	0	0	0	25	23	3	0	1	0	27
08:15	15	2	0	1	0	18	20	0	0	0	0	20
08:20	17	0	0	0	0	17	13	1	0	0	0	14
08:25	16	2	0	1	0	19	9	1	0	0	0	10
08:30	19	0	0	0	0	19	15	1	0	0	0	16
08:35	15	0	0	0	0	15	18	1	0	0	0	19
08:40	16	3	0	1	0	20	11	1	0	0	0	12
08:45	15	2	0	0	0	17	6	1	0	0	0	7
08:50	8	1	1	0	0	10	9	0	0	0	0	9
08:55	7	2	0	0	0	9	3	1	1	0	0	5
<b>H/TOT</b>	<b>183</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>199</b>	<b>153</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>166</b>
09:00	8	1	0	0	0	9	9	0	0	0	0	9
09:05	8	1	0	0	0	9	10	0	0	0	0	10
09:10	5	1	0	0	0	6	3	1	1	0	0	5
09:15	13	0	0	0	0	13	5	0	0	0	0	5
09:20	2	1	0	0	0	3	4	1	0	0	0	5
09:25	2	0	0	0	2	4	8	2	0	0	0	10
<b>HH/TOT</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>39</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>44</b>
<b>P/TOT</b>	<b>265</b>	<b>19</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>292</b>	<b>232</b>	<b>26</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>263</b>



# MANUAL CLASSIFIED COUNTS



JOB REF: 15857

JOB NAME: BANBURY

SITE: 1

DATE: 20/09/2012

LOCATION: BLOXHAM ROAD (N) / WYKHAM LANE (W) / BLOXHAM ROAD (: DAY: THURSDAY

TIME	TO ARM D WYKHAM LANE (E)						FROM ARM D WYKHAM LANE (E)					
	CAR	LGV	OGV1	OGV2	PSV	TOT	CAR	LGV	OGV1	OGV2	PSV	TOT
16:30	11	1	0	0	0	12	5	0	0	0	0	5
16:35	11	1	0	0	0	12	7	3	0	0	0	10
16:40	5	1	1	0	0	7	6	0	0	0	0	6
16:45	2	2	0	1	0	5	11	1	0	0	0	12
16:50	4	0	0	0	0	4	12	0	0	0	0	12
16:55	6	0	1	0	0	7	12	0	0	0	0	12
<b>HH/TOT</b>	<b>39</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>53</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>
17:00	6	3	0	0	0	9	5	1	0	0	0	6
17:05	8	2	0	0	0	10	8	1	0	0	0	9
17:10	5	2	0	0	0	7	8	0	0	0	0	8
17:15	9	1	1	0	0	11	5	0	0	0	0	5
17:20	13	2	0	0	0	15	11	0	0	0	0	11
17:25	10	2	0	0	0	12	14	0	0	0	0	14
17:30	8	2	0	0	0	10	5	1	0	0	1	7
17:35	5	2	0	0	0	7	12	1	0	0	0	13
17:40	9	1	0	0	0	10	10	0	0	0	0	10
17:45	10	1	0	0	0	11	7	0	0	0	0	7
17:50	4	2	0	0	0	6	9	0	0	1	0	10
17:55	14	1	0	0	0	15	7	0	0	0	0	7
<b>H/TOT</b>	<b>101</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>101</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>107</b>
18:00	7	2	0	0	0	9	13	0	0	0	0	13
18:05	8	2	0	0	0	10	11	1	0	0	0	12
18:10	12	0	0	0	0	12	13	1	0	0	0	14
18:15	18	0	0	0	0	18	7	0	0	0	0	7
18:20	13	1	0	0	0	14	11	1	0	0	0	12
18:25	12	1	0	0	0	13	16	1	0	0	0	17
<b>HH/TOT</b>	<b>70</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>71</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>
<b>P/TOT</b>	<b>210</b>	<b>32</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>246</b>	<b>225</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>239</b>

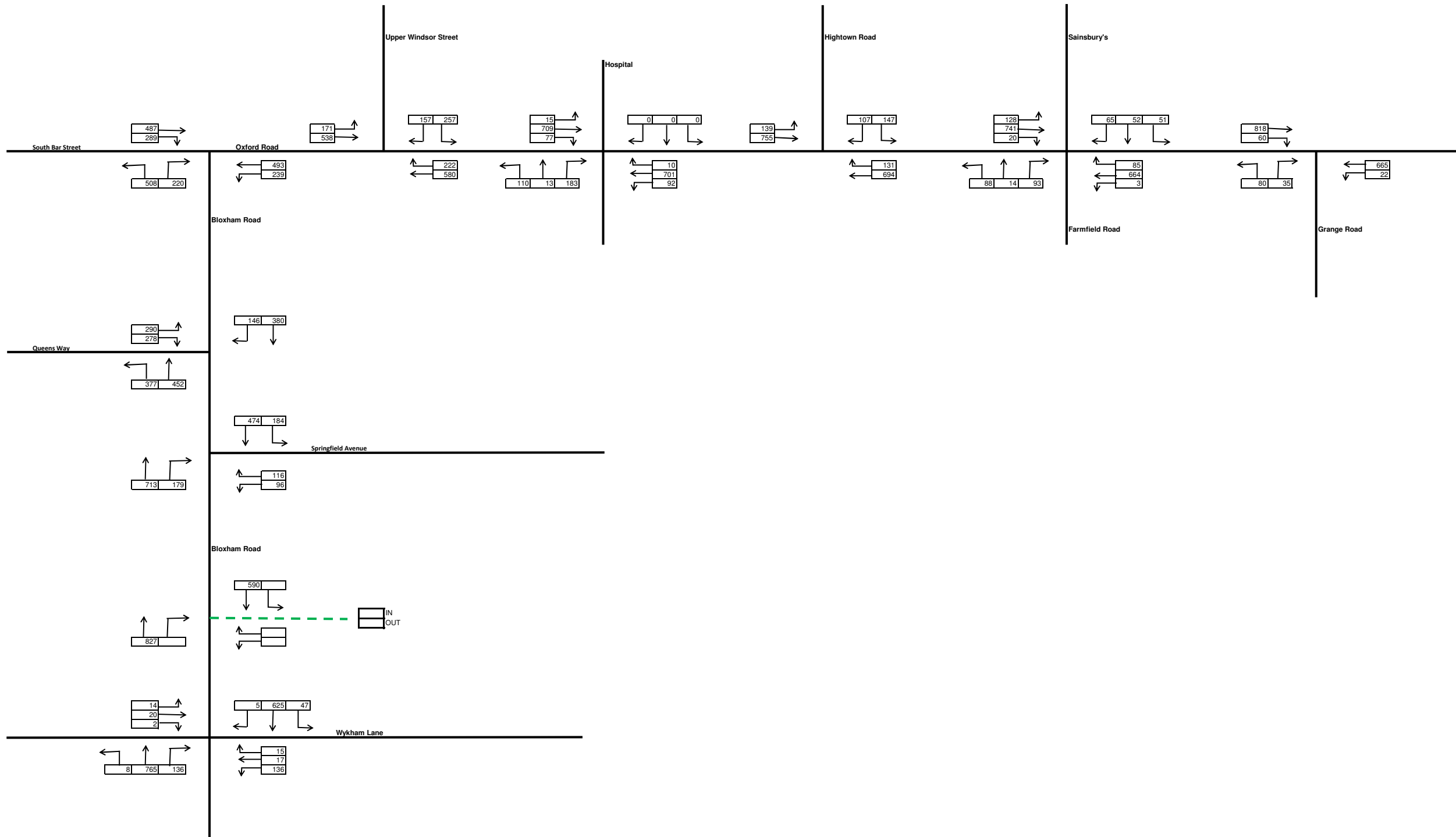
TO ARM D IS TOTAL OF MOVEMENTS 1, 5, 9



FROM ARM D IS TOTAL OF MOVEMENTS 10, 11, 12



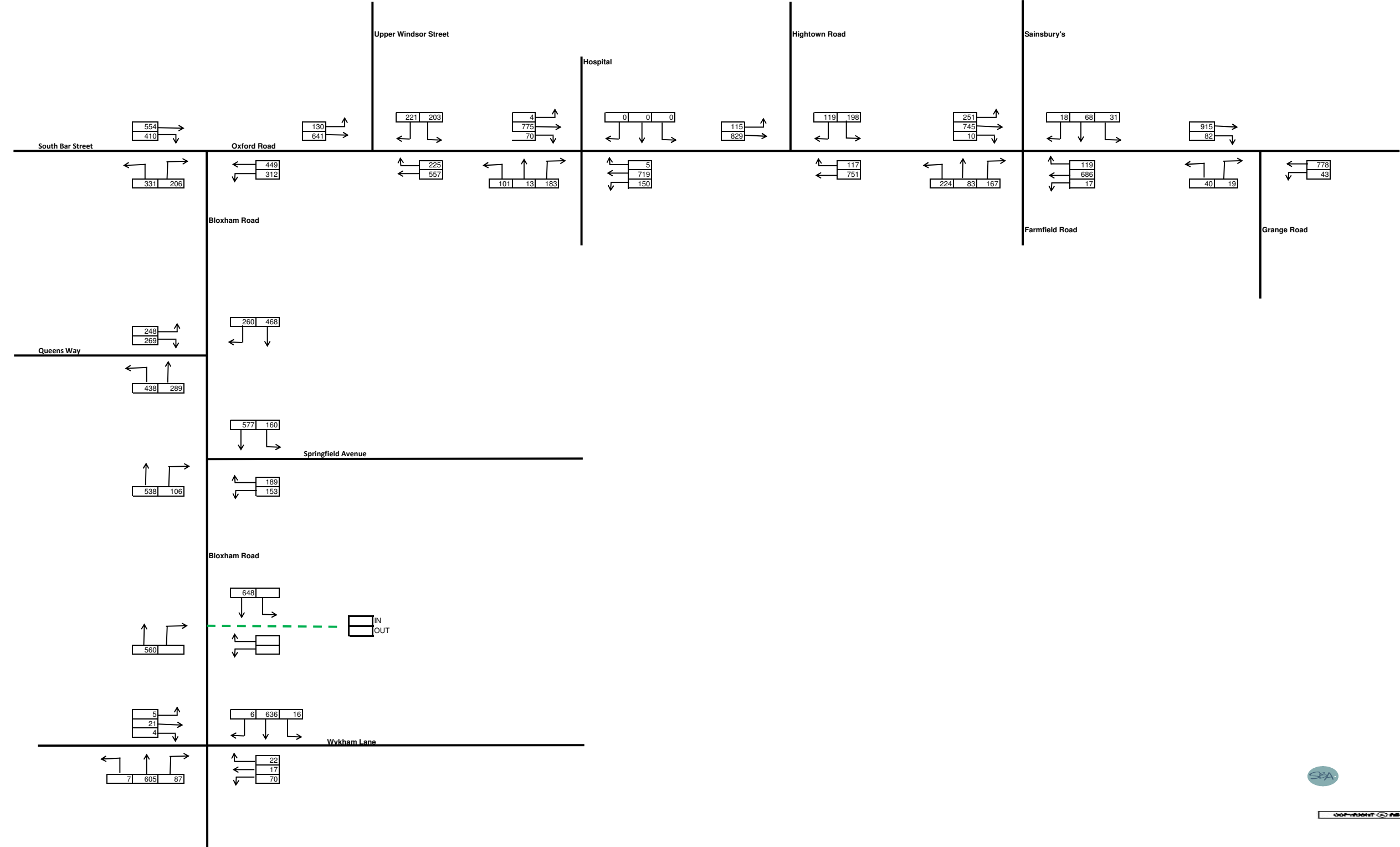
## **Appendix D – 2012 Base Traffic Flows**

**AM Peak**  
 8:00-9:00  
**KEY:**  
 - Site Access  
 24 PCUs  
 Growth factor (2011-2012) 1.011



Rev					Client		Ropemaker Court		 Savell Bird & Axon part of the WYG group 
A					Gallagher Estates		12 Lower Park Row		
Team 2818					Project		Bristol		
Drawn JM					Land at Wykham Park Farm, Banbury		BS1 5BN		
Checked AW					Title		Telephone: (0117) 311 6387		
Approved					AM Peak - 2012 Base		Facsimile: (0117) 925 4239		
Project No. A053410-1			File name Wykham Park Farm				Email: sba@sbax.co.uk		

PM Peak  
17:00-18:00  
KEY:  
- - Site Access  
24 PCUs  
Growth factor (2011-2012) 1.01



0.3639  
0.0036



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Rev					Team		Drawn		Checked		Approved		Client		Project		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group	
A					2818		JM		AW		MG		Gallagher Estates		Land at Wykham Park Farm, Banbury		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk			
Project No.					File name		Title													
A053410-1					Wykham Park Farm		PM Peak - 2012 Base													



## **Appendix E – Tempro Data**

NRTF Low

2011	117.1
2012	118.4
2017	124.8
2022	129.6

2011 - 2012	1.011102
2011 - 2017	1.065756
2011 - 2022	1.106746

GB

	AM	PM
2011 - 2012	1.0145	1.0132
2011 - 2017	1.0815	1.0751
2011 - 2022	1.1269	1.12

Banbury

	AM			PM		
2011 - 2012	1.0161	1.0128	1.01445	1.0135	1.0112	1.01235
2011 - 2017	1.0891	1.0707	1.0799	1.0756	1.0632	1.0694
2011 - 2022	1.1302	1.1039	1.11705	1.1151	1.0977	1.1064

Local Adjusted = (Local / GB)\*NRTF

	AM	PM
2011 - 2012	1.011052	1.010253
2011 - 2017	1.064179	1.060105
2011 - 2022	1.097073	1.093307

NRTF Low

2012	118.4
2017	124.8
2022	129.6

2012 - 2017	1.054054
2012 - 2022	1.094595

GB

	AM	PM
2012 - 2017	1.066	1.061
2012 - 2022	1.1107	1.1053

Banbury

	AM			PM		
2012 - 2017	1.0718	1.0571	1.06445	1.0612	1.0514	1.0563
2012 - 2022	1.1122	1.0899	1.10105	1.1002	1.0855	1.09285

Local Adjusted = (Local / GB)\*NRTF

	AM	PM
2012 - 2017	1.052521	1.049385
2012 - 2022	1.085085	1.082265

<b>Dataset Version:</b>	61
<b>Result Type:</b>	Trip ends by time period
<b>Base Year:</b>	2011
<b>Future Year:</b>	2012
<b>Trip Purpose Group:</b>	All purposes
<b>Time Period:</b>	Weekday AM peak period (0700 - 0959)
<b>Trip End Type:</b>	Production/Attraction
<b>Alternative Assumptions applied:</b>	No



**Growth Factor**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	1.0145	1.0145
38UB1	Banbury	1.0161	1.0128

**Base Year - Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	201975	201975
38UB1	Banbury	206	186

**Base Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	13906255	13906255
38UB1	Banbury	12750	14513

**Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	14108231	14108231
38UB1	Banbury	12956	14699

<b>Dataset Version:</b>	61
<b>Result Type:</b>	Trip ends by time period
<b>Base Year:</b>	2011
<b>Future Year:</b>	2017
<b>Trip Purpose Group:</b>	All purposes
<b>Time Period:</b>	Weekday AM peak period (0700 - 0959)
<b>Trip End Type:</b>	Production/Attraction
<b>Alternative Assumptions applied:</b>	No

**Growth Factor**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	1.0815	1.0815
38UB1	Banbury	1.0891	1.0707

**Base Year - Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	1134489	1134489
38UB1	Banbury	1137	1026

**Base Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	13906255	13906255
38UB1	Banbury	12750	14513

**Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	15040745	15040745
38UB1	Banbury	13886	15539

<b>Dataset Version:</b>	61
<b>Result Type:</b>	Trip ends by time period
<b>Base Year:</b>	2011
<b>Future Year:</b>	2022
<b>Trip Purpose Group:</b>	All purposes
<b>Time Period:</b>	Weekday AM peak period (0700 - 0959)
<b>Trip End Type:</b>	Production/Attraction
<b>Alternative Assumptions applied:</b>	No

**Growth Factor**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	1.1269	1.1269
38UB1	Banbury	1.1302	1.1039

**Base Year - Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	1765053	1765053
38UB1	Banbury	1660	1508

**Base Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	13906255	13906255
38UB1	Banbury	12750	14513

**Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	15671308	15671308
38UB1	Banbury	14410	16021

<b>Dataset Version:</b>	61
<b>Result Type:</b>	Trip ends by time period
<b>Base Year:</b>	2012
<b>Future Year:</b>	2017
<b>Trip Purpose Group:</b>	All purposes
<b>Time Period:</b>	Weekday AM peak period (0700 - 0959)
<b>Trip End Type:</b>	Production/Attraction
<b>Alternative Assumptions applied:</b>	No

**Growth Factor**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	1.066	1.066
38UB1	Banbury	1.0718	1.0571

**Base Year - Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	932514	932514
38UB1	Banbury	930	841

**Base Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	14108231	14108231
38UB1	Banbury	12956	14699

**Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	15040745	15040745
38UB1	Banbury	13886	15539

<b>Dataset Version:</b>	61
<b>Result Type:</b>	Trip ends by time period
<b>Base Year:</b>	2012
<b>Future Year:</b>	2022
<b>Trip Purpose Group:</b>	All purposes
<b>Time Period:</b>	Weekday AM peak period (0700 - 0959)
<b>Trip End Type:</b>	Production/Attraction
<b>Alternative Assumptions applied:</b>	No



**Growth Factor**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	1.1107	1.1107
38UB1	Banbury	1.1122	1.0899

**Base Year - Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	1563078	1563078
38UB1	Banbury	1454	1322

**Base Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	14108231	14108231
38UB1	Banbury	12956	14699

**Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	15671308	15671308
38UB1	Banbury	14410	16021

<b>Dataset Version:</b>	61
<b>Result Type:</b>	Trip ends by time period
<b>Base Year:</b>	2011
<b>Future Year:</b>	2012
<b>Trip Purpose Group:</b>	All purposes
<b>Time Period:</b>	Weekday PM peak period (1600 - 1859)
<b>Trip End Type:</b>	Production/Attraction
<b>Alternative Assumptions applied:</b>	No

**Growth Factor**

Area Description		All purposes	
Level	Name	Production Attraction	
GB	GB	1.0132	1.0132
38UB1	Banbury	1.0135	1.0112

**Base Year - Future Year**

Area Description		All purposes	
Level	Name	Production Attraction	
GB	GB	81547	81547
38UB1	Banbury	75	71

**Base Year**

Area Description		All purposes	
Level	Name	Production Attraction	
GB	GB	6145702	6145702
38UB1	Banbury	5548	6300

**Future Year**

Area Description		All purposes	
Level	Name	Production Attraction	
GB	GB	6227249	6227249
38UB1	Banbury	5623	6371

<b>Dataset Version:</b>	61
<b>Result Type:</b>	Trip ends by time period
<b>Base Year:</b>	2011
<b>Future Year:</b>	2017
<b>Trip Purpose Group:</b>	All purposes
<b>Time Period:</b>	Weekday PM peak period (1600 - 1859)
<b>Trip End Type:</b>	Production/Attraction
<b>Alternative Assumptions applied:</b>	No

**Growth Factor**

Area Description		All purposes	
Level	Name	Production Attraction	
GB	GB	1.0751	1.0751
38UB1	Banbury	1.0756	1.0632

**Base Year - Future Year**

Area Description		All purposes	
Level	Name	Production Attraction	
GB	GB	461970	461970
38UB1	Banbury	419	399

**Base Year**

Area Description		All purposes	
Level	Name	Production Attraction	
GB	GB	6145702	6145702
38UB1	Banbury	5548	6300

**Future Year**

Area Description		All purposes	
Level	Name	Production Attraction	
GB	GB	6607672	6607672
38UB1	Banbury	5967	6699

<b>Dataset Version:</b>	61
<b>Result Type:</b>	Trip ends by time period
<b>Base Year:</b>	2011
<b>Future Year:</b>	2022
<b>Trip Purpose Group:</b>	All purposes
<b>Time Period:</b>	Weekday PM peak period (1600 - 1859)
<b>Trip End Type:</b>	Production/Attraction
<b>Alternative Assumptions applied:</b>	No

**Growth Factor**

Area Description		All purposes	
Level	Name	Production Attraction	
GB	GB	1.12	1.12
38UB1	Banbury	1.1151	1.0977

**Base Year - Future Year**

Area Description		All purposes	
Level	Name	Production Attraction	
GB	GB	737653	737653
38UB1	Banbury	639	616

**Base Year**

Area Description		All purposes	
Level	Name	Production Attraction	
GB	GB	6145702	6145702
38UB1	Banbury	5548	6300

**Future Year**

Area Description		All purposes	
Level	Name	Production Attraction	
GB	GB	6883355	6883355
38UB1	Banbury	6187	6916

<b>Dataset Version:</b>	61
<b>Result Type:</b>	Trip ends by time period
<b>Base Year:</b>	2012
<b>Future Year:</b>	2017
<b>Trip Purpose Group:</b>	All purposes
<b>Time Period:</b>	Weekday PM peak period (1600 - 1859)
<b>Trip End Type:</b>	Production/Attraction
<b>Alternative Assumptions applied:</b>	No



**Growth Factor**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	1.061	1.061
38UB1	Banbury	1.0612	1.0514

**Base Year - Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	380423	380423
38UB1	Banbury	344	328

**Base Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	6227249	6227249
38UB1	Banbury	5623	6371

**Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	6607672	6607672
38UB1	Banbury	5967	6699

<b>Dataset Version:</b>	61
<b>Result Type:</b>	Trip ends by time period
<b>Base Year:</b>	2012
<b>Future Year:</b>	2022
<b>Trip Purpose Group:</b>	All purposes
<b>Time Period:</b>	Weekday PM peak period (1600 - 1859)
<b>Trip End Type:</b>	Production/Attraction
<b>Alternative Assumptions applied:</b>	No

**Growth Factor**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	1.1053	1.1053
38UB1	Banbury	1.1002	1.0855

**Base Year - Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	656106	656106
38UB1	Banbury	564	545

**Base Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	6227249	6227249
38UB1	Banbury	5623	6371

**Future Year**

Area Description	All purposes		
Level	Name	Production Attraction	
GB	GB	6883355	6883355
38UB1	Banbury	6187	6916



# **Appendix F – Bloxham Road / Wykham Lane 2012 PICADY Report**

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 4.0 (SEPT 2008)

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TEL: CROWTHORNE (01344) 770758, FAX: 770356  
EMAIL: Software@trl.co.uk  
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IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

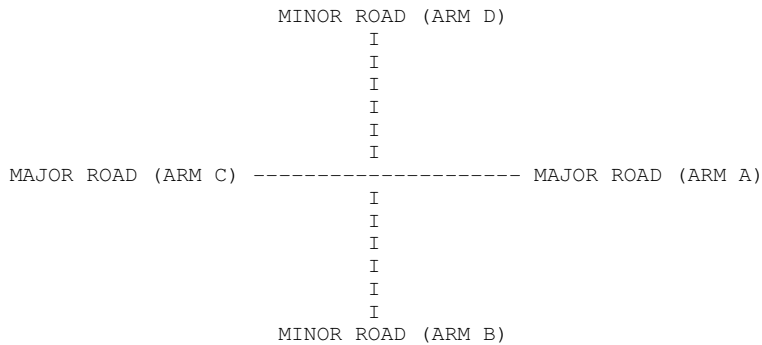
Run with file:-  
"N:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Picady\Wykham Lane Crossroad\  
Wykham Lane Junction\_AM.vpi"  
(drive-on-the-left) at 17:43:39 on Thursday, 15 November 2012

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Wykham Lane Junction  
LOCATION : Banbury  
DATE : 03/09/12  
CLIENT :  
ENUMERATOR :  
JOB NUMBER : A053410-01  
STATUS : Completed  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Bloxham Road (North)  
ARM B IS Wykham Lane (East)  
ARM C IS Bloxham Road ( South)  
ARM D IS Wykham Lane ( West)

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C  
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 10.30 M.	I	( W ) 10.30 M.	I
I	CENTRAL RESERVE WIDTH	I	( WCR ) 0.00 M.	I	( WCR ) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 114.00 M.	I	(VA-D) 91.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 68.0 M.	I	(VD-A) 103.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 64.0 M.	I	(VD-C) 61.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 2.90 M.	I	(WD-A) 2.60 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	657.58	0.21		0.08		I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM	C-A	STREAM	C-D	I
I	635.81	0.20		0.08		I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-D	STREAM	D-A	STREAM	D-B	I
I	526.20	0.20		0.20		0.20		0.20		I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	D-C	I
I	0.08		0.12		0.28		0.10		I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM	C-A	STREAM	C-B	STREAM	B-C	STREAM	B-D	I
I	520.02	0.19		0.19		0.19		0.19		I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-D	STREAM	A-C	STREAM	A-D	STREAM	B-A	I
I	0.08		0.12		0.28		0.10		I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-D	I
I	639.98	0.20		0.29		I

STREAM A-D

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-D	STREAM	C-A	STREAM	C-B	I
I	626.66	0.20		0.28		I

B-D Stream From Left Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-D	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	C-B	I
I	526.20		0.20		0.20		0.08		0.28	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-A	STREAM	C-D	STREAM	C-D	STREAM	C-D	I
I		0.12		0.12					I

B-D Stream From Right Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-D	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	C-B	I
I	526.20		0.20		0.20		0.08		0.28	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-A	STREAM	C-D	STREAM	C-D	STREAM	C-D	I
I		0.12		0.12					I

D-B Stream From Left Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-B	STREAM	C-A	STREAM	C-B	STREAM	D-C	STREAM	A-D	I
I	520.02		0.19		0.19		0.08		0.28	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-C	STREAM	A-B	STREAM	A-B	STREAM	A-B	I
I		0.12		0.12					I

D-B Stream From Right Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-D	STREAM	C-A	STREAM	C-B	STREAM	C-D	STREAM	A-D	I
I	520.02		0.19		0.19		0.08		0.28	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-C	STREAM	A-B	STREAM	A-B	STREAM	A-B	I
I		0.12		0.12					I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE (%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I
I	D	I	100		I

Demand set: 2012 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Base AM

I	I	TURNING PROPORTIONS								I						
		TURNING COUNTS														
		(PERCENTAGE OF H.V.S)														
-----																
I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I	ARM	D	I
-----																
I	08.00 - 08.15	I		I		I		I		I		I		I		I
I		I	ARM A	I	0.000	I	0.069	I	0.923	I	0.007	I		I		I
I		I		I	0.0	I	47.0	I	625.0	I	5.0	I		I		I
I		I		I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM B	I	0.089	I	0.000	I	0.810	I	0.101	I		I		I
I		I		I	15.0	I	0.0	I	136.0	I	17.0	I		I		I
I		I		I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM C	I	0.842	I	0.150	I	0.000	I	0.009	I		I		I
I		I		I	765.0	I	136.0	I	0.0	I	8.0	I		I		I
I		I		I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM D	I	0.389	I	0.556	I	0.056	I	0.000	I		I		I
I		I		I	14.0	I	20.0	I	2.0	I	0.0	I		I		I
I		I		I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I		I		I
I		I		I		I		I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT  
 FOR DEMAND SET 2012 Base AM  
 AND FOR TIME PERIOD 1

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-ACD	3.00	7.39	0.406		0.00	0.67	9.3		0.22	I
I	A-BCD	0.08	7.29	0.011		0.00	0.01	0.2		0.14	I
I	D-ABC	1.00	5.30	0.189		0.00	0.23	3.2		0.23	I
I	C-ABD	2.24	8.44	0.266		0.00	0.39	5.8		0.16	I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-ACD	3.00	7.38	0.406		0.67	0.68	10.1		0.23	I
I	A-BCD	0.08	7.29	0.011		0.01	0.01	0.2		0.14	I
I	D-ABC	1.00	5.30	0.189		0.23	0.23	3.4		0.23	I
I	C-ABD	2.24	8.44	0.266		0.39	0.40	6.0		0.16	I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-ACD	3.00	7.38	0.406		0.68	0.68	10.2		0.23	I
I	A-BCD	0.08	7.29	0.011		0.01	0.01	0.2		0.14	I
I	D-ABC	1.00	5.30	0.189		0.23	0.23	3.5		0.23	I
I	C-ABD	2.24	8.44	0.266		0.40	0.40	6.0		0.16	I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-ACD	3.00	7.38	0.406		0.68	0.68	10.2		0.23	I
I	A-BCD	0.08	7.29	0.011		0.01	0.01	0.2		0.14	I
I	D-ABC	1.00	5.30	0.189		0.23	0.23	3.5		0.23	I
I	C-ABD	2.24	8.44	0.266		0.40	0.40	6.0		0.16	I

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR



QUEUE FOR STREAM B-ACD

---

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUE FOR STREAM A-BCD

---

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE FOR STREAM D-ABC

---

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2

QUEUE FOR STREAM C-ABD

---

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

---

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * DELAY *	I	* INCLUSIVE QUEUEING * DELAY *	I		I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I	B-ACD	I	180.0	I	180.0	I	39.8	I	0.22	I
I	A-BCD	I	4.9	I	4.9	I	0.7	I	0.14	I
I	D-ABC	I	60.0	I	60.0	I	13.6	I	0.23	I
I	C-ABD	I	134.7	I	134.7	I	23.8	I	0.18	I
I	ALL	I	1800.0	I	1800.0	I	77.9	I	0.04	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

==== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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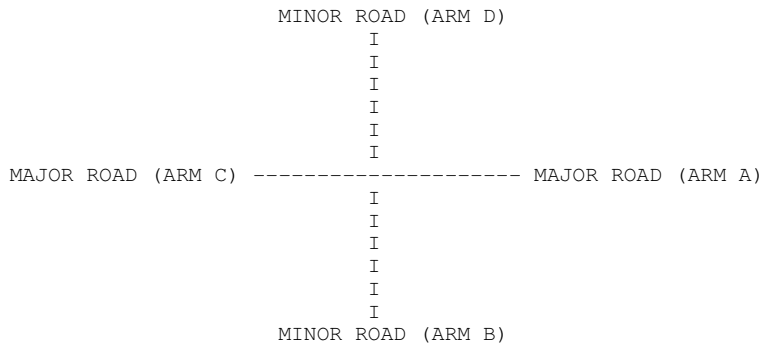
Run with file:-  
"N:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Picady\Wykham Lane Crossroad\  
Wykham Lane Junction\_PM.vpi"  
(drive-on-the-left) at 17:44:55 on Thursday, 15 November 2012

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Wykham Lane Junction  
LOCATION : Banbury  
DATE : 03/09/12  
CLIENT :  
ENUMERATOR :  
JOB NUMBER : A053410-01  
STATUS : Preliminary  
DESCRIPTION : Traffic surveys due on...

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Bloxham Road (North)  
ARM B IS Wykham Lane (East)  
ARM C IS Bloxham Road ( South)  
ARM D IS Wykham Lane ( West)

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C  
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 10.30 M.	I	( W ) 10.30 M.	I
I	CENTRAL RESERVE WIDTH	I	( WCR ) 0.00 M.	I	( WCR ) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 114.00 M.	I	(VA-D) 91.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 68.0 M.	I	(VD-A) 103.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 64.0 M.	I	(VD-C) 61.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 2.90 M.	I	(WD-A) 2.60 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	657.58	0.21		0.08		I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM	C-A	STREAM	C-D	I
I	635.81	0.20		0.08		I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-D	STREAM	D-A	STREAM	D-B	I
I	526.20	0.20		0.20		0.20		0.20		I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	D-C	I
I	0.08		0.12		0.28		0.10		I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM	C-A	STREAM	C-B	STREAM	B-C	STREAM	B-D	I
I	520.02	0.19		0.19		0.19		0.19		I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-D	STREAM	A-C	STREAM	A-D	STREAM	B-A	I
I	0.08		0.12		0.28		0.10		I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-D	I
I	639.98	0.20		0.29		I

STREAM A-D

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-D	STREAM	C-A	STREAM	C-B	I
I	626.66	0.20		0.28		I

B-D Stream From Left Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-D	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	C-B	I
I	526.20		0.20		0.20		0.08		0.28	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-A	STREAM	C-D	STREAM	C-A	STREAM	C-D	I
I		0.12		0.12					I

B-D Stream From Right Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-D	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	C-B	I
I	526.20		0.20		0.20		0.08		0.28	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-A	STREAM	C-D	STREAM	C-A	STREAM	C-D	I
I		0.12		0.12					I

D-B Stream From Left Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-B	STREAM	C-A	STREAM	C-B	STREAM	D-C	STREAM	A-D	I
I	520.02		0.19		0.19		0.08		0.28	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-C	STREAM	A-B	STREAM	A-C	STREAM	A-B	I
I		0.12		0.12					I

D-B Stream From Right Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-D	STREAM	C-A	STREAM	C-B	STREAM	C-D	STREAM	A-D	I
I	520.02		0.19		0.19		0.08		0.28	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-C	STREAM	A-B	STREAM	A-C	STREAM	A-B	I
I		0.12		0.12					I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE (%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I
I	D	I	100		I

Demand set: 2012 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Base PM

TIME	FROM/TO	TURNING PROPORTIONS				TURNING COUNTS				(PERCENTAGE OF H.V.S)			
		ARM	A	ARM	B	ARM	C	ARM	D	ARM	C	ARM	D
17.00 - 17.15	ARM A	0.000	0.024	0.967	0.009	0.0	16.0	636.0	6.0	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B	0.202	0.000	0.642	0.156	22.0	0.0	70.0	17.0	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.866	0.124	0.000	0.010	605.0	87.0	0.0	7.0	(0.0)	(0.0)	(0.0)	(0.0)
	ARM D	0.167	0.700	0.133	0.000	5.0	21.0	4.0	0.0	(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT  
 FOR DEMAND SET 2012 Base PM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-ACD	2.00	6.77	0.296		0.00	0.41	5.8		0.21
A-BCD	0.10	7.95	0.013		0.00	0.01	0.2		0.13
D-ABC	1.00	5.30	0.189		0.00	0.23	3.2		0.23
C-ABD	1.49	8.44	0.177		0.00	0.22	3.3		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-ACD	2.00	6.76	0.296		0.41	0.42	6.2		0.21
A-BCD	0.10	7.95	0.013		0.01	0.01	0.2		0.13
D-ABC	1.00	5.30	0.189		0.23	0.23	3.4		0.23
C-ABD	1.49	8.44	0.177		0.22	0.22	3.3		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-ACD	2.00	6.76	0.296		0.42	0.42	6.3		0.21
A-BCD	0.10	7.95	0.013		0.01	0.01	0.2		0.13
D-ABC	1.00	5.30	0.189		0.23	0.23	3.5		0.23
C-ABD	1.49	8.44	0.177		0.22	0.22	3.3		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-ACD	2.00	6.76	0.296		0.42	0.42	6.3		0.21
A-BCD	0.10	7.95	0.013		0.01	0.01	0.2		0.13
D-ABC	1.00	5.30	0.189		0.23	0.23	3.5		0.23
C-ABD	1.49	8.44	0.177		0.22	0.22	3.4		0.14

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * DELAY	I	* INCLUSIVE QUEUEING * DELAY	* I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-ACD	I	120.0	I	120.0	I	24.5	I	0.20	I
I	A-BCD	I	6.0	I	6.0	I	0.8	I	0.13	I
I	D-ABC	I	60.0	I	60.0	I	13.6	I	0.23	I
I	C-ABD	I	89.6	I	89.6	I	13.3	I	0.15	I
I	ALL	I	1560.0	I	1560.0	I	52.2	I	0.03	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

==== end of file =====



## **Appendix G – Bloxham Road / Springfield Avenue 2012 PICADY Report**

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT  
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FOR SALES AND DISTRIBUTION INFORMATION,  
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TRL SOFTWARE BUREAU  
TEL: CROWTHORNE (01344) 770758, FAX: 770356  
EMAIL: Software@trl.co.uk  
-----

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS  
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

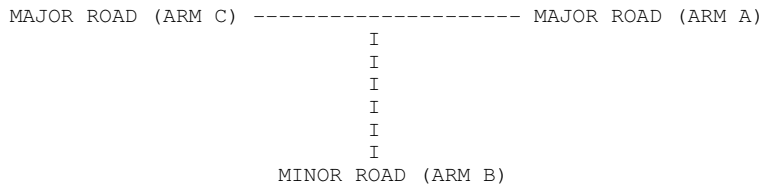
Run with file:-  
"N:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Picady\Springfield Ave Junction\  
Springfield Ave Junction\_AM.vpi"  
(drive-on-the-left) at 17:49:45 on Thursday, 15 November 2012

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Bloxham Road/ Springfield Ave Junction  
LOCATION : Banbury  
DATE : 31/08/12  
CLIENT :  
ENUMERATOR : jenny.moon [1307LT]  
JOB NUMBER : A053410-01  
STATUS : Preliminary  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Bloxham Road ( North)  
ARM B IS Springfield Avenue  
ARM C IS Bloxham Road ( South)

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
ETC.



-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 10.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR ) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.80 M.	I
I	- VISIBILITY	I	(VC-B) 160.00 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 100.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 115.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 2.40 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 2.40 M.	I

-----  
 .SLOPES AND INTERCEPT  
 -----

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	654.50		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	534.31		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	782.70		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

-----  
 TRAFFIC DEMAND DATA  
 -----

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2012 Base AM  
 TIME PERIOD BEGINS 08.00 AND ENDS 09.00  
 LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Base AM

I	I	TURNING PROPORTIONS			I	
		TURNING COUNTS				
		(PERCENTAGE OF H.V.S)			I	
		-----			I	
I	TIME	I FROM/TO	I ARM	A I ARM	B I ARM	C I
-----						
I	08.00 - 08.15	I	I	I	I	I
I		I ARM	A	I 0.000	I 0.280	I 0.720
I		I		I 0.0	I 182.0	I 469.0
I		I		I ( 0.0)	I ( 0.0)	I ( 0.0)
I		I		I	I	I
I		I ARM	B	I 0.548	I 0.000	I 0.452
I		I		I 115.0	I 0.0	I 95.0
I		I		I ( 0.0)	I ( 0.0)	I ( 0.0)
I		I		I	I	I
I		I ARM	C	I 0.799	I 0.201	I 0.000
I		I		I 705.0	I 177.0	I 0.0
I		I		I ( 0.0)	I ( 0.0)	I ( 0.0)
I		I		I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 60.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

I	ARM	I	LENGTH OF CROSSING	I	QUEUEING SPACE BETWEEN	I	QUEUEING SPACE WITHOUT
		I	(M)	I	CROSSING AND JUNCTION	I	BLOCKING BACK INTO
		I	(ENTRY)	I	ENTRY (VEHS)	I	JUNCTION (VEHS)
		I	(EXIT)	I	(LEFT)	I	(RIGHT)
-----							
I	A	I	10.00	I		I	5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2012 Base AM  
 AND FOR TIME PERIOD 1

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
-----										
I	08.00-08.15									
I	B-C	1.60	8.06	0.199		0.00	0.24	3.5		0.15
I	B-A	1.94	4.67	0.415		0.00	0.68	9.3		0.35
I	C-A	11.88								
I	C-B	2.98	10.30	0.290		0.00	0.40	5.8		0.14
I	A-BC	10.97	41.25	0.266	1.0	0.00	0.36	5.3		0.03

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
-----										
I	08.15-08.30									
I	B-C	1.60	8.04	0.199		0.24	0.25	3.7		0.16
I	B-A	1.94	4.66	0.416		0.68	0.70	10.4		0.37
I	C-A	11.88								
I	C-B	2.98	10.29	0.290		0.40	0.41	6.1		0.14
I	A-BC	10.97	41.25	0.266	1.0	0.36	0.36	5.4		0.03

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
-----										
I	08.30-08.45									
I	B-C	1.60	8.04	0.199		0.25	0.25	3.7		0.16
I	B-A	1.94	4.66	0.416		0.70	0.70	10.5		0.37
I	C-A	11.88								
I	C-B	2.98	10.29	0.290		0.41	0.41	6.1		0.14
I	A-BC	10.97	41.25	0.266	1.0	0.36	0.36	5.4		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	1.60	8.04	0.199		0.25	0.25	3.7		0.16
B-A	1.94	4.66	0.416		0.70	0.71	10.6		0.37
C-A	11.88								
C-B	2.98	10.29	0.290		0.41	0.41	6.1		0.14
A-BC	10.97	41.25	0.266	1.0	0.36	0.36	5.4		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.7 *
08.30	0.7 *
08.45	0.7 *
09.00	0.7 *

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	DEMAND (VEH/H)	* QUEUEING * * DELAY * (MIN)	* INCLUSIVE QUEUEING * * DELAY * (MIN/VEH)
B-C	96.1	96.1	14.6	0.15
B-A	116.3	116.3	40.8	0.35
C-A	712.7	712.7		
C-B	178.9	178.9	24.0	0.13
A-BC	658.2	658.2	21.6	0.03
ALL	1762.2	1762.2	101.0	0.06

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

==== end of file =====



-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 10.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR ) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.80 M.	I
I	- VISIBILITY	I	(VC-B) 160.00 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 100.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 115.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 2.40 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 2.40 M.	I

-----  
 .SLOPES AND INTERCEPT  
 -----

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	654.50		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	534.31		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	782.70		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

-----  
 TRAFFIC DEMAND DATA  
 -----

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2012 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Base PM

I	I	TURNING PROPORTIONS			I	
		TURNING COUNTS				
		(PERCENTAGE OF H.V.S)			I	
		-----			I	
I	TIME	I FROM/TO	I ARM	A I ARM	B I ARM	C I
I	17.00 - 17.15	I	I	I	I	I
I		I ARM	A	I 0.000	I 0.217	I 0.783
I		I		I 0.0	I 160.0	I 577.0
I		I		I ( 0.0)	I ( 0.0)	I ( 0.0)
I		I		I	I	I
I		I ARM	B	I 0.553	I 0.000	I 0.447
I		I		I 189.0	I 0.0	I 153.0
I		I		I ( 0.0)	I ( 0.0)	I ( 0.0)
I		I		I	I	I
I		I ARM	C	I 0.835	I 0.165	I 0.000
I		I		I 538.0	I 106.0	I 0.0
I		I		I ( 0.0)	I ( 0.0)	I ( 0.0)
I		I		I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 30.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

I	ARM	I	LENGTH OF CROSSING	I	QUEUEING SPACE BETWEEN	I	QUEUEING SPACE WITHOUT
		I	(M)	I	CROSSING AND JUNCTION	I	BLOCKING BACK INTO
		I	(ENTRY)	I	ENTRY (VEHS)	I	JUNCTION (VEHS)
		I	(EXIT)	I	(LEFT)	I	(RIGHT)
I	A	I	10.00	I		I	5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2012 Base PM  
 AND FOR TIME PERIOD 1

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	17.00-17.15									
I	B-C	2.55	7.33	0.348		0.00	0.52	7.4		0.21
I	B-A	3.15	5.08	0.620		0.00	1.50	19.5		0.47
I	C-A	8.94								
I	C-B	1.76	9.96	0.177		0.00	0.21	3.1		0.12
I	A-BC	12.30	42.47	0.290	0.5	0.00	0.41	6.0		0.03

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	17.15-17.30									
I	B-C	2.55	7.28	0.350		0.52	0.53	7.9		0.21
I	B-A	3.15	5.07	0.621		1.50	1.57	23.1		0.52
I	C-A	8.94								
I	C-B	1.76	9.96	0.177		0.21	0.21	3.2		0.12
I	A-BC	12.30	42.47	0.290	0.5	0.41	0.41	6.1		0.03

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	17.30-17.45									
I	B-C	2.55	7.27	0.351		0.53	0.54	8.0		0.21
I	B-A	3.15	5.07	0.621		1.57	1.59	23.7		0.52
I	C-A	8.94								
I	C-B	1.76	9.96	0.177		0.21	0.21	3.2		0.12
I	A-BC	12.30	42.47	0.290	0.5	0.41	0.41	6.1		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	2.55	7.27	0.351		0.54	0.54	8.0		0.21
B-A	3.15	5.07	0.621		1.59	1.60	24.0		0.52
C-A	8.94								
C-B	1.76	9.96	0.177		0.21	0.21	3.2		0.12
A-BC	12.30	42.47	0.290	0.5	0.41	0.41	6.1		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.5 *
17.30	0.5 *
17.45	0.5 *
18.00	0.5 *

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	1.5 **
17.30	1.6 **
17.45	1.6 **
18.00	1.6 **

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * * DELAY * (MIN)	* INCLUSIVE QUEUEING * * DELAY * (MIN)	AVERAGE DELAY (MIN/VEH)
B-C	153.0	153.0	31.4	31.4	0.21
B-A	189.0	189.0	90.3	90.6	0.48
C-A	536.3	536.3			
C-B	105.7	105.7	12.7	12.7	0.12
A-BC	738.0	738.0	24.3	24.3	0.03
ALL	1722.0	1722.0	158.7	159.0	0.09

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

==== end of file =====



# **Appendix H – Bloxham Road / Queensway 2012 PICADY Report**





-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 10.40 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR ) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 4.10 M.	I
I	- VISIBILITY	I	(VC-B) 135.00 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 90.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 100.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 2.70 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 2.70 M.	I

-----  
 .SLOPES AND INTERCEPT  
 -----

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	666.26		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	540.54		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	787.00		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

-----  
 TRAFFIC DEMAND DATA  
 -----

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2012 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Base AM

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.455	0.545			
			0.0	377.0	452.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM B		0.489	0.000	0.511			
			278.0	0.0	290.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM C		0.722	0.278	0.000			
			380.0	146.0	0.0			
			( 0.0)	( 0.0)	( 0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 60.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2012 Base AM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	4.84	7.11	0.680		0.00	1.95	25.5		0.40
B-A	4.63	5.49	0.844		0.00	3.92	45.0		0.77
C-A	6.36								
C-B	2.44	9.71	0.251		0.00	0.33	4.8		0.14
A-BC	13.80	42.90	0.322	1.0	0.00	0.47	7.0		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	4.84	7.00	0.691		1.95	2.11	30.8		0.46
B-A	4.63	5.48	0.846		3.92	4.50	63.9		1.05
C-A	6.36								
C-B	2.44	9.71	0.252		0.33	0.33	5.0		0.14
A-BC	13.80	42.90	0.322	1.0	0.47	0.47	7.1		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	4.84	6.98	0.693		2.11	2.17	32.1		0.46
B-A	4.63	5.48	0.846		4.50	4.77	69.7		1.10
C-A	6.36								
C-B	2.44	9.71	0.252		0.33	0.33	5.0		0.14
A-BC	13.80	42.90	0.322	1.0	0.47	0.47	7.1		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	4.84	6.97	0.693		2.17	2.19	32.7		0.47
B-A	4.63	5.48	0.846		4.77	4.92	72.7		1.12
C-A	6.36								
C-B	2.44	9.71	0.252		0.33	0.34	5.0		0.14
A-BC	13.80	42.90	0.322	1.0	0.47	0.47	7.1		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.0	**
08.30	2.1	**
08.45	2.2	**
09.00	2.2	**

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	3.9	****
08.30	4.5	*****
08.45	4.8	*****
09.00	4.9	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.3

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.5
08.30	0.5
08.45	0.5
09.00	0.5

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	DEMAND (VEH/H)	* QUEUEING * * DELAY * (MIN)	* INCLUSIVE QUEUEING * * DELAY * (MIN)
B-C	290.1	290.1	121.1	0.42
B-A	278.1	278.1	251.3	0.90
C-A	381.4	381.4		
C-B	146.6	146.6	19.8	0.14
A-BC	828.0	828.0	28.3	0.03
ALL	1924.2	1924.2	420.6	0.22

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

==== end of file =====

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 4.0 (SEPT 2008)

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Run with file:-

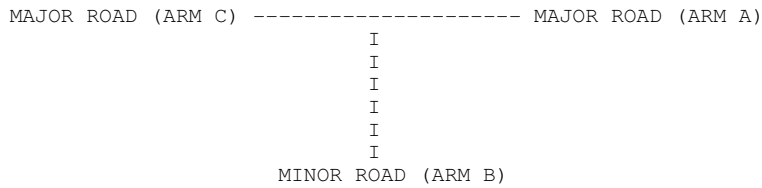
"N:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Picady\Queens Way Junction\  
Queens Way Junction\_PM.vpi"  
(drive-on-the-left) at 17:55:42 on Thursday, 15 November 2012

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Queens Way Junction  
LOCATION : Banbury  
DATE : 31/08/12  
CLIENT :  
ENUMERATOR : jenny.moon [1307LT]  
JOB NUMBER : A053410-1  
STATUS : Preliminary  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Bloxham Road (South)  
ARM B IS Queens Way  
ARM C IS Bloxham Road (North)

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
ETC.

-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 10.40 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR ) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 4.10 M.	I
I	- VISIBILITY	I	(VC-B)135.00 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 90.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 100.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 2.70 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 2.70 M.	I

-----  
 .SLOPES AND INTERCEPT  
 -----

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	666.26		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	540.54		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	787.00		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

-----  
 TRAFFIC DEMAND DATA  
 -----

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2022 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Base PM

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
17.00 - 17.15							
	ARM A		0.000		0.602		0.398
			0.0		474.0		313.0
			( 0.0)		( 0.0)		( 0.0)
	ARM B		0.521		0.000		0.479
			291.0		0.0		268.0
			( 0.0)		( 0.0)		( 0.0)
	ARM C		0.643		0.357		0.000
			506.0		281.0		0.0
			( 0.0)		( 0.0)		( 0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 30.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2022 Base PM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	4.46	7.06	0.631		0.00	1.61	21.3		0.36
B-A	4.84	4.92	0.984		0.00	7.49	74.1		1.28
C-A	8.42								
C-B	4.68	9.89	0.473		0.00	0.88	12.3		0.19
A-BC	13.10	44.17	0.297	0.5	0.00	0.42	6.2		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	4.46	7.02	0.635		1.61	1.68	24.7		0.39
B-A	4.84	4.90	0.988		7.49	10.64	137.5		2.31
C-A	8.42								
C-B	4.68	9.88	0.473		0.88	0.89	13.3		0.19
A-BC	13.10	44.17	0.297	0.5	0.42	0.42	6.3		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	4.46	7.02	0.635		1.68	1.70	25.3		0.39
B-A	4.84	4.90	0.988		10.64	12.95	177.6		2.83
C-A	8.42								
C-B	4.68	9.88	0.473		0.89	0.89	13.4		0.19
A-BC	13.10	44.17	0.297	0.5	0.42	0.42	6.3		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	4.46	7.02	0.635		1.70	1.71	25.6		0.39
B-A	4.84	4.90	0.988		12.95	14.84	208.8		3.23
C-A	8.42								
C-B	4.68	9.88	0.473		0.89	0.89	13.4		0.19
A-BC	13.10	44.17	0.297	0.5	0.42	0.42	6.3		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.6	**
17.30	1.7	**
17.45	1.7	**
18.00	1.7	**

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	7.5	*****
17.30	10.6	*****
17.45	13.0	*****
18.00	14.8	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.9	*
17.30	0.9	*
17.45	0.9	*
18.00	0.9	*

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	DEMAND (VEH/H)	* QUEUEING * * DELAY * (MIN)	* INCLUSIVE QUEUEING * * DELAY * (MIN/VEH)
B-C	267.5	267.5	96.9	0.36
B-A	290.5	290.5	598.0	2.06
C-A	505.4	505.4		
C-B	280.6	280.6	52.3	0.19
A-BC	786.0	786.0	25.2	0.03
ALL	2130.0	2130.0	772.4	0.36

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

==== end of file =====





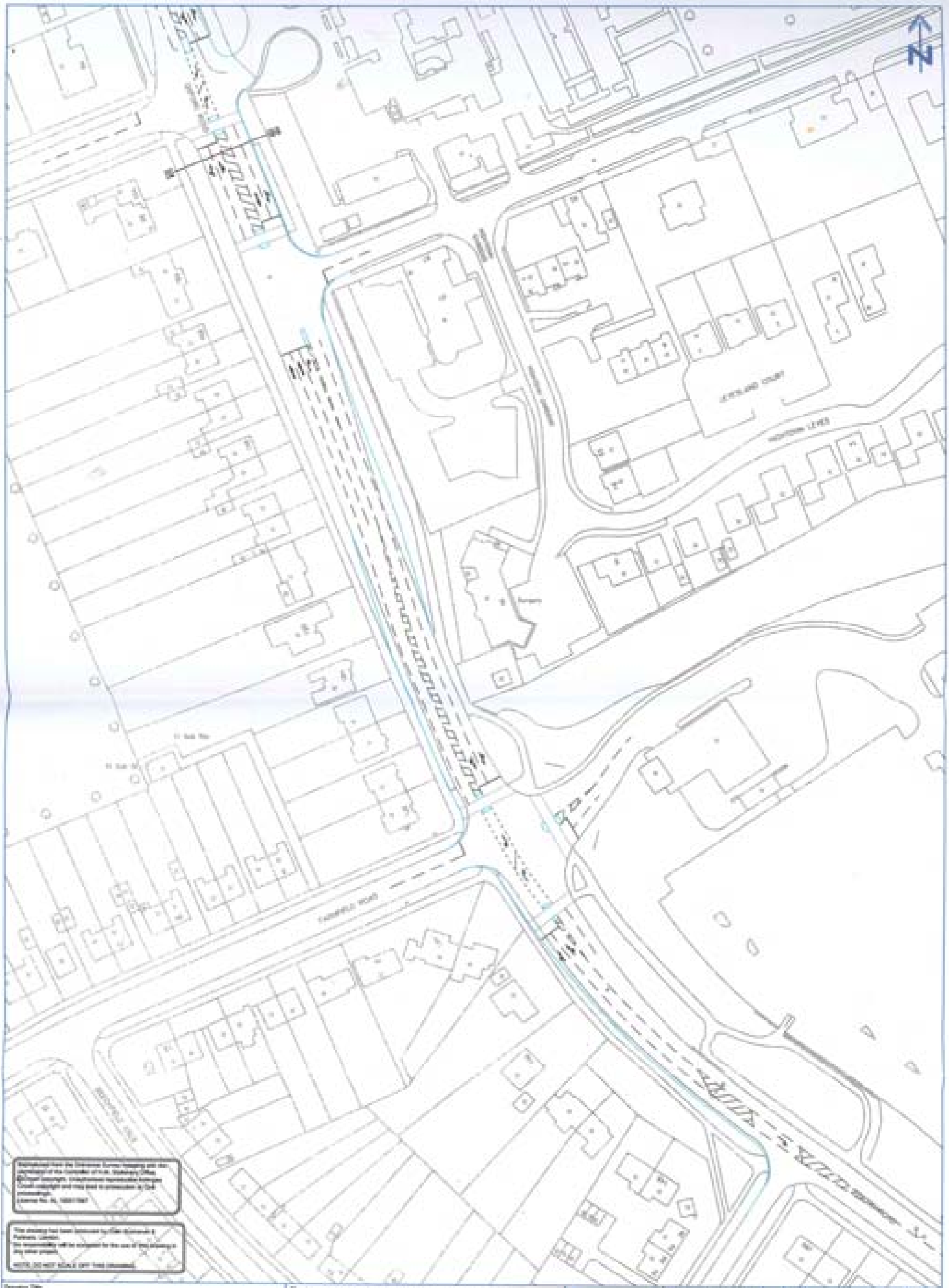
# **Appendix I – College Fields Oxford Road Improvements Drawings**



Information on the proposed improvements and the location of the proposed works is shown on this plan. It is the responsibility of the client to ensure that the proposed works are carried out in accordance with the relevant legislation and to ensure that the proposed works are carried out in accordance with the relevant legislation.

The drawings are the property of the client. No responsibility will be accepted for the use of the drawings for any other purpose.

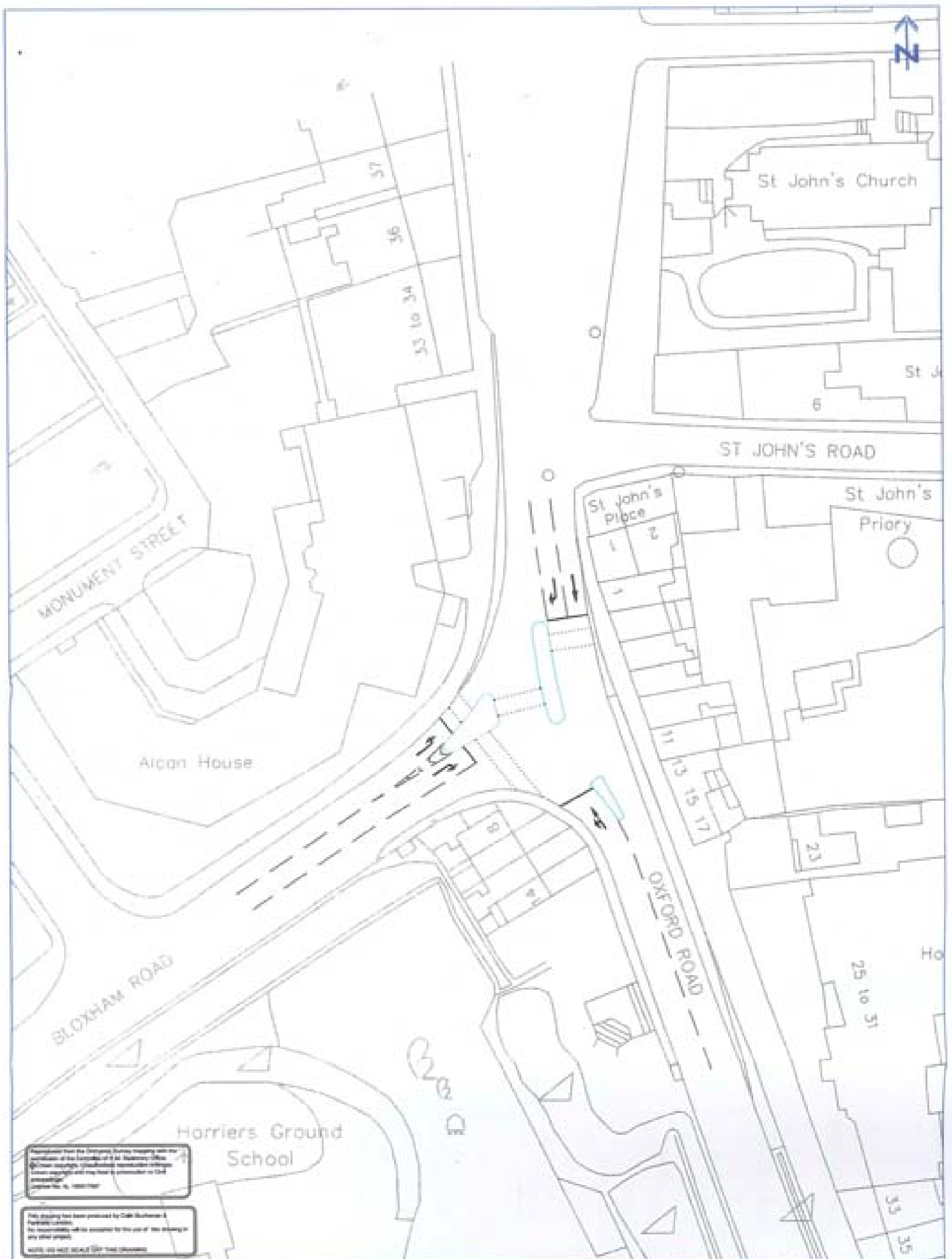
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			Designed by: L.L. Drawn by: A.O. Checked: [blank] Issued: APR 05 Job No: 38581	Rev.	Date	Description
	Job Title <b>LAND AT COLLEGE FIELDS,          BANBURY</b>					FIGURE 53



Information for the Designer, Surveyor and the Architect or the Contractor at this location. (This information is for the Designer, Surveyor and the Architect or the Contractor at this location only. It is not to be used for any other purpose.)

The drawing has been prepared by Buchanan & Partners Limited. The responsibility will be accepted for the use of any drawings by any other person.

Drawing Title <b>OXFORD ROAD/FARMFIELD ROAD/          HORTON VIEW/HIGHTOWN ROAD -          IMPROVEMENT SCHEME (SHEET 2 OF 2)</b>	Client	<b>HALLAM LAND MANAGEMENT LTD.          &amp; J.J. GALLAGHER LTD.</b>	Scale	1:1000@A3		
	Site Title		<b>LAND AT COLLEGE FIELDS,          BANBURY</b>	Designed by	L.L.	
			Drawn by	A.D.		
			Checked by	Rev.	Date	Amendment
			Issued	APR 05	Fig No.	FIGURE 54
			Job No.	38581		



Information from the Ordnance Survey map is the property of the Controller of Her Majesty's Stationery Office. No responsibility is accepted for any error or omission in this drawing.

This drawing has been prepared by C&M Buchanan & Partners Limited. No responsibility is accepted for any error or omission in this drawing.

Works are not to be carried out until the proposed

Drawing Title <b>OXFORD ROAD/BLOXHAM ROAD          - PROPOSED IMPROVEMENT SCHEME</b>	Client <b>HALLAM LAND MANAGEMENT LTD.          &amp; J.J. GALLAGHER LTD.</b>	Scale A3: 1:100	Date 2004
	Job Title <b>LAND AT COLLEGE FIELDS,          BANBURY</b>	Designer L.L.	Date 2004
		Checked by L.L.	Date 2004
		Drawn by L.L.	Date 2004
		Project No. 38581	Drawing No. <b>FIGURE 55</b>
		Job No. 38581	Date 2004



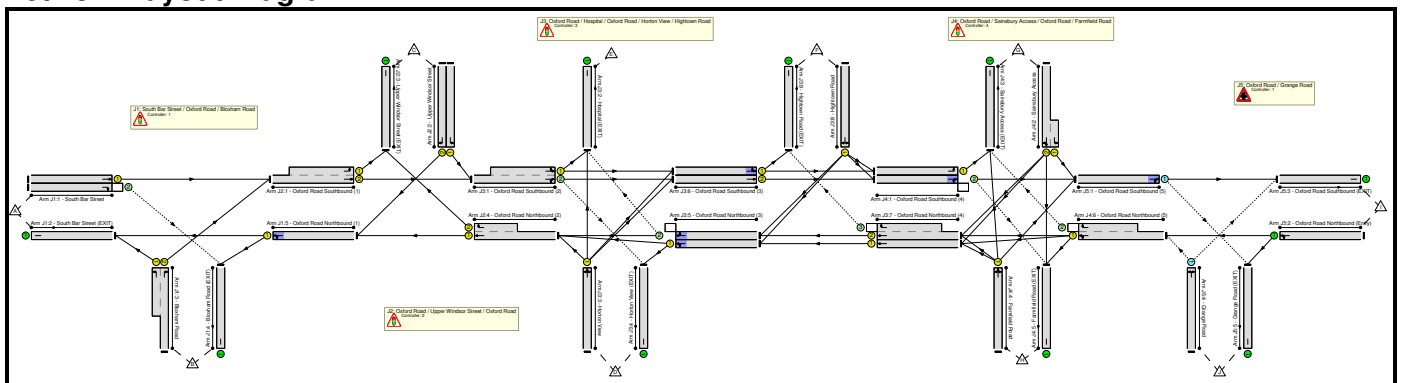
# **Appendix J – Oxford Road Network 2012 LINSIG Report**

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3  
**Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3**

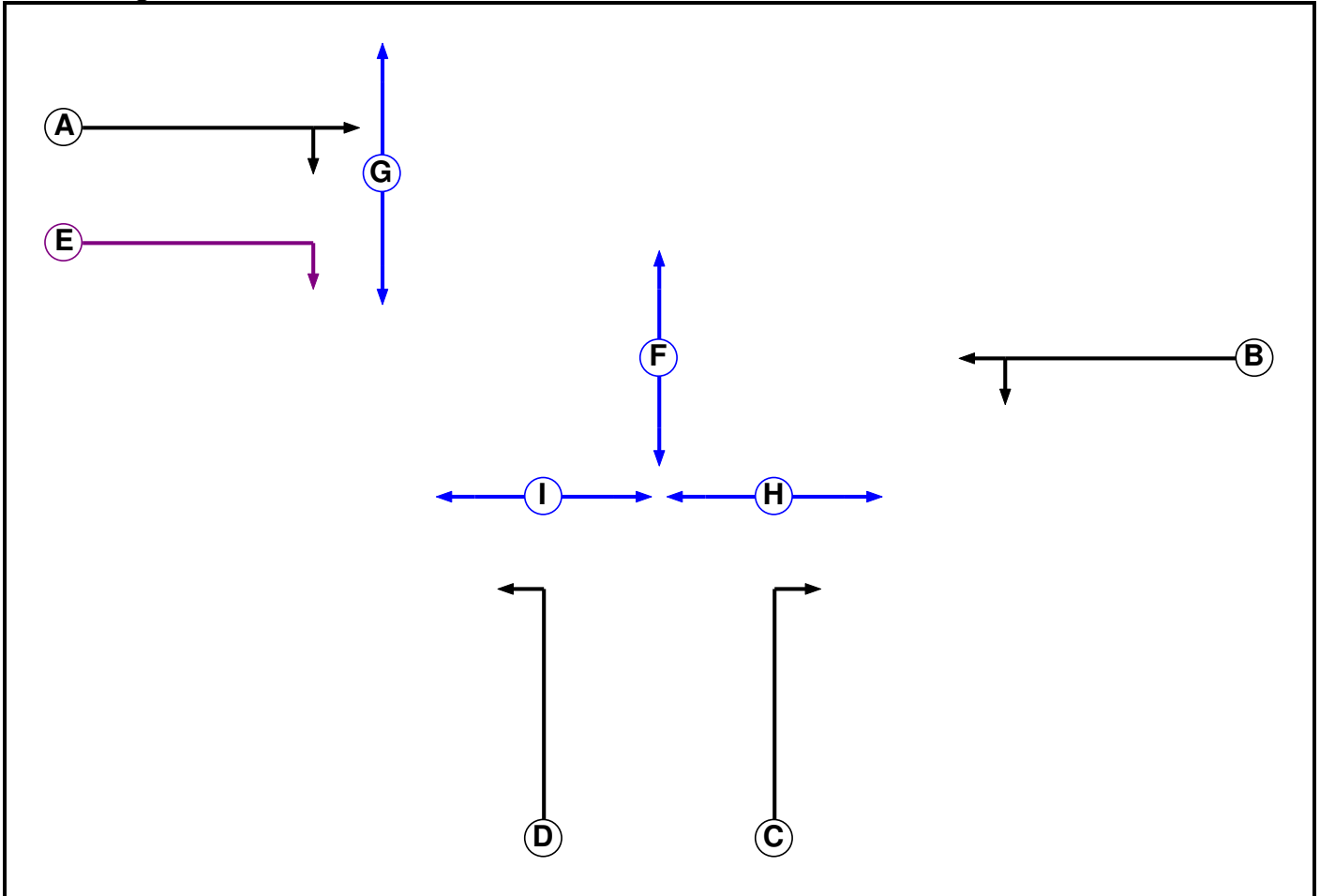
**User and Project Details**

<b>Project:</b>	<b>Land at Wykham Park Farm, Banbury</b>
<b>Title:</b>	<b>Oxford Road Network – Existing Network with College Fields Committed Improvements ONLY. 2012 Base Scenarios</b>
<b>Location:</b>	Banbury, Oxfordshire
<b>File name:</b>	Oxford Road Network + CF Improvements TA - V1 13-11-12.lsg3x
<b>Author:</b>	CJL
<b>Company:</b>	SBA
<b>Address:</b>	Lower Park Row, Bristol
<b>Notes:</b>	Oxford Road Network – Existing Network with College Fields Committed Improvements ONLY. 2012 Base Scenarios

**Network Layout Diagram**



**C1**  
**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Ind. Arrow	A	4	4
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

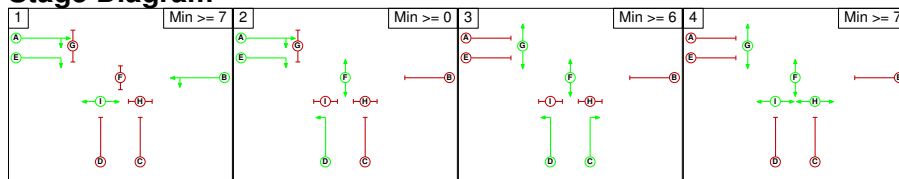
### Phase Intergreens Matrix

	Starting Phase								
	A	B	C	D	E	F	G	H	I
Terminating Phase	A	-	5	-	-	5	-	-	-
	B	-	-	5	6	-	6	-	5
	C	6	5	-	-	5	-	-	5
	D	-	5	-	-	-	-	-	5
	E	-	-	5	-	-	5	6	-
	F	-	6	-	-	-	-	-	-
	G	6	-	-	-	6	-	-	-
	H	-	8	8	-	8	-	-	-
	I	-	-	-	6	-	-	-	-

### Phases in Stage

Stage No.	Phases in Stage
1	A B E I
2	A D E F
3	C D F G
4	F G H I

### Stage Diagram



### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

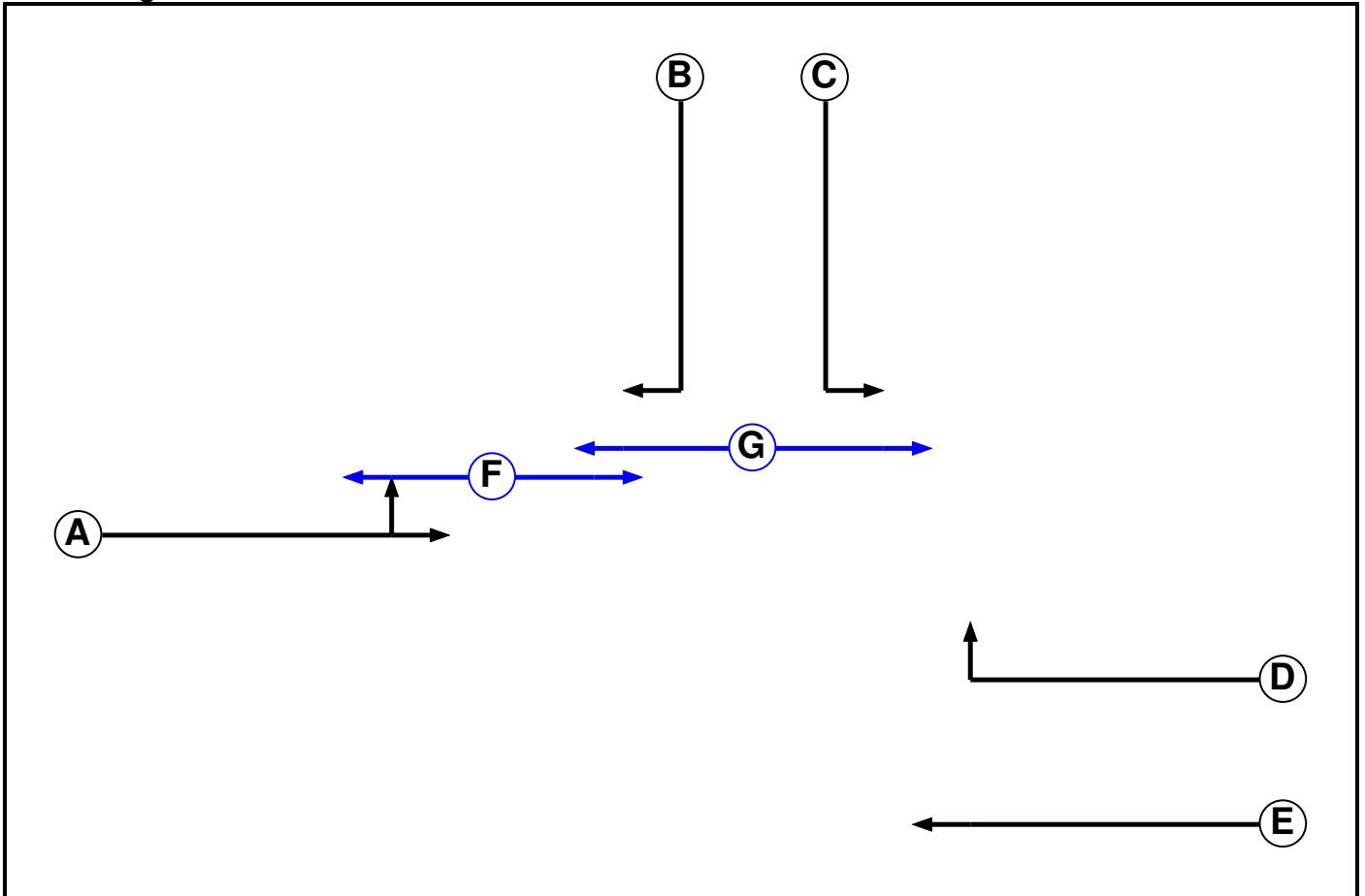
### Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
1	-	6	6	6
2	6	-	5	6
3	6	6	-	5
4	8	8	8	-



**C2**

**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

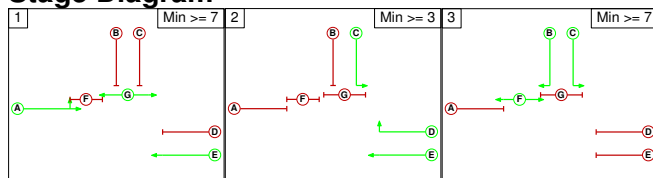
### Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		6	7	6	-	6	-
	B	6		-	6	7	-	5
	C	6	-		-	-	-	5
	D	6	6	-		-	7	-
	E	-	6	-	-		-	-
	F	10	-	-	10	-		-
	G	-	10	10	-	-	-	

### Phases in Stage

Stage No.	Phases in Stage
1	A E G
2	C D E
3	B C F

### Stage Diagram



### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		10	10
	2	6		7
	3	10	10	



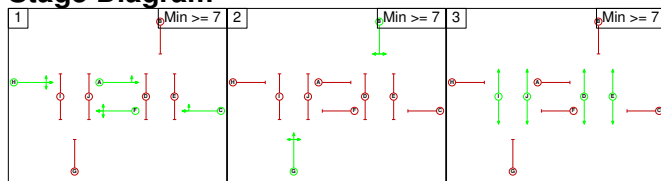
**Phase Intergreens Matrix**

Terminating Phase	Starting Phase									
	A	B	C	D	E	F	G	H	I	J
A	6	-	5	7	-	-	-	-	-	-
B	6	6	6	6	-	-	-	-	-	-
C	-	6	7	5	-	-	-	-	-	-
D	13	13	13	-	-	-	-	-	-	-
E	13	13	13	-	-	-	-	-	-	-
F	-	-	-	-	-	6	-	6	5	-
G	-	-	-	-	-	5	6	6	6	-
H	-	-	-	-	-	-	5	5	6	-
I	-	-	-	-	-	13	13	13	-	-
J	-	-	-	-	-	13	13	13	-	-

**Phases in Stage**

Stage No.	Phases in Stage
1	A C F H
2	B G
3	D E I J

**Stage Diagram**



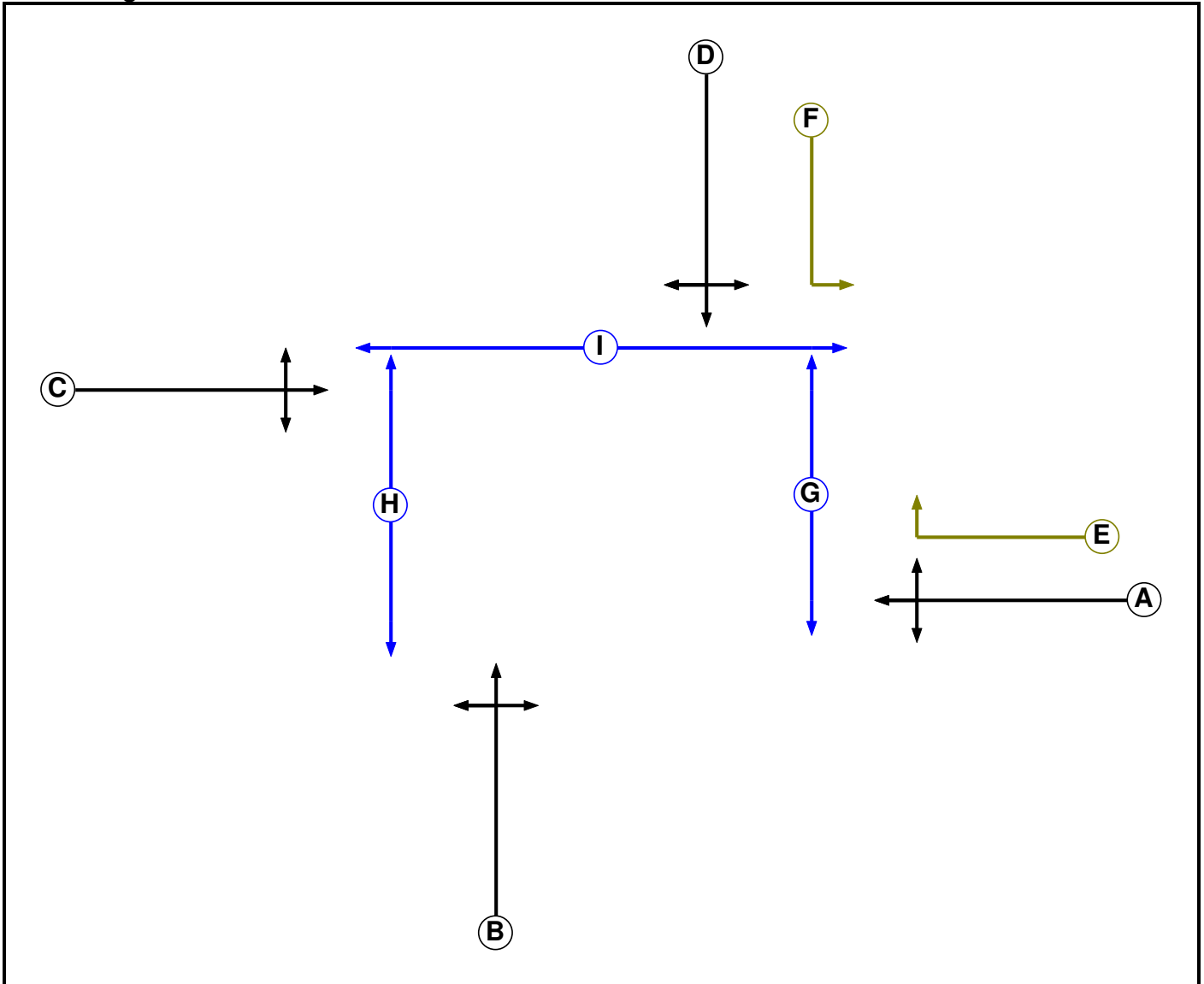
**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

**Prohibited Stage Change**

From Stage	To Stage		
	1	2	3
1	6	7	-
2	6	6	-
3	13	13	-

**C4**  
**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Filter	A	4	4
F	Filter	D	4	0
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

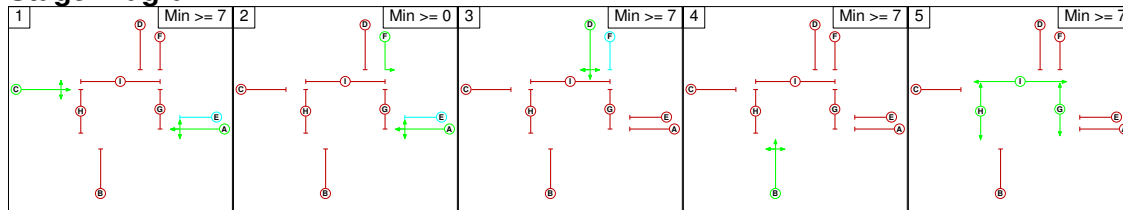
**Phase Intergrens Matrix**

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		7	-	5	-	-	5	10	8
	B	5		5	5	5	6	9	7	8
	C	-	5		6	-	6	9	5	8
	D	5	5	5		5	-	8	8	5
	E	-	7	-	5		-	5	-	8
	F	-	5	5	-	-		8	-	5
	G	12	12	12	12	12	12		-	-
	H	14	14	14	14	-	-	-		-
	I	19	19	19	19	19	19	-	-	

**Phases in Stage**

Stage No.	Phases in Stage
1	A C
2	A F
3	D
4	B
5	G H I

**Stage Diagram**



**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

**Prohibited Stage Change**

		To Stage				
		1	2	3	4	5
From Stage	1		6	6	7	10
	2	X		5	X	X
	3	5	5		5	8
	4	5	6	5		9
	5	19	19	19	19	

**Give-Way Lane Input Data**

<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>										
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/2 (South Bar Street)	J1:4/1 (Right)	1439	J1:5/1	1.09	J1:5/1	2.00	-	0.50	2	2.00

<b>Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road</b>
There are no Opposed Lanes in this Junction

<b>Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>										
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:1/2 (Oxford Road Southbound (2))	J3:4/1 (Right)	1439	J3:5/1	1.09	J3:5/1	-	-	-	-	-
			J3:5/2	1.09	J3:5/2	-	-	-	-	-
J3:5/2 (Oxford Road Northbound (3))	J3:2/1 (Right)	1439	J3:1/1	1.09	J3:1/1	2.00	2.00	0.50	2	2.00
			J3:1/2	1.09	J3:1/2	2.00	2.00	0.50	2	2.00
J3:7/3 (Oxford Road Northbound (4))	J3:9/1 (Right)	1439	J3:6/1	1.09	J3:6/1	2.00	-	0.50	2	2.00
			J3:6/2	1.09	J3:6/2	2.00	-	0.50	2	2.00

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road										
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J4:1/2 (Oxford Road Southbound (4))	J4:5/1 (Right)	1439	J4:6/1	1.09	J4:6/1	2.00	2.00	0.50	2	2.00
J4:6/2 (Oxford Road Northbound (5))	J4:3/1 (Right)	1439	J4:1/1	1.09	J4:1/1	2.00	-	0.50	2	2.00
			J4:1/2	1.09	J4:1/2					

Junction: J5: Oxford Road / Grange Road										
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J5:1/1 (Oxford Road Southbound (5))	J5:5/1 (Right)	1439	J5:2/1	1.09	J5:2/1	-	-	-	-	-
J5:4/1 (Grange Road)	J4:6/1 (Left)	1439	J5:2/1	1.09	J5:2/1	-	-	-	-	-
	J5:3/1 (Right)	1439	J5:1/1	1.09	J5:1/1					



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Lane Input Data**

Junction: J1: South Bar Street / Oxford Road / Bloxham Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (South Bar Street)	U	A	2	3	60.0	Geom	-	3.00	6.00	Y	Arm J2:1 Ahead	Inf
J1:1/2 (South Bar Street)	O	A E	2	3	18.0	Geom	-	3.00	6.00	N	Arm J1:4 Right	10.00
J1:2/1 (South Bar Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (Bloxham Road)	U	D	2	3	9.0	Geom	-	3.60	0.00	Y	Arm J1:2 Left	28.80
J1:3/2 (Bloxham Road)	U	C	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J2:1 Right	13.50
J1:4/1 (Bloxham Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Oxford Road Northbound (1))	U	B	2	3	38.0	Geom	-	3.90	0.00	Y	Arm J1:2 Ahead Arm J1:4 Left	Inf 8.00

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Oxford Road Southbound (1))	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J2:3 Left	16.00
J2:1/2 (Oxford Road Southbound (1))	U	A	2	3	39.0	Geom	-	3.00	0.00	N	Arm J3:1 Ahead	Inf
J2:2/1 (Upper Windsor Street)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:1 Left	16.50
J2:2/2 (Upper Windsor Street)	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:5 Right	24.70
J2:3/1 (Upper Windsor Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Oxford Road Northbound (2))	U	E	2	3	40.0	Geom	-	3.00	0.00	Y	Arm J1:5 Ahead	Inf
J2:4/2 (Oxford Road Northbound (2))	U	D	2	3	8.0	Geom	-	3.00	0.00	N	Arm J2:3 Right	18.60

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Oxford Road Southbound (2))	U	H	2	3	13.0	Geom	-	3.00	0.00	Y	Arm J3:2 Left	3.00
											Arm J3:6 Ahead	Inf
J3:1/2 (Oxford Road Southbound (2))	O	H	2	3	42.0	Geom	-	3.10	0.00	N	Arm J3:4 Right	19.90
											Arm J3:6 Ahead	Inf
J3:2/1 (Hospital (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
											Arm J2:4 Left	7.00
J3:3/1 (Horton View)	U	G	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J3:2 Ahead	Inf
											Arm J3:6 Right	18.70
J3:4/1 (Horton View (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
											Arm J2:4 Ahead	Inf
J3:5/1 (Oxford Road Northbound (3))	U	F	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J3:4 Left	9.60
											Arm J2:4 Ahead	Inf
J3:5/2 (Oxford Road Northbound (3))	O	F	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J3:2 Right	11.00
											Arm J3:9 Left	8.00
J3:6/1 (Oxford Road Southbound (3))	U	A	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J4:1 Ahead	Inf
											Arm J4:1 Ahead	Inf
J3:6/2 (Oxford Road Southbound (3))	U	A	2	3	6.0	Geom	-	3.00	0.00	N	Arm J3:5 Ahead	Inf
J3:7/1 (Oxford Road Northbound (4))	U	C	2	3	24.0	Geom	-	2.80	0.00	Y	Arm J3:5 Ahead	Inf



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (Oxford Road Southbound (4))	U	C	2	3	23.0	Geom	-	3.00	0.00	Y	Arm J4:3 Left	9.30
J4:1/2 (Oxford Road Southbound (4))	O	C	2	3	23.0	Geom	-	3.00	0.00	N	Arm J4:5 Right Arm J5:1 Ahead	11.00 Inf
J4:2/1 (Sainsbury Access)	U	D F	2	3	5.0	Geom	-	3.10	0.00	Y	Arm J5:1 Left	16.00
J4:2/2 (Sainsbury Access)	U	D	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J3:7 Right	11.40
J4:3/1 (Sainsbury Access (EXIT))	U		2	3	60.0	Inf	-	-	-	-	Arm J4:5 Ahead	Inf
J4:4/1 (Farmfield Road)	U	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm J3:7 Left	9.70
J4:5/1 (Farmfield Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	Arm J4:3 Ahead	Inf
J4:6/1 (Oxford Road Northbound (5))	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J5:1 Right	14.00
J4:5/1 (Farmfield Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	Arm J3:7 Ahead	Inf
J4:6/2 (Oxford Road Northbound (5))	O	A E	2	3	11.0	Geom	-	3.20	0.00	Y	Arm J4:5 Left	8.80
J4:6/2 (Oxford Road Northbound (5))	O	A E	2	3	11.0	Geom	-	3.20	0.00	Y	Arm J4:3 Right	12.00

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J5: Oxford Road / Grange Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J5:1/1 (Oxford Road Southbound (5))	O		2	3	15.0	Geom	-	3.00	0.00	Y	Arm J5:3 Ahead Arm J5:5 Right	Inf 12.00
J5:2/1 (Oxford Road Northbound (Entry))	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J4:6 Ahead Arm J5:5 Left	Inf 9.30
J5:3/1 (Oxford Road Southbound (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:4/1 (Grange Road)	O		2	3	60.0	Geom	-	2.80	0.00	Y	Arm J4:6 Left Arm J5:3 Right	14.00 9.40
J5:5/1 (Grange Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: '2012 Base AM'	08:00	09:00	01:00	
2: '2012 Base PM'	17:00	18:00	01:00	

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Scenario 1: '2012 Base AM' (FG1: '2012 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination											
	A	B	C	D	E	F	G	H	I	J	Tot.	
A	0	289	117	35	7	51	40	6	215	16	776	
B	508	0	53	16	3	23	18	3	97	7	728	
C	106	51	0	25	5	35	28	4	149	11	414	
D	54	26	31	0	13	28	22	4	120	9	307	
E	0	0	0	0	0	0	0	0	0	0	0	
F	46	22	26	12	1	0	21	3	114	8	253	
G	23	11	13	6	1	10	0	52	47	3	166	
H	31	15	18	8	1	14	14	0	87	6	194	
I	210	102	120	57	6	94	75	2	0	22	688	
J	25	12	14	7	1	11	9	1	35	0	115	
Tot.	1003	528	392	166	38	266	227	75	864	82	3641	

**Traffic Lane Flows**

Lane	Scenario 1: 2012 Base AM
<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>	
J1:1/1	487
J1:1/2	289
J1:2/1	1003
J1:3/1 (short)	508
J1:3/2 (with short)	728(In) 220(Out)
J1:4/1	528
J1:5/1	734
<b>Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	
J2:1/1 (short)	170
J2:1/2 (with short)	707(In) 537(Out)
J2:2/1	257
J2:2/2	157
J2:3/1	392
J2:4/1 (with short)	799(In) 577(Out)
J2:4/2 (short)	222
<b>Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	
J3:1/1 (short)	210
J3:1/2 (with short)	794(In) 584(Out)
J3:2/1	38
J3:3/1	307
J3:4/1	166
J3:5/1	434
J3:5/2	354
J3:6/1	245
J3:6/2	641
J3:7/1	375
J3:7/2 (with short)	435(In) 306(Out)
J3:7/3 (short)	129
J3:8/1	253
J3:9/1	266
<b>Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	
J4:1/1	129
J4:1/2	766
J4:2/1 (short)	50



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

J4:2/2 (with short)	166(In) 116(Out)
J4:3/1	227
J4:4/1	194
J4:5/1	75
J4:6/1 (with short)	746(In) 662(Out)
J4:6/2 (short)	84
<b>Junction: J5: Oxford Road / Grange Road</b>	
J5:1/1	889
J5:2/1	688
J5:3/1	864
J5:4/1	115
J5:5/1	82

**Lane Saturation Flows**

<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	67.4 %	1890	1890
				Arm J1:4 Left	8.00	32.6 %		

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	7.1 %	1849	1849
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:6 Ahead	Inf	92.9 %		
				Arm J3:4 Right	19.90	13.0 %		
J3:2/1 (Hospital (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	36.2 %	1755	1755
				Arm J3:2 Ahead	Inf	4.2 %		
				Arm J3:6 Right	18.70	59.6 %		
J3:4/1 (Horton View (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	79.3 %	1855	1855
				Arm J3:4 Left	9.60	20.7 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	97.2 %	1908	1908
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:2 Right	11.00	2.8 %		
				Arm J3:9 Left	8.00	55.9 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J4:1 Ahead	Inf	44.1 %	1733	1733
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:9 Right	14.80	42.3 %	1628	1628
J3:9/1 (Hightown Road (EXIT) Lane 1)				Arm J4:1 Left	6.20	57.7 %		
				Infinite Saturation Flow				

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	100.0 %	1649	1649
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	2.6 %	2048	2048
				Arm J5:1 Ahead	Inf	97.4 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	55.2 %	1795	1795
				Arm J4:5 Ahead	Inf	44.8 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	44.8 %	1727	1727
				Arm J4:3 Ahead	Inf	7.2 %		
				Arm J5:1 Right	14.00	47.9 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	99.5 %	1914	1914
				Arm J4:5 Left	8.80	0.5 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	93.3 %	1899	1899
				Arm J5:5 Right	12.00	6.7 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	96.8 %	1905	1905
				Arm J5:5 Left	9.30	3.2 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	69.6 %	1687	1687
				Arm J5:3 Right	9.40	30.4 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Scenario 2: '2012 Base PM'** (FG2: '2012 Base PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination											
	A	B	C	D	E	F	G	H	I	J	Tot.	
Origin	A	0	410	93	38	2	51	92	4	251	22	963
B	331	0	35	14	1	19	34	1	93	8	536	
C	130	91	0	17	1	23	41	2	111	10	426	
D	42	29	29	0	13	22	40	2	109	10	296	
E	0	0	0	0	0	0	0	0	0	0	0	
F	41	29	28	20	1	0	49	2	135	12	317	
G	5	4	4	3	0	2	0	68	28	3	117	
H	67	47	46	33	1	30	83	0	153	14	474	
I	197	137	135	98	3	89	113	8	0	43	823	
J	10	7	7	5	0	5	6	0	19	0	59	
Tot.	823	754	377	228	22	241	458	87	899	122	4011	

**Traffic Lane Flows**

Lane	Scenario 2: 2012 Base PM
<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>	
J1:1/1	553
J1:1/2	410
J1:2/1	823
J1:3/1 (short)	331
J1:3/2 (with short)	536(In) 205(Out)
J1:4/1	754
J1:5/1	836
<b>Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	
J2:1/1 (short)	128
J2:1/2 (with short)	758(In) 630(Out)
J2:2/1	205
J2:2/2	221
J2:3/1	377
J2:4/1 (with short)	864(In) 615(Out)
J2:4/2 (short)	249
<b>Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	
J3:1/1 (short)	264
J3:1/2 (with short)	835(In) 571(Out)
J3:2/1	22
J3:3/1	296
J3:4/1	228
J3:5/1	540
J3:5/2	388
J3:6/1	322
J3:6/2	623
J3:7/1	470
J3:7/2 (with short)	465(In) 339(Out)
J3:7/3 (short)	126
J3:8/1	317
J3:9/1	241
<b>Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	
J4:1/1	256
J4:1/2	772
J4:2/1 (short)	31

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

J4:2/2 (with short)	117(In) 86(Out)
J4:3/1	458
J4:4/1	474
J4:5/1	87
J4:6/1 (with short)	820(In) 701(Out)
J4:6/2 (short)	119
<b>Junction: J5: Oxford Road / Grange Road</b>	
J5:1/1	959
J5:2/1	823
J5:3/1	899
J5:4/1	59
J5:5/1	122

Lane Saturation Flows

<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	58.9 %	1861	1861
				Arm J1:4 Left	8.00	41.1 %		

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	1.5 %	1901	1901
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:6 Ahead	Inf	98.5 %		
				Arm J3:4 Right	19.90	12.1 %		
J3:2/1 (Hospital (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	33.8 %	1760	1760
				Arm J3:2 Ahead	Inf	4.4 %		
				Arm J3:6 Right	18.70	61.8 %		
J3:4/1 (Horton View (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	70.6 %	1831	1831
				Arm J3:4 Left	9.60	29.4 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	98.7 %	1912	1912
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:2 Right	11.00	1.3 %		
				Arm J3:9 Left	8.00	35.7 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	1795	1795
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J4:1 Ahead	Inf	64.3 %	2055	2055
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/3 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	37.5 %	1619	1619
J3:9/1 (Hightown Road (EXIT) Lane 1)				Arm J4:1 Left	6.20	62.5 %		
				Infinite Saturation Flow				

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

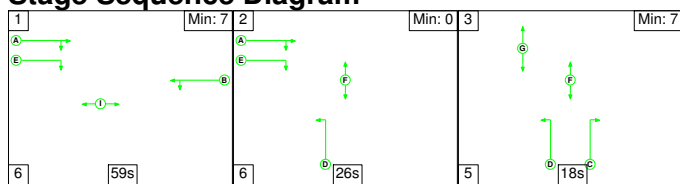
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	100.0 %	1649	1649
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	1.4 %	2051	2051
				Arm J5:1 Ahead	Inf	98.6 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	20.9 %	1873	1873
				Arm J4:5 Ahead	Inf	79.1 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	47.3 %	1742	1742
				Arm J4:3 Ahead	Inf	17.5 %		
				Arm J5:1 Right	14.00	35.2 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	98.9 %	1911	1911
				Arm J4:5 Left	8.80	1.1 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	91.8 %	1895	1895
				Arm J5:5 Right	12.00	8.2 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	94.8 %	1899	1899
				Arm J5:5 Left	9.30	5.2 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	67.8 %	1686	1686
				Arm J5:3 Right	9.40	32.2 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 1: '2012 Base AM'** (FG1: '2012 Base AM', Plan 1: 'Network Control Plan 1')

**C1**

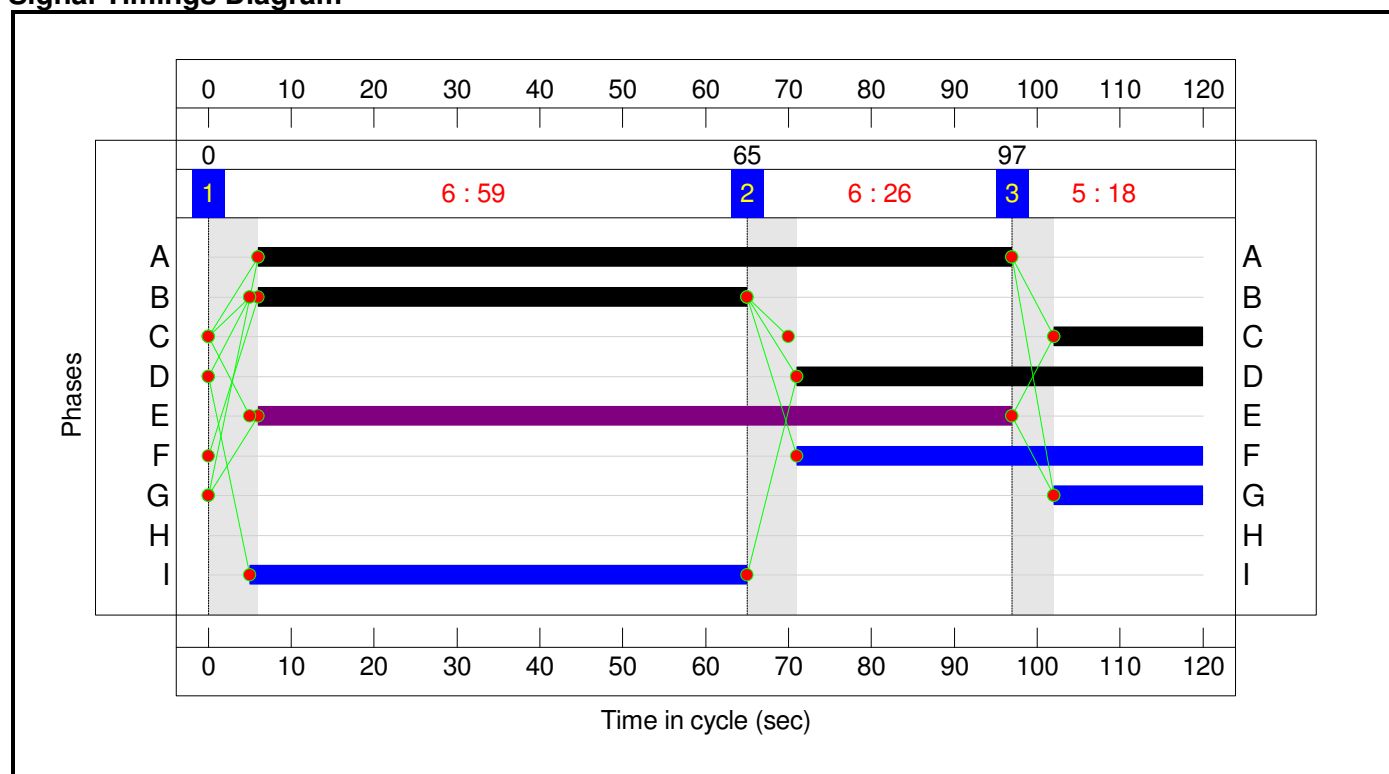
**Stage Sequence Diagram**



**Stage Timings**

Stage	1	2	3
Duration	59	26	18
Change Point	0	65	97

**Signal Timings Diagram**



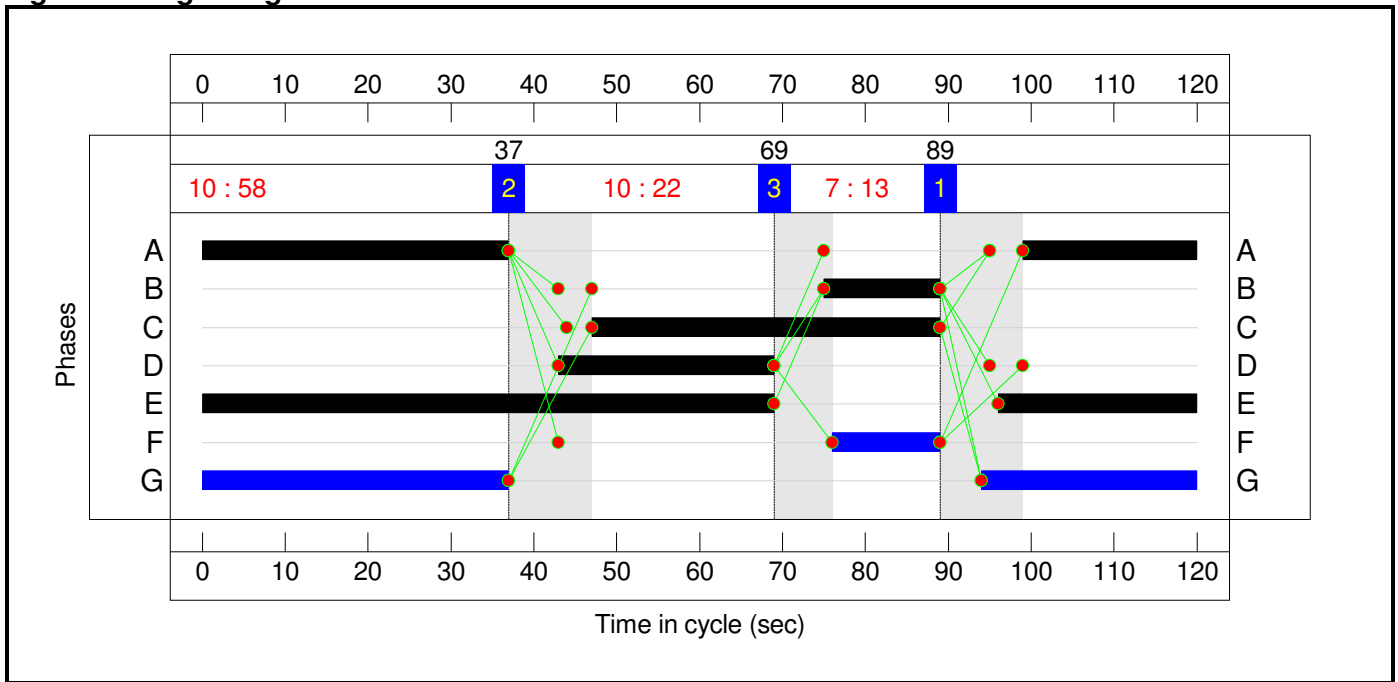
**C2**

**Stage Sequence Diagram**

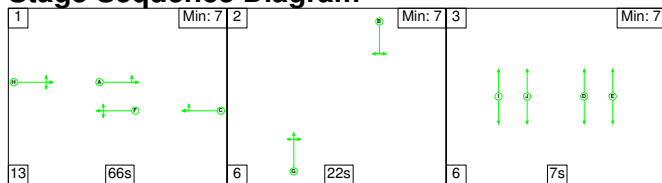
**Stage Timings**

Stage	1	2	3
Duration	58	22	13
Change Point	89	37	69

### Signal Timings Diagram



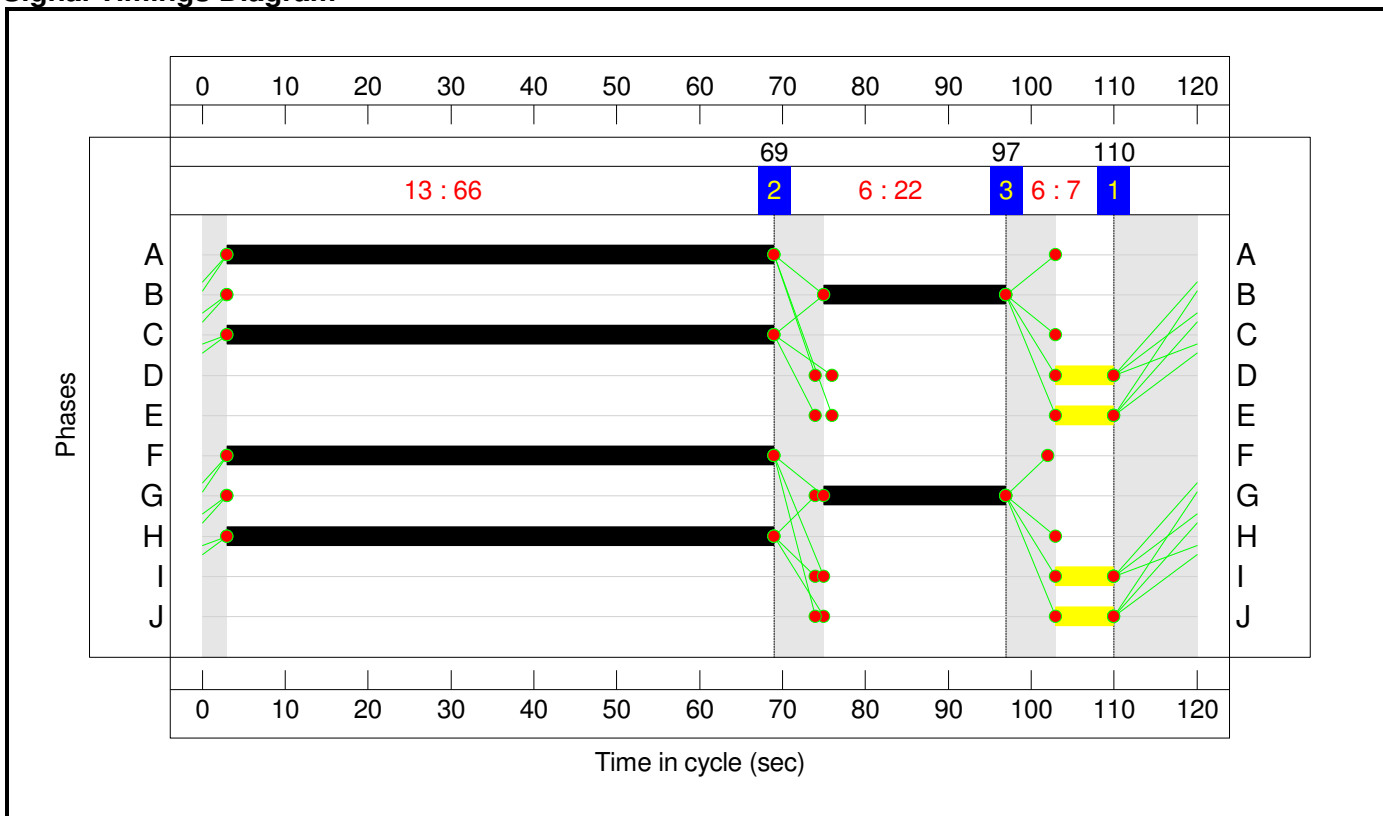
### C3 Stage Sequence Diagram



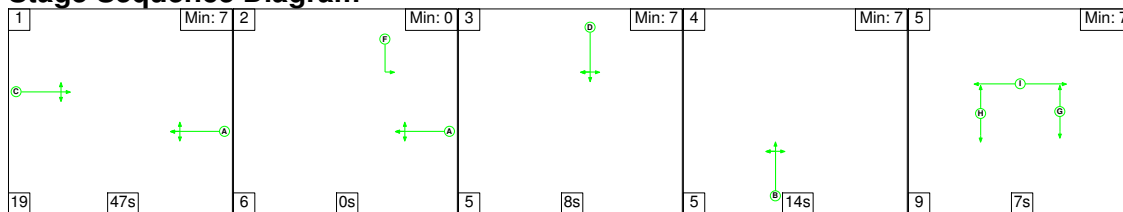
### Stage Timings

Stage	1	2	3
Duration	66	22	7
Change Point	110	69	97

### Signal Timings Diagram



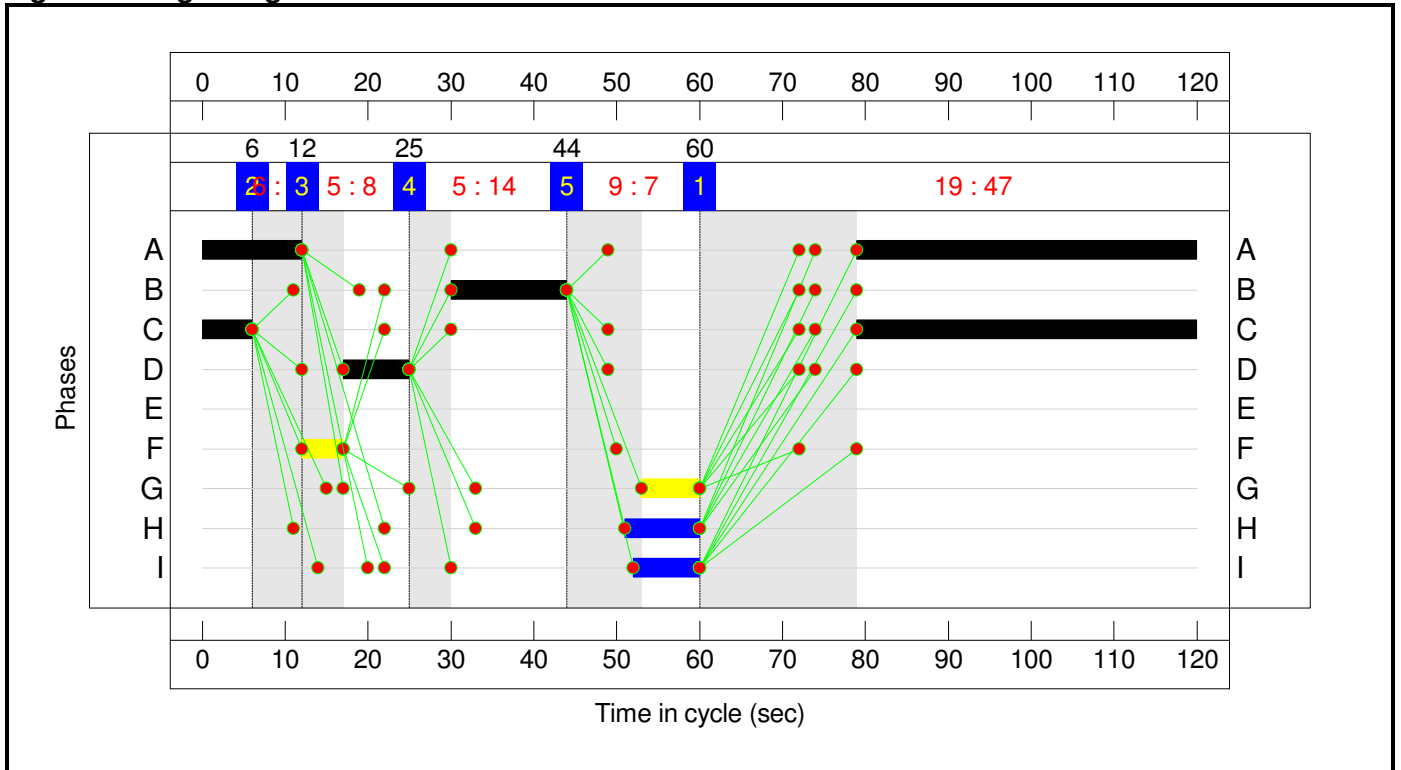
### C4 Stage Sequence Diagram



### Stage Timings

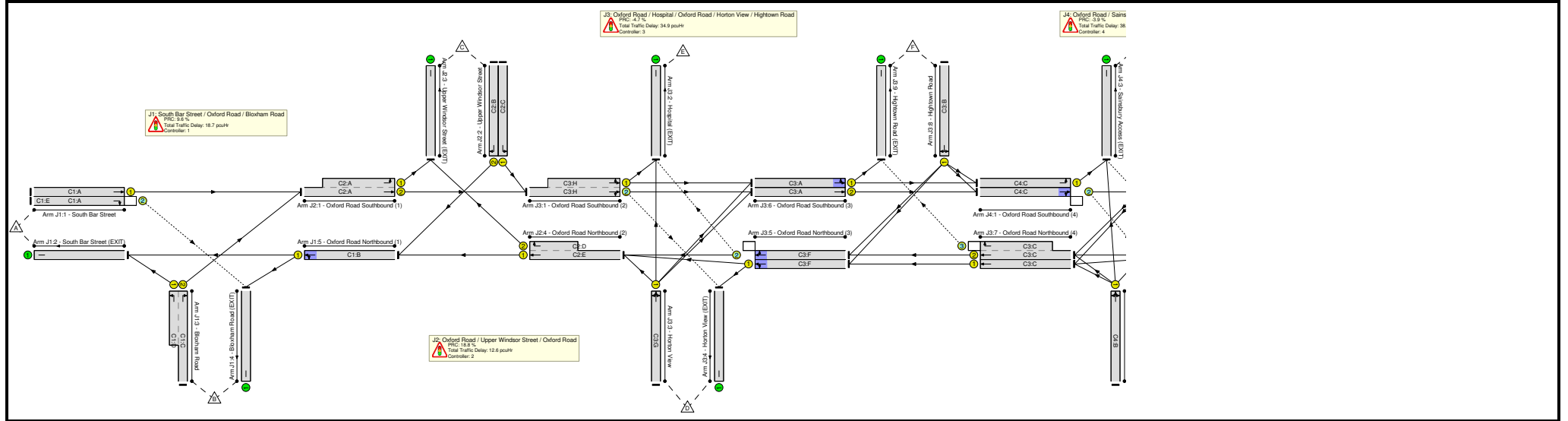
Stage	1	2	3	4	5
Duration	47	0	8	14	7
Change Point	60	6	12	25	44

**Signal Timings Diagram**



# Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

## Network Layout Diagram



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>94.3%</b>
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>82.2%</b>
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	91	-	487	1663	1275	38.2%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	91	91	289	1568	496	58.2%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	1003	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	18:49	-	728	1733:1877	886	82.2%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	59	-	734	1890	945	77.7%
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.7%</b>
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	58	-	707	2055:1751	1135	62.3%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	42	-	257	1801	645	39.8%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	14	-	157	1984	248	63.3%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	93:26	-	799	1915:1902	1055	75.7%



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>94.3%</b>
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H	1	66	-	794	2045:1849	842	<b>94.3%</b>	
2/1	Hospital (EXIT)	U	N/A	N/A	-	-	-	-	38	Inf	Inf	0.0%	
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G	1	22	-	307	1755	336	<b>91.3%</b>	
4/1	Horton View (EXIT)	U	N/A	N/A	-	-	-	-	166	Inf	Inf	0.0%	
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F	1	66	-	434	1855	1036	41.9%	
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F	1	66	-	354	1908	1065	33.2%	
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A	1	66	-	245	1733	968	25.3%	
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A	1	66	-	641	2055	1147	55.9%	
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C	1	66	-	375	1895	1058	35.4%	
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C	1	66	-	435	2035:1740	1160	37.5%	
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B	1	22	-	253	1628	312	81.1%	
9/1	Hightown Road (EXIT)	U	N/A	N/A	-	-	-	-	266	Inf	Inf	0.0%	
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>93.5%</b>	
1/1	Oxford Road Southbound (4) Left	U	N/A	N/A	C4:C	1	47	-	129	1649	660	19.6%	

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	47	-	766	2048	819	93.5%
2/2+2/1	Sainsbury Access Right Ahead Left	U	N/A	N/A	C4:D	C4:F	1	8:13	5	166	1795:1760	193	86.2%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	U	N/A	N/A	C4:B		1	14	-	194	1727	216	89.9%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A	C4:E	1	53	0	746	1914:1720	892	83.7%
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>52.4%</b>
1/1	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	889	1899	1698	52.4%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	688	1905	1905	36.1%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	864	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	115	1687	283	40.6%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

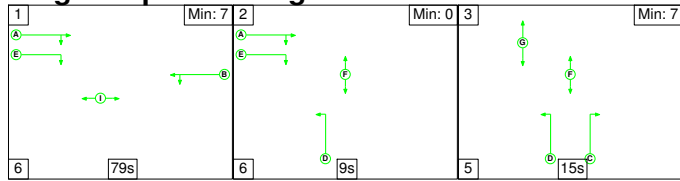
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	470	291	22	65.9	38.7	2.3	107.0	-	-	-	-
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	44	240	5	12.7	5.0	1.1	18.7	-	-	-	-
1/1	487	487	-	-	-	0.6	0.3	-	0.9	6.9	5.3	0.3	5.6
1/2	289	289	44	240	5	1.7	0.7	1.1	3.4	42.8	8.0	0.7	8.7
2/1	1003	1003	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	728	728	-	-	-	7.0	2.2	-	9.2	45.7	16.7	2.2	19.0
4/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	734	734	-	-	-	3.4	1.7	-	5.1	25.1	11.5	1.7	13.3
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	0	0	0	9.1	3.5	0.0	12.6	-	-	-	-
1/2+1/1	707	707	-	-	-	2.5	0.8	-	3.3	16.8	7.3	0.8	8.1
2/1	257	257	-	-	-	2.1	0.3	-	2.4	33.4	6.4	0.3	6.7
2/2	157	157	-	-	-	2.2	0.8	-	3.0	69.3	5.0	0.8	5.8
3/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	799	799	-	-	-	2.4	1.5	-	3.9	17.6	24.0	1.5	25.5
<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	194	5	16	19.8	14.6	0.5	34.9	-	-	-	-
1/2+1/1	794	794	71	5	0	4.2	6.5	-	10.7	48.6	16.2	6.5	22.7
2/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	307	307	-	-	-	4.1	4.1	-	8.1	95.5	10.0	4.1	14.1
4/1	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	434	434	-	-	-	0.5	0.4	-	0.9	7.2	2.0	0.4	2.4
5/2	354	354	8	0	2	0.4	0.2	0.0	0.7	6.8	1.6	0.2	1.9
6/1	245	245	-	-	-	0.9	0.2	-	1.1	15.8	2.9	0.2	3.0

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

6/2	641	641	-	-	-	2.9	0.6	-	3.5	19.9	9.3	0.6	9.9
7/1	375	375	-	-	-	1.8	0.3	-	2.0	19.5	10.0	0.3	10.3
7/2+7/3	435	435	115	0	14	1.7	0.3	0.5	2.5	20.9	7.7	0.3	8.0
8/1	253	253	-	-	-	3.3	2.0	-	5.3	75.0	8.0	2.0	10.0
9/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>56</b>	<b>47</b>	<b>1</b>	<b>23.2</b>	<b>14.5</b>	<b>0.8</b>	<b>38.4</b>	-	-	-	-
1/1	129	129	-	-	-	1.6	0.1	-	1.7	47.3	3.7	0.1	3.8
1/2	766	766	20	0	0	10.2	5.9	0.1	16.2	76.3	25.5	5.9	31.4
2/2+2/1	166	166	-	-	-	2.4	2.6	-	5.0	109.4	3.8	2.6	6.4
3/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	194	194	-	-	-	2.8	3.4	-	6.2	114.6	6.4	3.4	9.7
5/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	746	746	36	47	1	6.1	2.5	0.6	9.3	44.7	20.7	2.5	23.2
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>175</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>2.3</b>	-	-	-	-
1/1	889	889	60	0	0	0.6	0.5	-	1.1	4.6	16.3	0.5	16.8
2/1	688	688	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	115	115	115	0	0	0.6	0.3	-	0.9	28.1	2.2	0.3	2.5
5/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	C1	PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):		18.74	Cycle Time (s):		120				
	C2	PRC for Signalled Lanes (%):	18.8	Total Delay for Signalled Lanes (pcuHr):		12.62	Cycle Time (s):		120				
	C3	PRC for Signalled Lanes (%):	-4.7	Total Delay for Signalled Lanes (pcuHr):		34.85	Cycle Time (s):		120				
	C4	PRC for Signalled Lanes (%):	-3.9	Total Delay for Signalled Lanes (pcuHr):		38.42	Cycle Time (s):		120				
		PRC Over All Lanes (%):	-4.7	Total Delay Over All Lanes (pcuHr):		106.95							

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3  
**Scenario 2: '2012 Base PM'** (FG2: '2012 Base PM', Plan 1: 'Network Control Plan 1')  
**C1**

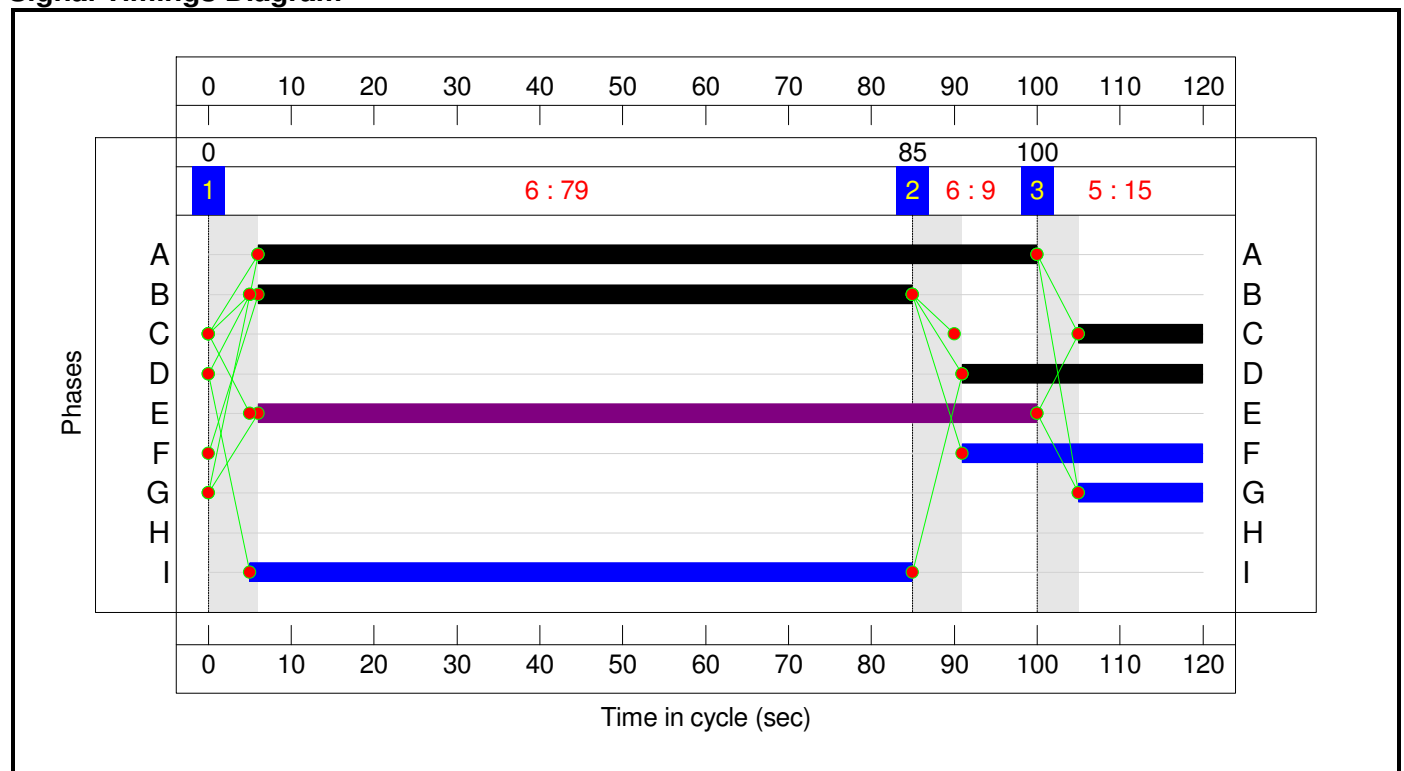
**Stage Sequence Diagram**



**Stage Timings**

Stage	1	2	3
Duration	79	9	15
Change Point	0	85	100

**Signal Timings Diagram**

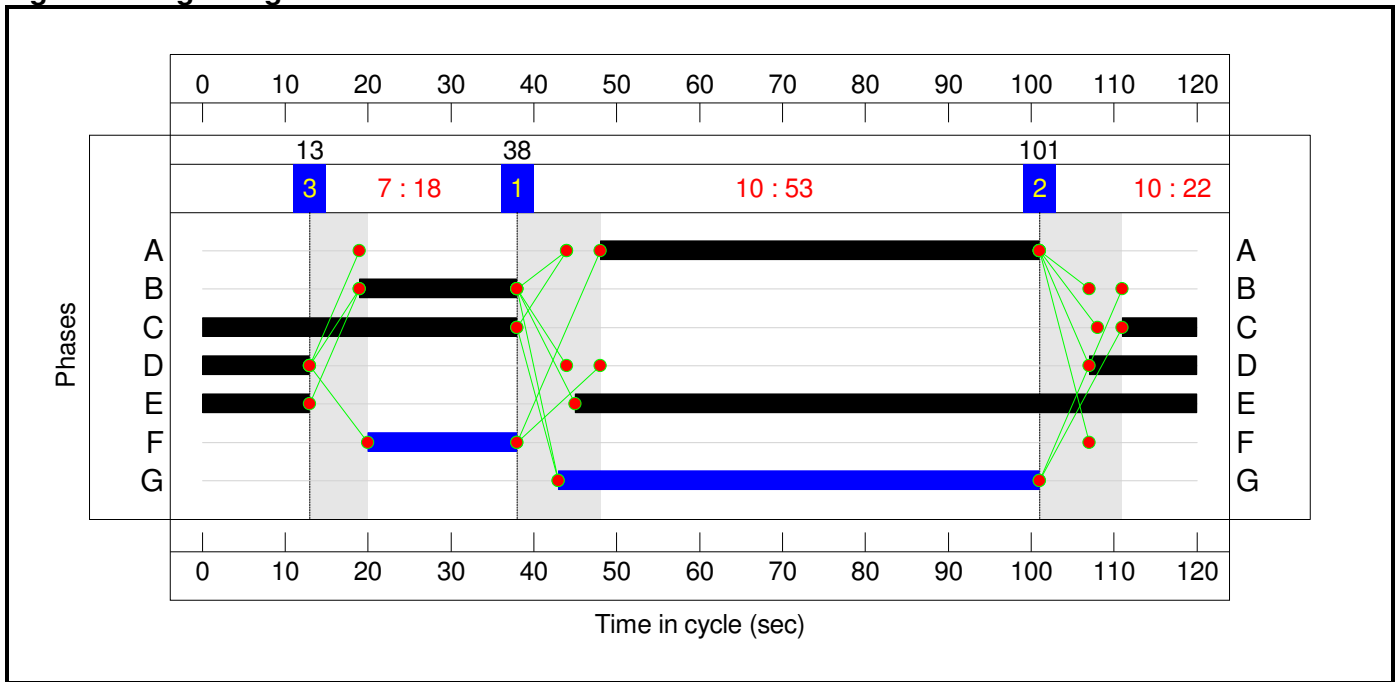


**C2**  
**Stage Sequence Diagram**

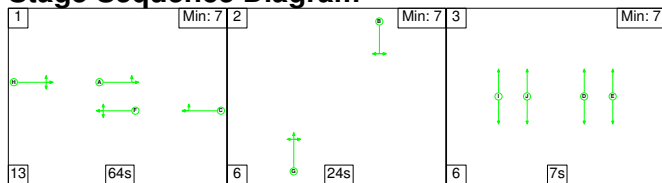
**Stage Timings**

Stage	1	2	3
Duration	53	22	18
Change Point	38	101	13

### Signal Timings Diagram



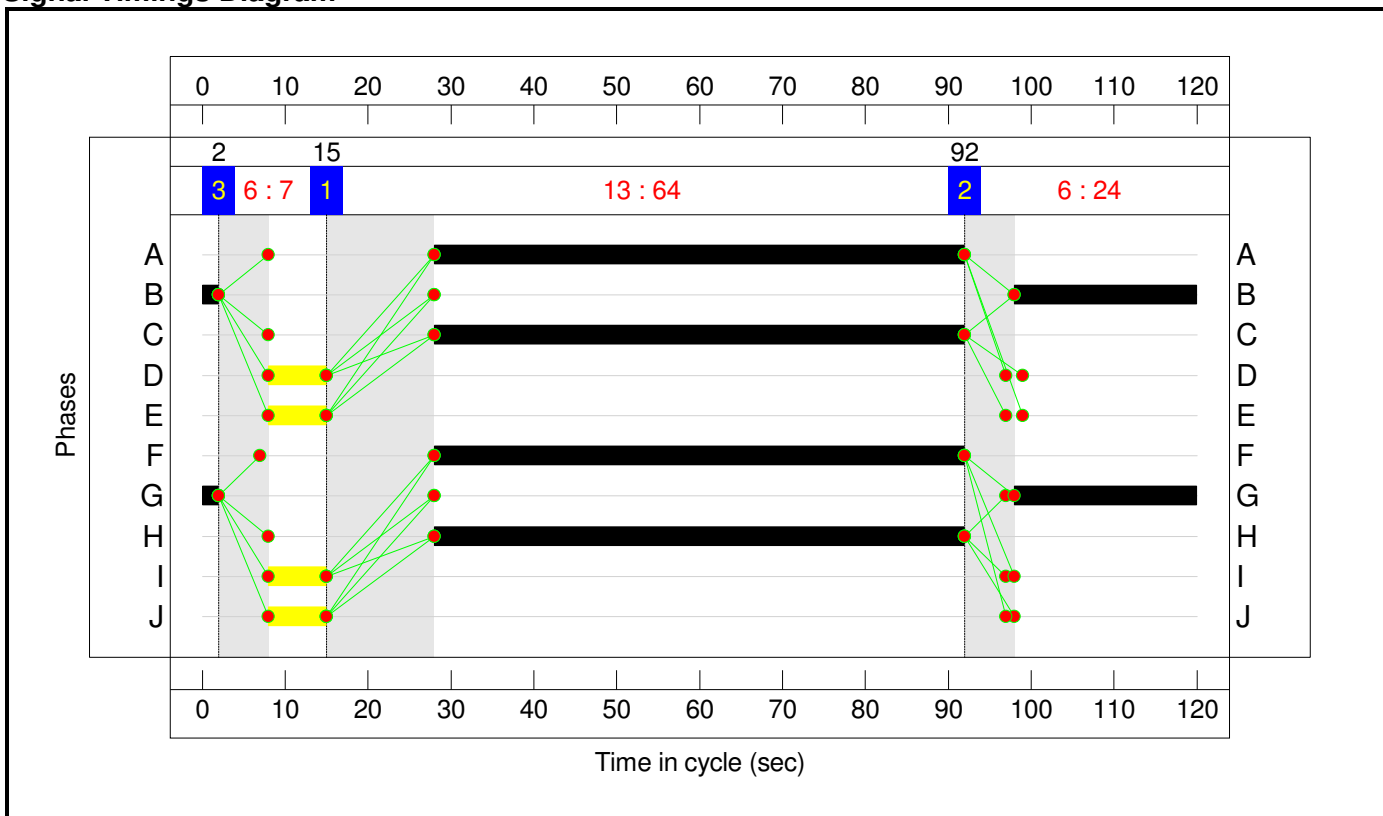
### C3 Stage Sequence Diagram



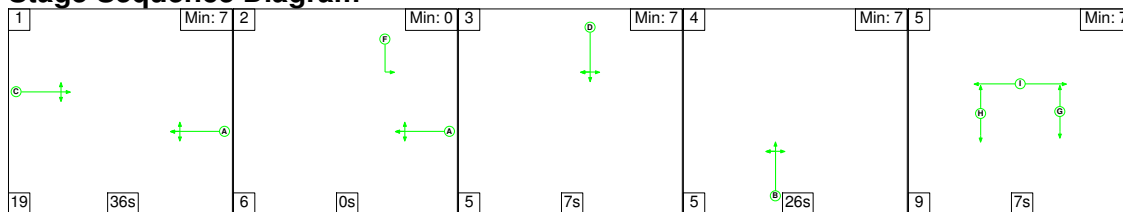
### Stage Timings

Stage	1	2	3
Duration	64	24	7
Change Point	15	92	2

### Signal Timings Diagram



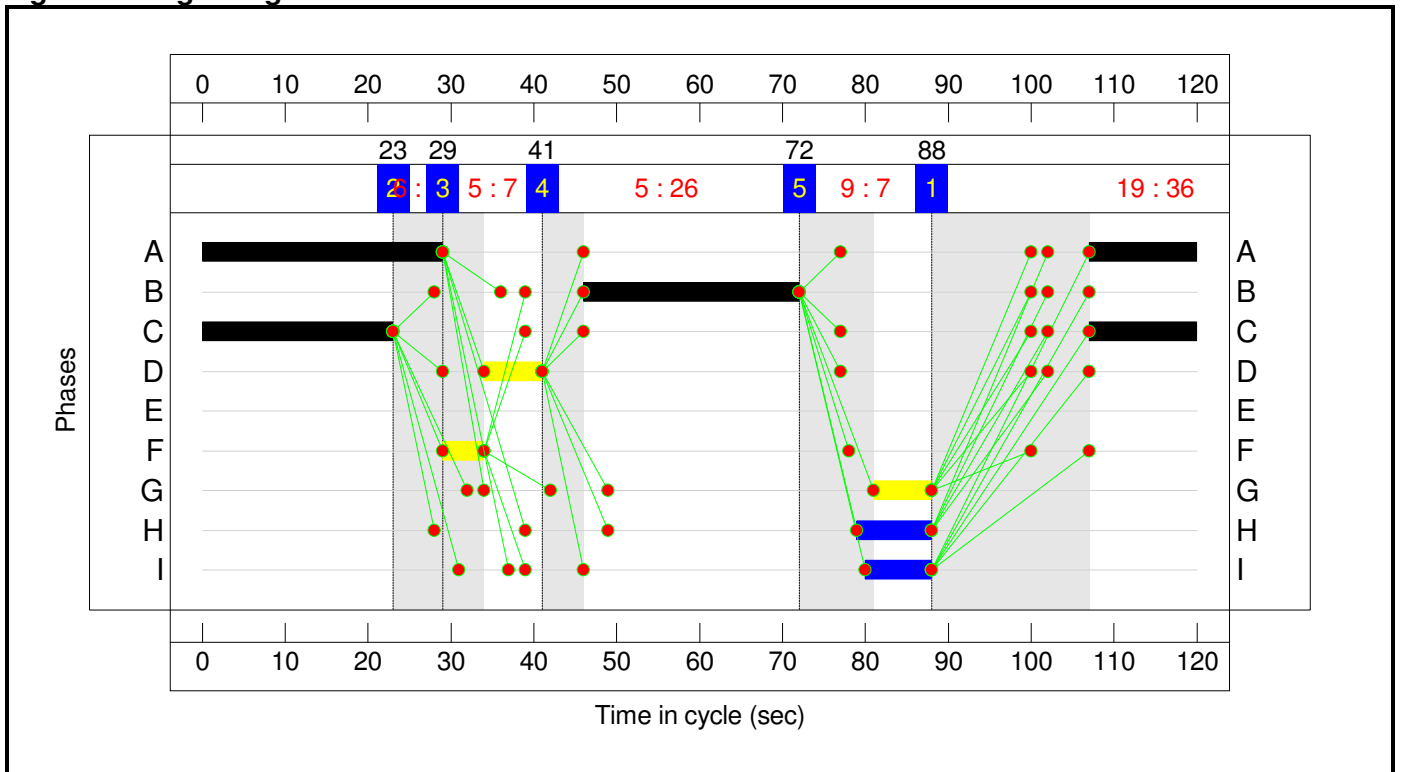
### C4 Stage Sequence Diagram



### Stage Timings

Stage	1	2	3	4	5
Duration	36	0	7	26	7
Change Point	88	23	29	41	72

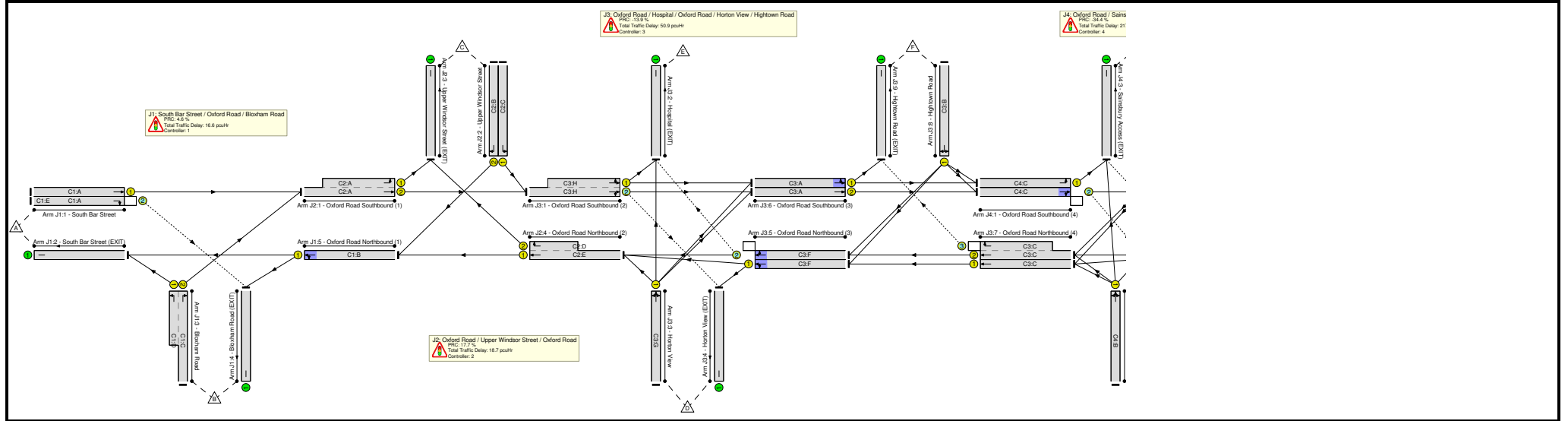
**Signal Timings Diagram**





# Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

## Network Layout Diagram



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>120.9%</b>
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>86.1%</b>
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	94	-	553	1663	1317	42.0%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	94	94	410	1568	490	83.8%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	15:29	-	536	1733:1877	623	86.1%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	79	-	836	1861	1241	62.7%
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>76.4%</b>
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	53	-	758	2055:1751	1007	75.3%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	47	-	205	1801	720	28.5%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	19	-	221	1984	331	66.8%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	88:26	-	864	1915:1902	1024	76.4%

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>102.5%</b>
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H	1	64	-	835	2046:1901	815	<b>102.5%</b>	
2/1	Hospital (EXIT)	U	N/A	N/A	-	-	-	-	22	Inf	Inf	0.0%	
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G	1	24	-	296	1760	367	80.7%	
4/1	Horton View (EXIT)	U	N/A	N/A	-	-	-	-	228	Inf	Inf	0.0%	
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F	1	64	-	540	1831	992	48.7%	
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F	1	64	-	388	1912	1036	33.5%	
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A	1	64	-	322	1795	972	33.1%	
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A	1	64	-	623	2055	1113	54.9%	
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C	1	64	-	470	1895	1026	40.2%	
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C	1	64	-	465	2035:1740	1200	34.0%	
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B	1	24	-	317	1619	337	<b>94.0%</b>	
9/1	Hightown Road (EXIT)	U	N/A	N/A	-	-	-	-	241	Inf	Inf	0.0%	
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>120.9%</b>	
1/1	Oxford Road Southbound (4) Left	U	N/A	N/A	C4:C	1	36	-	256	1649	508	50.3%	

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	36	-	772	2051	632	120.2%
2/2+2/1	Sainsbury Access Right Ahead Left	U	N/A	N/A	C4:D	C4:F	1	7:12	5	117	1873:1760	170	68.9%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	U	N/A	N/A	C4:B		1	26	-	474	1742	392	120.9%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A	C4:E	1	42	0	820	1911:1720	713	114.9%
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>50.4%</b>
1/1	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	959	1895	1572	50.4%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	823	1899	1899	43.3%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	59	1686	211	27.9%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	544	205	66	93.6	210.4	2.2	306.1	-	-	-	-
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	260	143	7	9.0	6.5	1.0	16.6	-	-	-	-
1/1	553	553	-	-	-	0.6	0.4	-	1.0	6.3	5.7	0.4	6.0
1/2	410	410	260	143	7	0.8	2.4	1.0	4.3	37.7	5.2	2.4	7.7
2/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	536	536	-	-	-	6.7	2.9	-	9.6	64.3	10.8	2.9	13.7
4/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	778	778	-	-	-	0.9	0.8	-	1.7	8.1	5.1	0.8	5.9
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	0	0	0	14.5	4.3	0.0	18.7	-	-	-	-
1/2+1/1	758	758	-	-	-	6.7	1.5	-	8.2	39.0	19.0	1.5	20.5
2/1	205	205	-	-	-	1.4	0.2	-	1.6	27.9	4.6	0.2	4.8
2/2	221	221	-	-	-	2.9	1.0	-	3.9	63.0	6.9	1.0	7.9
3/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	783	783	-	-	-	3.5	1.6	-	5.1	23.4	19.9	1.6	21.5
<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	160	4	18	20.8	29.6	0.5	50.9	-	-	-	-
1/2+1/1	835	821	63	4	0	4.2	20.3	-	24.5	105.5	30.8	20.3	51.1
2/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	296	296	-	-	-	3.7	2.0	-	5.7	69.3	9.4	2.0	11.4
4/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	483	483	-	-	-	0.7	0.5	-	1.2	8.8	2.6	0.5	3.1
5/2	347	347	4	0	1	0.5	0.3	0.0	0.8	7.9	1.9	0.3	2.1
6/1	322	322	-	-	-	1.4	0.2	-	1.6	18.2	3.9	0.2	4.2

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

6/2	611	611	-	-	-	3.3	0.6	-	3.9	23.0	9.4	0.6	10.0
7/1	413	413	-	-	-	1.7	0.3	-	2.0	17.6	10.5	0.3	10.8
7/2+7/3	408	408	93	0	17	1.2	0.3	0.5	1.9	16.9	7.1	0.3	7.4
8/1	317	317	-	-	-	4.1	5.2	-	9.3	105.5	10.4	5.2	15.6
9/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>0</b>	<b>57</b>	<b>41</b>	<b>48.4</b>	<b>168.8</b>	<b>0.7</b>	<b>217.9</b>	-	-	-	-
1/1	256	256	-	-	-	3.0	0.5	-	3.5	49.3	8.0	0.5	8.5
1/2	760	632	0	0	9	18.1	66.6	0.1	84.8	401.7	30.8	66.6	97.4
2/2+2/1	117	117	-	-	-	1.7	1.1	-	2.8	85.9	2.8	1.1	3.9
3/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	474	392	-	-	-	10.2	43.7	-	53.9	409.6	18.5	43.7	62.3
5/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	820	713	0	57	31	15.3	56.9	0.6	72.9	319.9	30.6	56.9	87.5
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>124</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>1.1</b>	<b>0.0</b>	<b>2.0</b>	-	-	-	-
1/1	792	792	65	0	0	0.7	0.5	-	1.2	5.5	15.7	0.5	16.2
2/1	823	823	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/1	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	59	59	59	0	0	0.2	0.2	-	0.4	26.0	0.9	0.2	1.1
5/1	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	C1	PRC for Signalled Lanes (%):	4.6			Total Delay for Signalled Lanes (pcuHr):	16.58			Cycle Time (s):	120		
	C2	PRC for Signalled Lanes (%):	17.7			Total Delay for Signalled Lanes (pcuHr):	18.75			Cycle Time (s):	120		
	C3	PRC for Signalled Lanes (%):	-13.9			Total Delay for Signalled Lanes (pcuHr):	50.88			Cycle Time (s):	120		
	C4	PRC for Signalled Lanes (%):	-34.4			Total Delay for Signalled Lanes (pcuHr):	217.88			Cycle Time (s):	120		
		PRC Over All Lanes (%):	-34.4			Total Delay Over All Lanes (pcuHr):	306.10						



## **Appendix K – Accident Data**



Information from the Oxfordshire County Council Highways & Transport Service is provided for the purpose of the County Council's Highways & Transport Service. The information is provided for the purpose of the County Council's Highways & Transport Service. The information is provided for the purpose of the County Council's Highways & Transport Service.



Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 15/01/2007 Time 1520 Slight at A4260 OXFORD ROAD J/W FARMFIELD ROAD & SAINSBURYS STORE BANBURY

E: 445604 N: 239335 Junction Detail: 6 Control 2

Fine without high winds Road surface Wet/Damp Daylight:street lights present

C1 TRAV N ON OXFORD ROAD STOPPED AT LIGHTS. AS C1 MOVED OFF IN OSIDE LANE TO TURN RT TO SAINSBURYS  
PEDS. CROSSED FROM NS INTO PATH OF C1 & HIT OCCURRED.

Road Type Single carriageway Vehicles 1 Casualties 2 Police Ref. P2030107 Speed limit 30

Crossing: Control 0 Facilities 5 Local Authority: 481

Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from SE to NE	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 81	Sex of Driver Female	Breath test Negative
Casualty Reference: 1	Age: 14	Female	Pedestrian
Ped. Location 1	Ped. Movement 1	Ped. Direction 2	Ped. Injury 0
Banbury School ( Secondary )	Ruskin Rd	Banbury	School pupil: 1
Casualty Reference: 2	Age: 59	Male	Pedestrian
Ped. Location 1	Ped. Movement 1	Ped. Direction 2	Ped. Injury 0
			Severity: Slight
			Injured by vehicle: 1
			Severity: Slight
			Injured by vehicle: 1
			School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 22/06/2007 Time 1530 Slight at A4260 OXFORD ROAD J/W FARMFIELD ROAD & SAINSBURY'S ACCESS BANBURY  
 E: 445596 N: 239355 Junction Detail: 7 Control 2  
 Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SE ON A4260 HIT REAR OF C2 WHICH MOVED OFF IN OUTER LANE AS SIGNALS TURNED GREEN THEN STOPPED AS OTHER VEH AHEAD STOPPED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3050607 Speed limit 30  
 Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from N to SE	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver	Sex of Driver Female	Breath test Driver not contacted
Vehicle Reference 2	Car	Moving from N to SE	Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Back	Age of Driver 31	Sex of Driver Male	Breath test Driver not contacted
Casualty Reference: 1	Age: 31	Male	Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 24/07/2007 Time 1525 Slight at A4260 OXFORD ROAD J/W HIGHTOWN ROAD BANBURY

E: 445533 N: 239520 Junction Detail: 3 Control 2

Fine without high winds Road surface Wet/Damp Daylight:street lights present

C1 TRAV S ON A4260 OXFORD ROAD WHEN CHILD PED (ON JOURNEY FROM SCHOOL) RAN FROM OSIDE MASKED BY STAT TRAFFIC INTO PATH OF C1 & HIT OCCURRED - APPEARS C1 WAS MOVING OFF FROM STAT WHEN ACCIDENT HAPPENED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2920707 Speed limit 30

Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st: Wrong use of pedestrian crossing facility	Casualty 1	Very Likely
2nd: Failed to look properly	Casualty 1	Very Likely
3rd: Crossed road masked by stationary veh	Casualty 1	
4th:		
5th:		
6th:		

Vehicle Reference 1 Car Moving from N to S Starting  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 34 Sex of Driver Female Breath test Not requested  
 Casualty Reference: 1 Age: 13 Male Pedestrian Severity: Slight Injured by vehicle: 1  
 Ped. Location 1 Ped. Movement 4 Ped. Direction 3 Ped. Injury 0 School pupil: 1  
 Banbury School ( Secondary ) Ruskin Rd Banbury

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 01/08/2007 Time 1915 Serious at A361 BLOXHAM RD APPROX 600M SW OF J/W LANSDOWNE CRESCENT BANBURY

E: 444104 N: 238655 Junction Detail: 0 Control

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

MC1 TRAV SW ON A361 LOST CONTROL ON LH BEND AND HIT C2 TRAV NE ON A361

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0120807 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st: Poor turn or manoeuvre	Vehicle 1	Possible
2nd: Loss of control	Vehicle 1	Possible
3rd: Travelling too fast for conditions	Vehicle 1	Possible
4th: Inexperienced or learner driver/rider	Vehicle 1	Possible
5th:		
6th:		

Vehicle Reference 1	Motor Cycle over 125 cc and up to 500cc	Moving from NE to S	Going ahead left bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Offside	Age of Driver 22 Sex of Driver Male	Breath test	Not provided (medical reasons)
Casualty Reference: 1	Age: 22 Male Driver/rider	Severity: Serious	Injured by vehicle: 1
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0
Vehicle Reference 2	Car	Moving from S to NE	Going ahead right bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Offside	Age of Driver 29 Sex of Driver Female	Breath test	Negative

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 06/09/2007 Time 1815 Slight at A361 BLOXHAM ROAD BY NO 149 APPROX 20M SW OF J/W WYKHAM GARDENS BANBURY

E: 444865 N: 239439 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight:street lights present

HGV1 TRAV NE ON A361 HIT REAR OF C2 SLOWING DUE TO TRAFFIC CONDITIONS

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1020907 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Goods 7.5 tonnes mgw and over	Moving from S to NE	Going ahead other
Not in restricted lane			Skidded
First point of impact Front	Age of Driver 60	Sex of Driver Male	Breath test Not requested
Vehicle Reference 2	Motorcycle 50cc and under	Moving from S to NE	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Back	Age of Driver 45	Sex of Driver Female	Breath test Not requested
Casualty Reference: 1	Age: 45	Female	Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 06/09/2007 Time 1540 Slight at GRANGE ROAD J/W TIMMS ROAD BANBURY

E: 445490 N: 238945 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

C1 ASSUMED TRAV N ON GRANGE ROAD HIT 3 CHILD PEDS (ON JOURNEY FROM SCHOOL) CROSSING FROM NSIDE  
MASKED BY PARKED VEHICLE

Road Type Single carriageway Vehicles 1 Casualties 3 Police Ref. P0420907 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Stationary or parked vehicle	Vehicle 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Failed to look properly	Casualty 2	Very Likely
4th:	Failed to look properly	Casualty 3	Very Likely
5th:			
6th:			

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference	1	Car	Moving from	S	to	NE	Going ahead other			
Not in restricted lane							No skidding, jack-knifing or overturning			
First point of impact	Nearside	Age of Driver	46	Sex of Driver	Female	Breath test	Negative			
Casualty Reference:	1	Age:	11	Female	Pedestrian	Severity:	Slight	Injured by vehicle:	1	
Ped. Location	5	Ped. Movement	2		Ped. Direction	3	Ped. Injury	0	School pupil:	1
	Unknown					General				
Casualty Reference:	2	Age:	11	Female	Pedestrian	Severity:	Slight	Injured by vehicle:	1	
Ped. Location	5	Ped. Movement	2		Ped. Direction	3	Ped. Injury	0	School pupil:	1
	Unknown					General				
Casualty Reference:	3	Age:	11	Female	Pedestrian	Severity:	Slight	Injured by vehicle:	1	
Ped. Location	5	Ped. Movement	2		Ped. Direction	3	Ped. Injury	0	School pupil:	1
	Unknown					General				

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 07/11/2007 Time 1432 Slight at A4260 OXFORD ROAD BANBURY - NO OTHER LOCATION DETAILS SUPPLIED

E: 445652 N: 239279 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight:street lights present

GDS1 TRAV NW ON A4260 OXFORD ROAD HIT REAR OF STAT MBS2 IN QUEUE OF TRAFFIC - MBS2 IN TURN HIT REAR OF STAT C3

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P1881107 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Goods over 3.5 tonnes and under 7.5 tonnes mgw	Moving from SE to N	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 37	Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Minibus	Moving from SE to N	Going ahead but held up
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Back	Age of Driver 58	Sex of Driver Male	Breath test Negative
Casualty Reference: 1	Age: 67	Male	Passenger
			Severity: Slight
Ped. Location	Ped. Movement	Ped. Direction	Injured by vehicle: 2
			Ped. Injury 0
			School pupil: 0



Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference	3	Car	Moving from	SE	to	N	Going ahead but held up
Not in restricted lane							No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	57	Sex of Driver	Female	Breath test	Negative

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 10/12/2007 Time 1345 Slight at A4260 OXFORD ROAD J/W ACCESS TO SAINSBURYS STORE & FARMFIELD ROAD BANBURY

E: 445610 N: 239338 Junction Detail: 6 Control 2

Fine without high winds Road surface Dry Daylight:street lights present

SIGNALS AT JUNCTION WERE NOT WORKING - C1 EMERGED FROM ACCESS FROM SAINSBURYS (INTENDED DIRECTION OF TURN UNCLEAR INTO PATH OF HGV2 TRAV SE ON A4260 & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1041207 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Possible
2nd:	Defective traffic signals	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from NE to S	Going ahead other
Not in restricted lane		No skidding, jack-knifing or overturning	
First point of impact	Offside	Age of Driver 63	Sex of Driver Female
Casualty Reference: 1	Age: 63	Female	Driver/rider
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0
Vehicle Reference 2	Goods 7.5 tonnes mgw and over	Moving from N to SE	Going ahead other
Not in restricted lane		No skidding, jack-knifing or overturning	
First point of impact	Front	Age of Driver 57	Sex of Driver Male
		Breath test	Not requested
		Severity: Slight	Injured by vehicle: 1
		School pupil: 0	

Accidents between dates 01/01/2007 and 29/06/2012 (66) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 28/01/2008 Time 0920 Slight at A361 BLOXHAM ROAD J/W QUEENSWAY BANBURY

E: 444963 N: 239620 Junction Detail: 3 Control 4

Fine without high winds Road surface Wet/Damp Daylight:street lights present

C1 (TEENAGE DRIVER) TURNED RT FROM QUEENSWAY ONTO A361 BLOXHAM ROAD FAILING TO GIVE WAY TO C2  
 TRAV NE ON A361 BLOXHAM ROAD & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2850108 Speed limit 30

Crossing: Control 0 Facilities 8 Local Authority: 481

Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from N to S	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver 18	Sex of Driver Female
Casualty Reference: 1		Age: 18	Female
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0
Vehicle Reference 2	Car	Moving from S to NE	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	Sex of Driver Male
			Breath test
			Severity: Slight
			Injured by vehicle: 1
			School pupil: 0
			Negative

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 07/04/2008 Time 1650 Serious at A4260 OXFORD ROAD AT J/W HIGHTOWN RD BANBURY

E: 445544 N: 239506 Junction Detail: 3 Control 2

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NW ON A4260 OXFORD RD TURNED RT AT J/W HIGHTOWN RD BUT HIT PC2 TRAV S ON SHARED USE FOOTWAY / CYCLETRACK - UNCLEAR WHICH VEH PRIMARILY AT FAULT

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1490408 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Cyclist entering road from pavement	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	Possible
4th:	Failed to look properly	Vehicle 2	Possible
5th:	Failed to judge other persons path or speed	Vehicle 2	Possible
6th:			

Vehicle Reference 1	Car	Moving from	to 0	Turning right
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 79	Sex of Driver Female	Breath test Negative
Vehicle Reference 2	Pedal Cycle	Moving from	to 0	Going ahead other
Cycleway				No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 56	Sex of Driver Female	Breath test Not provided (medical reasons)
Casualty Reference: 1	Age: 56	Female	Driver/rider	Severity: Serious Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0	School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 09/05/2008 Time 1907 Slight at A361 BLOXHAM ROAD J/W SPRINGFIELD AVE BANBURY

E: 444932 N: 239541 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV N ON A361 BLOXHAM ROAD WENT INTO IN RT LANE TO J/W SPRINGFIELD AVE BUT THEN PULLED TO NSIDE BUT FAILED TO INDICATE AND GIVEWAY TO MC2 TRAV N ON A361

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1160508 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from S to N	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 48 Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Motorcycle over 500cc	Moving from S to N	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 63 Sex of Driver Male	Breath test Negative
Casualty Reference: 1	Age: 63 Male	Driver/rider	Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 03/06/2008 Time 0830 Slight at SPRINGFIELD AVE J/W DRIVEWAY FOR HOUSE NO 26 BANBURY

E: 445074 N: 239432 Junction Detail: 8 Control 4

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

PC1 (TEENAGE RODER ON JOURNEY TO SCHOOL) TRAV SE ON FOOTWAY ADJACENT TO SPRINGFIELD AVE HIT NSIDE OF C2 TRAV NE MOVING OFF AT J/W DRIVEWAY FOR HOUSE NO 26

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0080608 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle travelling along pavement	Vehicle 1	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:	Rain, sleet, snow, or fog	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1	Pedal Cycle	Moving from N to SE	Going ahead other
Footway (pavement)			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 13	Sex of Driver Male	Breath test Not applicable
Casualty Reference: 1	Age: 13	Male	Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 1
Banbury School ( Secondary ) Ruskin Rd Banbury			
Vehicle Reference 2	Car	Moving from S to NE	Starting
Footway (pavement)			No skidding, jack-knifing or overturning
First point of impact Nearside	Age of Driver 34	Sex of Driver Female	Breath test Not requested

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 08/07/2008 Time 1645 Slight at HORTON VIEW O/S HOUSE NUMBER 36 BANBURY

E: 445337 N: 239478 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON HORTON VIEW FAILED TO SLOW SUFFICIENTLY ON APPROACH TO QUEUING TRAFFIC WAITING FOR ONCOMING VEH TO PASS-C1 HIT R OF PC2 WAITING AT R OF QUEUE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1830708 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 1	Possible
3rd: Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
4th: Uncorrected, defective eyesight	Vehicle 1	Possible
5th:		
6th:		

Vehicle Reference 1	Car	Moving from NE to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 47	Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Pedal Cycle	Moving from NE to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Back	Age of Driver 27	Sex of Driver Male	Breath test Not applicable
Casualty Reference: 1	Age: 27	Male	Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 25/09/2008 Time 1830 Slight at SPRINGFIELD AVE JUST E OF J/W HORTON VIEW BANBURY  
 E: 445147 N: 239380 Junction Detail: 3 Control 4  
 Fine without high winds Road surface Dry Daylight:street lights present  
 C1 TRAV SE ON SPRINGFIELD AVE POSS AT EXCESS SPEED FAILED TO SLOW SUFFICIENTLY FOR C2 TRAV SE  
 STATIONARY BEHIND NSIDE PARKED VEHS WAITING FOR ONCOMING TRAFFIC TO CLEAR-C1 HIT R OF C2  
 Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3310908 Speed limit 30  
 Crossing: Control 0 Facilities 1 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Exceeding speed limit	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from	to 0	Going ahead other
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	Sex of Driver Female	Breath test Driver not contacted
Vehicle Reference 2	Car	Moving from	to 0	Going ahead but held up
Not in restricted lane				No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 49	Sex of Driver Male	Breath test Driver not contacted
Casualty Reference: 1	Age: 49	Male	Driver/rider	Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0	School pupil: 0



Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 10/10/2008 Time 1530 Slight at A4260 OXFORD ROAD JUST NW OF J/W HIGHTOWN ROAD BANBURY

E: 445530 N: 239527 Junction Detail: 3 Control 2

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SE IN LANE 1 OF A4260 OXFORD RD IN QUEUING TRAFFIC IN BOTH LANE 1 AND 2- GROUP OF PEDS CROSSING FROM W TO E FROM BETWEEN STAT VEHS IN LANE 2 BECKONED TO CROSS BY C DRIVER IN LANE 2 - PED CROSSED & WAS HIT BY C1

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1001008 Speed limit 30

Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st: Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd: Failed to look properly	Casualty 1	Very Likely
3rd: Stationary or parked vehicle	Vehicle 1	
4th:		
5th:		
6th:		

Vehicle Reference 1 Car

Moving from to 0

Going ahead other

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Offside

Age of Driver 70

Sex of Driver Female

Breath test

Not requested

Casualty Reference: 1

Age: 17

Female

Pedestrian

Severity: Slight

Injured by vehicle: 1

Ped. Location 4

Ped. Movement 4

Ped. Direction 2

Ped. Injury 0

School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 17/10/2008 Time 0947 Slight at A4260 OXFORD ROAD J/W HIGHTOWN ROAD BANBURY

E: 445539 N: 239491 Junction Detail: 3 Control 2

Fine without high winds Road surface Dry Daylight:street lights present

HGV1 TRAV N ON A4260 OXFORD RD APPROACHING J/W HIGHTOWN ROAD HIT REAR OF C2 ALSO TRAV N STOPPING AS LIGHTS CHANGED TO AMBER

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2091008 Speed limit 30

Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Goods over 3.5 tonnes and under 7.5 tonnes mgw	Moving from S to N	Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 26	Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Car	Moving from S to N	Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Back	Age of Driver 59	Sex of Driver Female	Breath test Negative
Casualty Reference: 1	Age: 59	Female	Driver/rider
Ped. Location	Ped. Movement	Ped. Direction	Severity: Slight Injured by vehicle: 2
			Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 21/10/2008 Time 0830 Slight at SPRINGFIELD AVE APPROX 30M NW OF J/W FARMFIELD RD BANBURY

E: 445356 N: 239222 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SE ON SPRINGFIELD AVE WITH LOW SUN IN SKY APPROACHED U/K PARKED VEH FACING SE (POSSIBLY TO ALLOW ONCOMING VEH TO PASS)-C1 HIT PED (14 YRS - ON JOURNEY TO SCHOOL ) WALKING S ON CWAY BEHIND PARKED VEH

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2321008 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:	Stationary or parked vehicle	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car

Moving from N to SE Going ahead other

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Front

Breath test Not requested

Casualty Reference: 1

Age of Driver 50 Sex of Driver Female

Severity: Slight Injured by vehicle: 1

Ped. Location 5

Age: 14 Female Pedestrian

Ped. Injury 0 School pupil: 1

Blessed George Napier RC Secondary , Addison Rd

Ped. Movement 2 Ped. Direction 6 Banbury

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 27/10/2008 Time 1412 Slight at A4260 UPPER WINDSOR ST J/W A4260 OXFORD RD BANBURY

E: 445446 N: 239824 Junction Detail: 3 Control 2

Fine without high winds Road surface Dry Daylight:street lights present

C1 (INEXPERIENCED TEENAGE DRIVER) TRAV SW ON A4260 UPPER WINDSOR ST CHANGED FROM LANE 1 TO LANE BACK TO LANE 1 AND THEN BACK TO LANE 2 AGAIN ON APPROACH TO J/W A4260 OXFORD RD-C1 HIT MC2 TRAV SW IN LANE 2 OF A4260 UPPER WINDSOR ST OVRTKG C1

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3121008 Speed limit 30

Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 1	Possible
3rd:	Inexperienced or learner driver/rider	Vehicle 1	Possible
4th:	Vehicle blind spot	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1	Car	Moving from NE to S	Changing lane to right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 17 Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Motorcycle over 500cc	Moving from NE to S	Overtaking moving vehicle O/S
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 46 Sex of Driver Male	Breath test Negative
Casualty Reference: 1	Age: 46 Male	Driver/rider	Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 03/11/2008 Time 1530 Serious at GRANGE ROAD J/W TIMMS ROAD BANBURY

E: 445494 N: 238950 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

PC1 (RIDER 12YRS ON JOURNEY HOME FROM SCHOOL) ) APPEARS TO HAVE CYCLED FROM FOOTWAY FROM W SIDE TO CROSS TIMMS RD WITH OSIDE PARKED VEHS BLOCKING VIEW OF CWAY-PC1 FAILED TO SEE C2 TRAV NE ON GRANGE RD & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0321108 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Pedal Cycle Moving from N to SE Going ahead other  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Offside Age of Driver 12 Sex of Driver Male Breath test Not applicable  
 Casualty Reference: 1 Age: 12 Male Driver/rider Severity: Serious Injured by vehicle: 1  
 Ped. Location Blessed George Napier RC Secondary , Addison Rd Ped. Movement Banbury Ped. Direction Ped. Injury 0 School pupil: 1  
 Vehicle Reference 2 Car Moving from S to NE Going ahead other  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver Sex of Driver Female Breath test Driver not contacted

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 06/01/2009 Time 1057 Slight at B4100 OXFORD ROAD APPROX 100M S OF J/W BLOXHAM ROAD BANBURY

E: 445365 N: 239980 Junction Detail: 0 Control

Fine without high winds Road surface Frost/Ice Daylight:street lights present

C1 TRAV NW ON B4100 OXFORD RD C1 HIT R OF C2 ALSO TRAV N IN LINE OF QUEUING / . SLOW MOVING TRAFFIC APPROACHING J/W A361 BLOXHAM ROAD - C2 THEN HIT REAR OF C3

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P0440109 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from SE to N	Going ahead other
Not in restricted lane			Skidded
First point of impact	Front	Age of Driver 36 Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Car	Moving from SE to N	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 69 Sex of Driver Male	Breath test Negative

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference	3	Car	Moving from	SE	to	N	Going ahead other		
Not in restricted lane							No skidding, jack-knifing or overturning		
First point of impact	Back	Age of Driver	76	Sex of Driver	Male	Breath test	Negative		
Casualty Reference:	1	Age:	76	Male	Driver/rider	Severity:	Slight	Injured by vehicle:	3
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil:	0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 29/01/2009 Time 1530 Slight at A361 SOUTH BAR J/W B4100 OXFORD RD & A361 BLOXHAM RD BANBURY  
 E: 445324 N: 240092 Junction Detail: 3 Control 2  
 Fine without high winds Road surface Wet/Damp Daylight:street lights present  
 C1 TRAV NE ON A361 BLOXHAM RD TURNED LT AT A361 SOUTH BAR WENT THROUGH AMBER ATS AT J/W AND OSIDE  
 OF C1 HIT PED (6YRS ON JOURNEY HOME FROM SCHOOL ) XING CWAY ON PED XING TRAV W WITH WING MIRROR  
 Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2800109 Speed limit 30  
 Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Turning left  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Offside Age of Driver 50 Sex of Driver Male Breath test Negative  
 Casualty Reference: 1 Age: 6 Female Pedestrian Severity: Slight Injured by vehicle: 1  
 Ped. Location 1 Ped. Movement 3 Ped. Direction 7 Ped. Injury 0 School pupil: 1  
 Harriers Ground Primary Banbury



Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 13/04/2009 Time 1540 Slight at A361 BLOXHAM RD AT BEND NEAR WYKHAM PARK LODGE / CROUCH FARM BANBURY

E: 444142 N: 238697 Junction Detail: 0 Control

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

C1 (LEARNER DRIVER) TRAV NE ROUNDING RH BEND ON A361 BLOXHAM RD LOST CONTROL OF C1 EXITED CWAY TO THE NSIDE AND CAME TO REST

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1250409 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead right bend  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 33 Sex of Driver Female Breath test Negative  
 Casualty Reference: 1 Age: 49 Male Passenger Severity: Slight Injured by vehicle: 1  
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 27/05/2009 Time 0915 Slight at A361 BLOXHAM RD J/W QUEENSWAY BANBURY

E: 444966 N: 239619 Junction Detail: 3 Control 4

Raining without high winds Road surface Wet/Damp Daylight:street lights present

C1 TRAV SE ON QUEENSWAY TURNED LT AT J/W A361 BLOXHAM RD BUT FAILED TO GIVEWAY TO HGV2 TRAV NE ON A361 BLOXHAM RD AND HIT HGV2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2270509 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481

Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from N to NE	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 44 Sex of Driver Male	Breath test Negative
Casualty Reference: 1	Age: 44 Male	Driver/rider	Severity: Slight Injured by vehicle: 1
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0
Vehicle Reference 2	Goods 7.5 tonnes mgw and over	Moving from S to NE	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 40 Sex of Driver Male	Breath test Negative

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 13/06/2009 Time 2012 Slight at A361 BLOXHAM RD J/W BEARGARDEN RD BANBURY

E: 445266 N: 240043 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON A361 BLOXHAM RD WHEN DRIVER WAS DISTRACTED (EVENT OUTSIDE OF VEH) AND FAILED TO SLOW FOR C2 TRAV SW STATIONARY WAITING TO TURN RT AT J/W BEARGARDEN RD - C1 HIT R OF C2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1440609 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:	Distraction outside vehicle	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from NE to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 19	Sex of Driver Female	Breath test Negative
Casualty Reference: 1	Age: 19	Female	Driver/rider
Ped. Location	Ped. Movement	Ped. Direction	Severity: Slight
Vehicle Reference 2	Car	Moving from NE to N	Injured by vehicle: 1
Not in restricted lane			Waiting to turn right
First point of impact Back	Age of Driver 29	Sex of Driver Male	No skidding, jack-knifing or overturning
			Breath test Negative

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 23/09/2009 Time 0840 Slight at A361 BLOXHAM RD APPROX 70M SW OF J/W BROWNING RD BANBURY

E: 444590 N: 239168 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NE ON A361 BLOXHAM RD WHEN DRIVER WAS DISTRACTED BY ITCH AND KNOCKED SPECTACLES OFF - C1  
THEN HIT R OF C2 TRAV NE AHEAD IN SLOW MOVING TRAFFIC

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2490909 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481

Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from S to NE	Going ahead other
Not in restricted lane			Skidded
First point of impact Front	Age of Driver 27	Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Car	Moving from S to NE	Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Back	Age of Driver 65	Sex of Driver Male	Breath test Negative
Casualty Reference: 1	Age: 65	Male	Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 20/11/2009 Time 1727 Slight at A4260 OXFORD RD APPROX 20M N OF J/W HORTON VIEW BANBURY  
 E: 445506 N: 239572 Junction Detail: 3 Control 2  
 Fine without high winds Road surface Dry Darkness: street lights present and lit  
 C1 TRAV N ON A4260 OXFORD RD NEAR J/W HORTON VIEW PULLED TO OSIDE LANE FROM IN FRONT OF U/K PSV ALSO  
 TRAV N AND HIT F OF MC2 (TEENAGE RIDER) TRAV N OVRTKG PSV  
 Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3611109 Speed limit 30  
 Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Possible
2nd: Failed to look properly	Vehicle 2	Possible
3rd: Travelling too fast for conditions	Vehicle 2	Possible
4th: Inexperienced or learner driver/rider	Vehicle 2	Possible
5th:		
6th:		

Vehicle Reference 1	Car	Moving from S to N	Changing lane to right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 41 Sex of Driver Female	Breath test Negative
Vehicle Reference 2	Motor Cycle over 125 cc and up to 500cc	Moving from S to N	Overtaking moving vehicle O/S
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 17 Sex of Driver Male	Breath test Negative
Casualty Reference: 1	Age: 17 Male	Driver/rider	Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 26/11/2009 Time 2200 Slight at B4100 OXFORD ROAD AT ATS J/W A4260 OXFORD ROAD BANBURY  
 E: 445417 N: 239846 Junction Detail: 3 Control 2  
 Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
 MC1 (TEENAGE RIDER - 17YRS) TRAV S ON B4100 OXFORD ROAD APPROACHING GREEN ATS J/W A4260 OXFORD ROAD  
 WHEN ATS CHANGED TO RED - MC1 BRAKED SHARPLY AND LOST CONTROL CAUSING RIDER TO FALL - NO OTHER  
 VEHS HIT  
 Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P3521109 Speed limit 30  
 Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st: Slippery road (due to weather)	Vehicle 1	Very Likely
2nd: Sudden braking	Vehicle 1	Very Likely
3rd: Inexperienced or learner driver/rider	Vehicle 1	
4th:		
5th:		
6th:		

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from N to S Stopping  
 Not in restricted lane Skidded  
 First point of impact Nearside Age of Driver 17 Sex of Driver Male Breath test Negative  
 Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 19/04/2010 Time 1500 Slight at A4260 OXFORD ROAD AT J/W HIGHTOWN RD BANBURY

E: 445541 N: 239506 Junction Detail: 3 Control 2

Fine without high winds Road surface Dry Daylight:street lights present

LGV1 TRAV NW ON A4260 OXFORD ROAD IN FILTER LANE TURNED RT AT J/W HIGHTOWN RD BUT FAILED TO GIVEWAY TO MC2 TRAV SE ON A4260 OXFORD ROAD - LGV1 HIT MC2 CAUSING RIDER TO FALL

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1610410 Speed limit 30

Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1	Goods 3.5 tonnes mgw and under	Moving from SE to NE	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 64	Sex of Driver Male
		Breath test	Negative
Vehicle Reference 2	Motor Cycle over 50 cc and up to 125cc	Moving from N to SE	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 23	Sex of Driver Female
		Breath test	Negative
Casualty Reference: 1	Age: 23	Female	Driver/rider
	Severity: Slight		Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0
			School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 11/06/2010 Time 1830 Slight at A361 BLOXHAM ROAD J/W EASINGTON ROAD BANBURY

E: 445007 N: 239694 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

C1 (TEENAGE DRIVER TRAV NE ON A361 WAITING TO TURN RT TO EASINGTON ROAD - APPEARS DRIVER FAILED TO SEE MC2 TRAV SW ON A361 AND STATRED TO TURN & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1140610 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from S to SE	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 17	Sex of Driver Male
			Breath test Negative
Vehicle Reference 2	Motor Cycle over 50 cc and up to 125cc	Moving from NE to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 40	Sex of Driver Male
			Breath test Negative
Casualty Reference: 1	Age: 40	Male	Driver/rider
			Severity: Slight
Ped. Location	Ped. Movement	Ped. Direction	Injured by vehicle: 2
			Ped. Injury 0
			School pupil: 0



Accidents between dates 01/01/2007 and 29/06/2012 (66) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 19/09/2010 Time 1200 Slight at A4260 OXFORD RD J/W HORTON VIEW BANBURY  
 E: 445508 N: 239577 Junction Detail: 3 Control 2  
 Fine without high winds Road surface Dry Daylight:street lights present  
 MC1 TRAV SE ON A4260 OXFORD RD APPROACHING RED ATS AT J/W HORTON VIEW HIT R OF STAT C2 TRAV SE  
 WAITING AT RED ATS  
 Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1390910 Speed limit 30  
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from N to SE Going ahead other  
 Not in restricted lane Skidded and overturned  
 First point of impact Front Age of Driver 54 Sex of Driver Male Breath test Negative  
 Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0  
 Vehicle Reference 2 Car Moving from N to SE Going ahead but held up  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Back Age of Driver 26 Sex of Driver Male Breath test Negative

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 21/10/2010 Time 0750 Slight at A4260 OXFORD RD J/W HORTON VIEW BANBURY  
 E: 445508 N: 239578 Junction Detail: 3 Control 2  
 Fine without high winds Road surface Dry Daylight:street lights present  
 C1 TRAV SE ONA 4260 OXFORD RD IN QUEUING TRAFFIC IN LANE 2 APPROACHING RED ATS J/W HORTON VIEW HIT R  
 OF C2 TRAV SE AHEAD OF C1  
 Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1991010 Speed limit 30  
 Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from N to SE	Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 34	Sex of Driver Female	Breath test Not requested
Vehicle Reference 2	Car	Moving from N to SE	Stopping
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Back	Age of Driver 46	Sex of Driver Male	Breath test Not requested
Casualty Reference: 1	Age: 46	Male	Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 22/11/2010 Time 0749 Slight at A4260 OXFORD ROAD J/W GRANGE ROAD BANBURY

E: 445684 N: 239250 Junction Detail: 3 Control 4

Fine without high winds Road surface Wet/Damp Daylight:street lights present

C1 TRAV SE ON A4260 OXFORD ROAD TURNED RT THROUGH NWBOUND QUEUING TRAFFIC AT J/W GRANGE ROAD  
FAILED TO GIVEWAY TO MC2 TRAV NW OVRTKG QUEUE TO OSIDE & C1 HIT MC2 CAUSING RIDER TO FALL

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2461110 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 2	Very Likely
3rd:	Failed to look properly	Vehicle 2	Very Likely
4th:	Junction restart	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1	Car	Moving from N to S	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 58 Sex of Driver Female	Breath test Negative
Vehicle Reference 2	Motorcycle over 500cc	Moving from SE to N	Overtaking stat vehicle O/S
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 49 Sex of Driver Male	Breath test Negative
Casualty Reference: 1	Age: 49 Male	Driver/rider	Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 02/02/2011 Time 1525 Slight at HORTON VIEW O/S HOUSE NUMBER 30 BANBURY  
 E: 445303 N: 239466 Junction Detail: 0 Control  
 Fine without high winds Road surface Wet/Damp Daylight:street lights present  
 C1 TRAV SW ON HORTON VIEW WHEN PC2 (RIDER 11 YRS ON JOURNEY HOME FROM SCHOOL) TRAV ON SOUTHERN  
 FOOTWAY ENTERED CWAY TO CROSS TRAV N-C1 HAD NO TIME TO STOP & HIT OCCURRED CAUSING RIDER TO FALL  
 Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0110211 Speed limit 30  
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 55 Sex of Driver Female Breath test Negative  
 Vehicle Reference 2 Pedal Cycle Moving from S to N Going ahead other  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Offside Age of Driver 11 Sex of Driver Male Breath test Not applicable  
 Casualty Reference: 1 Age: 11 Male Driver/rider Severity: Slight Injured by vehicle: 2  
 Ped. Location Unknown Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 1  
 General

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 06/04/2011 Time 0859 Slight at A4260 OXFORD RD J/W GRANGE RD BANBURY

E: 445685 N: 239248 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

PC1 TRAV NW ON FOOTWAY ADJACENT TO A4260 ENTERED CWAY TO CROSS JUNC MOUTH WITH GRANGE RD WAS HIT BY E TRAV SE ON A4260 TURNING RT TO GRANGE ROAD

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0700411 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Cyclist entering road from pavement	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1	Pedal Cycle	Moving from SE to N	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 42	Sex of Driver Male	Breath test Not applicable
Casualty Reference: 1	Age: 42	Male	Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0
Vehicle Reference 2	Goods 7.5 tonnes mgw and over	Moving from N to S	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Nearside	Age of Driver 55	Sex of Driver Male	Breath test Negative

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 16/05/2011 Time 0910 Slight at QUEENSWAY J/W A361 BLOXHAM RD BANBURY

E: 444960 N: 239627 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

MBS1 TRAV SE ON QUEENSWAY IN LN 1 TURNED LT AT J/W A361 & HIT NSIDE OF C2 TRAV SE ON QUEENSWAY IN LN 2  
WAITING TO TURN LT - MBS 1 APPEARS TO HAVE BEEN IN OSIDE LANE & EXACT CIRCUMSTANCES UNCLEAR

Road Type Dual carriageway Vehicles 2 Casualties 3 Police Ref. P1660511 Speed limit 30

Crossing: Control 0 Facilities 1 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Minibus

Moving from N to NE Turning left

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Offside

Age of Driver

Sex of Driver Male

Breath test

Driver not contacted

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference	2	Car	Moving from	N	to	SE	Waiting to turn left		
Not in restricted lane							No skidding, jack-knifing or overturning		
First point of impact	Nearside	Age of Driver	41	Sex of Driver	Female	Breath test	Driver not contacted		
Casualty Reference:	1	Age:	41	Female	Driver/rider	Severity:	Slight	Injured by vehicle:	2
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil:	0
Casualty Reference:	2	Age:	12	Female	Passenger	Severity:	Slight	Injured by vehicle:	2
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil:	1
Unknown				General					
Casualty Reference:	3	Age:	14	Male	Passenger	Severity:	Slight	Injured by vehicle:	2
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil:	1
Unknown				General					

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 16/06/2011 Time 1515 Serious at B4100 OXFORD RD J/W OLD PARR ROAD BANBURY

E: 445385 N: 239929 Junction Detail: 3 Control 4

Other Road surface Dry Daylight:street lights present

TX1 TRAV N ON B4100 OXFORD RD TURNED RT AT J/W OLD PARR ROAD BUT FAILED TO GIVEWAY TO MC2 TRAV N  
OVRTKG TX1 ON TX1 OSIDE & OSIDE OF TX1 HIT MC2 CAUSING RIDER TO FALL

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1210611 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Taxi/Private hire car	Moving from S to E	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 32 Sex of Driver Male	Breath test Not requested
Vehicle Reference 2	Motor Cycle over 125 cc and up to 500cc	Moving from S to N	Overtaking moving vehicle O/S
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 54 Sex of Driver Male	Breath test Not requested
Casualty Reference: 1	Age: 54 Male	Driver/rider	Severity: Serious Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0



Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 20/06/2011 Time 1512 Slight at A4260 OXFORD RD ATS J/W FARMFIELD RD & SAINSBURYS STORE BANBURY

E: 445602 N: 239344 Junction Detail: 6 Control 2

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV S IN LN1 (LT TURN ONLY) ON A4260 OXFORD RD PULLED TO OSIDE INTO LN 2 CAUSING LGV2 TRAV S IN LN 2 TO SWERVE TO OSIDE & HIT CTNERAL ISLAND AND BOLLARD - LGV2 THEN EXITED CWAY TO NSIDE & HIT HEDGE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1710611 Speed limit 30

Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Swerved	Vehicle 2	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
5th:			
6th:			

Vehicle Reference 1	Car	Moving from N to S	Changing lane to right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver 39 Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Goods 3.5 tonnes mgw and under	Moving from N to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 41 Sex of Driver Male	Breath test Driver not contacted
Casualty Reference: 1	Age: 41 Male	Driver/rider	Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 08/07/2011 Time 1705 Serious at A361 BLOXHAM RD J/W EASINGTON RD BANBURY

E: 445007 N: 239692 Junction Detail: 3 Control 4

Raining without high winds Road surface Wet/Damp Daylight:street lights present

C1 TRAV N ON A361 BLOXHAM RD IN RAINY / WET CONDITIONS TURNED RT AT J/W EASINGTON RD BUT FAILED TO GIVEWAY TO PC2 TRAV S ON A361 & C1 HIT PC2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0810711 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from S to E	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 75	Sex of Driver Male
			Breath test Negative
Vehicle Reference 2	Pedal Cycle	Moving from NE to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 35	Sex of Driver Male
			Breath test Not applicable
Casualty Reference: 1	Age: 35	Male	Driver/rider
			Severity: Serious
Ped. Location	Ped. Movement	Ped. Direction	Injured by vehicle: 2
			Ped. Injury 0
			School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 19/07/2011 Time 1825 Slight at A361 BLOXHAM RD O/S HOUSE NUMBER 59 BANBURY

E: 445091 N: 239846 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON A361 BLOXHAM RD HIT R OF C2 PARKED TO NSIDE OF CWAY FACING SW & C1 LOST CONTROL  
CROSSED DIVIDING LINE & HIT C3 TRAV NE ON A361

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P1880711 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from NE to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 63	Breath test Negative
Vehicle Reference 2	Car	Moving from NE to 0	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	Breath test Driver not contacted

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference	3	Car	Moving from	S	to	NE	Going ahead other		
Not in restricted lane							No skidding, jack-knifing or overturning		
First point of impact	Front	Age of Driver	30	Sex of Driver	Male	Breath test	Negative		
Casualty Reference:	1	Age:	30	Male	Driver/rider	Severity:	Slight	Injured by vehicle:	3
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil:	0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 22/08/2011 Time 1213 Slight at A361 BLOXHAM RD J/W SPRINGFIELD AVE BANBURY

E: 444935 N: 239543 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NE ON A361 BLOXHAM RD TURNED RT AT J/W SPRINGFIELD AVE BUT FAILED TO GIVEWAY TO C2 TRAV SW ON A361 BLOXHAM RD & C1 HIT C2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3030811 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from S to SE	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 69	Sex of Driver Female
			Breath test Negative
Vehicle Reference 2	Car	Moving from NE to S	Going ahead other
Not in restricted lane			Skidded
First point of impact	Front	Age of Driver 26	Sex of Driver Male
			Breath test Negative
Casualty Reference: 1	Age: 23	Female	Passenger
			Severity: Slight
Ped. Location	Ped. Movement	Ped. Direction	Injured by vehicle: 2
			Ped. Injury 0
			School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 07/09/2011 Time 1748 Slight at EASINGTON RD APPROX 80M SE OF J/W A361 BLOXHAM RD BANBURY - EXACT LOCATION NOT

E: 445080 N: 239657 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SE ON EASINGTON RD WITH PARKED VEHS TO NSIDE WHEN PED (10 YRS) RAN FROM BETWEEN PARKED VEHS (C1 VIEW MASKED) FROM C1 NSIDE & C1 HIT PED - PED WAS FOLLOWING HER BROTHER WHO HAD BEEN IN FIGHT WITH FRIEND

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1140911 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Casualty 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under

Moving from N to SE

Going ahead other

Not in restricted lane

No skidding, jack-knifing or overturning

First point of impact Nearside

Age of Driver 49

Sex of Driver Male

Breath test

Driver not contacted

Casualty Reference: 1

Age: 10

Female

Pedestrian

Severity: Slight

Injured by vehicle: 1

Ped. Location 5

Ped. Movement 1

Ped. Direction 5

Ped. Injury 0

School pupil: 0

Unknown

General

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 09/09/2011 Time 0840 Serious at A4260 OXFORD RD J/W HORTON VIEW BANBURY

E: 445506 N: 239550 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV N PULLED AWAY FROM GREEN ATS ON A4260 OXFORD RD TURNED LT AT J/W HORTON VIEW BUT FAILED TO GIVEWAY TO PC2 TRAV N TO NSIDE OF C1 ON A4260 & NSIDE OF C1 HIT PC2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1270911 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
4th:	Failed to look properly	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1	Car	Moving from S to W	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 24 Sex of Driver Female	Breath test Negative
Vehicle Reference 2	Pedal Cycle	Moving from S to N	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 47 Sex of Driver Male	Breath test Negative
Casualty Reference: 1	Age: 47 Male	Driver/rider	Severity: Serious Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 13/12/2011 Time 1614 Slight at A361 BLOXHAM RD AT ZEBRA CROSSING JUST NE OF J/W SPRINGFIELD AVE BANBURY

E: 444947 N: 239568 Junction Detail: 3 Control 4

Other Road surface Wet/Damp Darkness: street lights present and lit

PC2 (CHILD - AGE 11 ON JOURNEY FROM SCHOOL - NO LIGHTS / DARK CLOTHING) TRAV NE ON FOOTWAY ADJACENT TO A361 BLOXHAM RD TURNED LT & CROSSED AT ZEBRA FAILED TO CHECK FOR OR GIVE WAY TO TRAFFIC & WAS HIT BY C1 TRAV SW ON A361

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2241211 Speed limit 30

Crossing: Control 0 Facilities 1 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 2	Very Likely
2nd:	Disobeyed pedestrian crossing facility	Vehicle 2	Very Likely
3rd:	Cyclist entering road from pavement	Vehicle 2	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
5th:	Not displaying lights at night or in poor visibility	Vehicle 2	Very Likely
6th:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely

Vehicle Reference 1	Car	Moving from NE to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 48	Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Pedal Cycle	Moving from S to N	Turning left
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Offside	Age of Driver 11	Sex of Driver Male	Breath test Not applicable
Casualty Reference: 1	Age: 11	Male	Driver/rider
Ped. Location	Ped. Movement	Ped. Direction	Severity: Slight
Banbury School ( Secondary )	Ruskin Rd	Banbury	Injured by vehicle: 2
			Ped. Injury 0
			School pupil: 1



Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 26/01/2012 Time 1359 Slight at A361 BLOXHAM RD AT PELICAN CROSSING APPROX 25M NE OF J/W HARRIERS VIEW BANBURY

E: 445164 N: 239952 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NE ON A361 BLOXHAM RD HIT R OF C2 TRAV NE AHEAD OF C1 STATIONARY AT RED SIGNAL AT PELICAN CROSSING

Road Type Single carriageway Vehicles 2 Casualties 3 Police Ref. P2320112 Speed limit 30

Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

Vehicle Reference 1 Car Moving from S to NE Going ahead other  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 29 Sex of Driver Female Breath test Negative  
 Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 1  
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference	2	Car	Moving from	S	to	NE	Going ahead but held up		
Not in restricted lane							No skidding, jack-knifing or overturning		
First point of impact	Back	Age of Driver	26	Sex of Driver	Male	Breath test	Negative		
Casualty Reference:	2	Age:	26	Male	Driver/rider	Severity:	Slight	Injured by vehicle:	2
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil:	0
Casualty Reference:	3	Age:	23	Female	Passenger	Severity:	Slight	Injured by vehicle:	2
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil:	0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 17/04/2012 Time 1904 Serious at A361 SOUTH BAR ATS J/W B4100 OXFORD RD & A361 BLOXHAM RD BANBURY  
 E: 445328 N: 240095 Junction Detail: 3 Control 2  
 Fine without high winds Road surface Dry Daylight:street lights present  
 C1 TRAV S ON A361 SOUTH BAR AT GREEN ATS J/W B4100 OXFORD RD WHEN PED (15 YRS) RUNNING TO N ON FOOTWAY ON E SIDE OF ROAD CROSSED TO W - APPEARS STAT VEH IN OSIDE LANE WAITING TO TURN RT BUT LIGHTS HAD JUST CHANGED TO GREEN FOR VEHS TRAV S  
 Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1630412 Speed limit 30  
 Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

Vehicle Reference 1 Car Moving from N to S Going ahead other  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 51 Sex of Driver Female Breath test Negative  
 Casualty Reference: 1 Age: 15 Female Pedestrian Severity: Serious Injured by vehicle: 1  
 Ped. Location 1 Ped. Movement 1 Ped. Direction 7 Ped. Injury 0 School pupil: 0  
 The Warriner School ( Secondary ) Bloxham

Accidents between dates 01/01/2007 and 29/06/2012 (66) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 04/05/2012 Time 1325 Slight at A4260 OXFORD RD ATS XRDS J/W FARMFIELD RD & SAINSBURYS STORE BANBURY  
 E: 445606 N: 239344 Junction Detail: 6 Control 2  
 Fine without high winds Road surface Dry Daylight:street lights present  
 C1 TRAV N ON A4260 OXFORD RD TURNED RT TO J/W SAINSBURYS STORE BUT FAILED TO GIVEWAY TO LGV2 TRAV S ON A4260 & HIT OCCURRED  
 Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0650512 Speed limit 30  
 Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

Vehicle Reference 1	Car	Moving from S to E	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver 43 Sex of Driver Male	Breath test Negative
Casualty Reference:	1	Age: 43 Male	Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location		Ped. Movement	Ped. Injury 0 School pupil: 0
Ped. Direction			
Vehicle Reference 2	Goods 3.5 tonnes mgw and under	Moving from N to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 45 Sex of Driver Male	Breath test Negative

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 08/05/2012 Time 1426 Slight at B4100 OXFORD RD J/W OLD PARR ROAD (PROBABLE LOCATION) BANBURY

E: 445387 N: 239931 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV W ON OLD PARR ROAD APPEARS TO HAVE OVERSHOT JUNCTION (CONFLICTING INFORMATION AS TO WHETHER INTENDING TO TURN LT OR RT) FAILING TO GIVE WAY TO C2 TRAV S ON B4100 & HIT OCCURRED - C1 THEN FTS

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0690512 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		
Vehicle Reference 1 Car	Moving from E to N	Turning right
Not in restricted lane		No skidding, jack-knifing or overturning
First point of impact Nearside	Age of Driver 22 Sex of Driver Female	Breath test Driver not contacted
Vehicle Reference 2 Car	Moving from N to S	Going ahead other
Not in restricted lane		No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 23 Sex of Driver Female	Breath test Not requested
Casualty Reference: 1	Age: 23 Female Driver/rider	Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 19/06/2012 Time 1324 Serious at A361 BLOXHAM RD APPROX 50M NE OF J/W BROWNING RD BANBURY

E: 444689 N: 239249 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON A361 BLOXHAM RD WHEN PC2 (RIDER 65 YRS) TRAV SW PULLED TO OSIDE IN PREPARATION TO TURN RT ITO BROWNING ROAD BUT WENT NTO THE PATH OF C1 ALSO TRAV SW & HIT OCCURRED CAUSING SERIOUS INJURY TO RIDER

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3250612 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		
Vehicle Reference 1 Car	Moving from NE to S	Going ahead other
Not in restricted lane		No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 63 Sex of Driver Female	Breath test Negative
Vehicle Reference 2 Pedal Cycle	Moving from NE to S	Changing lane to right
Not in restricted lane		No skidding, jack-knifing or overturning
First point of impact Back	Age of Driver 65 Sex of Driver Male	Breath test Not provided (medical reasons)
Casualty Reference: 1	Age: 65 Male Driver/rider	Severity: Serious Injured by vehicle: 2
Ped. Location	Ped. Movement Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Accidents involving:

	Fatal	Serious	Slight	Total
Vehicles only	0	1	26	27
Motor cycles	0	2	9	11
Bicycles	0	5	5	10
Total	0	8	40	48

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	17	17
Passenger	0	0	6	6
Motorcyclist	0	2	9	11
Cyclist	0	5	5	10
Pedestrian	0	1	10	11
Total	0	8	47	55

Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Manual Selection

Table 1 - Accidents by Month

	2007	2008	2009	2010	2011	2012	Total
January	1	1	2	-	-	1	5
February	-	-	-	-	1	-	1
March	-	-	-	-	-	-	0
April	-	1	1	1	1	1	5
May	-	1	1	-	1	2	5
June	1	1	1	1	2	1	7
July	1	1	-	-	2	-	4
August	1	-	-	-	1	-	2
September	2	1	1	1	2	-	7
October	-	4	-	1	-	-	5
November	1	1	2	1	-	-	5
December	1	-	-	-	1	-	2
TOTAL	8	11	8	5	11	5	48

Table 2 - Casualties by Month

	2007	2008	2009	2010	2011	2012	Total
January	2	1	2	-	-	3	8
February	-	-	-	-	1	-	1
March	-	-	-	-	-	-	0
April	-	1	1	1	1	1	5
May	-	1	1	-	3	2	7
June	1	1	1	1	2	1	7
July	1	1	-	-	2	-	4
August	1	-	-	-	1	-	2
September	4	1	1	1	2	-	9
October	-	4	-	1	-	-	5
November	1	1	2	1	-	-	5
December	1	-	-	-	1	-	2
TOTAL	11	11	8	5	13	7	55

Table 3 - All Accidents by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	1	2	0	0	3	2	8
Slight	7	9	8	5	8	3	40
TOTAL	8	11	8	5	11	5	48

Table 4 - Casualties by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	1	2	0	0	3	2	8
Slight	10	9	8	5	10	5	47
TOTAL	11	11	8	5	13	7	55



Accidents between dates 01/01/2007 and 29/06/2012 (66) months

Selection: Notes:

Selected using Manual Selection

Table 5 - Pedestrian Accidents by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	1	1
Slight	3	2	1	0	1	0	7
TOTAL	3	2	1	0	1	1	8

Table 6 - Cycle Accidents by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	0	2	0	0	2	1	5
Slight	0	2	0	0	3	0	5
TOTAL	0	4	0	0	5	1	10

Table 7 - Motor Vehicle Only Accidents by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	0	0	1	0	2
Slight	4	5	7	5	4	3	28
TOTAL	5	5	7	5	5	3	30

Table 8 - OAP Accidents by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	1	1
Slight	2	1	2	0	0	0	5
TOTAL	2	1	2	0	0	1	6

Table 9 - Child Accidents by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	0	1	0	0	0	1	2
Slight	3	2	1	0	4	0	10
TOTAL	3	3	1	0	4	1	12



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Accidents between dates 01/01/2007 and 31/07/2012 (67) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 30/01/2007 Time 0156 Slight at WYKHAM LANE APPROX 340M W OF J/W HIGH ST BY NO 17 BODICOTE  
 E: 445686 N: 238032 Junction Detail: 0 Control  
 Fine without high winds Road surface Wet/Damp Darkness: no street lighting  
 C1 TRAV E LOST CONTROL ROUNDING LH BEND ON CWAY-C1 EXITED CWAY TO THE OSIDE AND HIT RD SIGN CARRIED  
 ON AND HIT TREE CAUSING C1 TO OVERTURN AND COME TO REST IN FIELD JUST ON ENTRY TO 30MPH LIMIT  
 Road Type Single carriageway Vehicles 1 Casualties 2 Police Ref. P4480107 Speed limit 60  
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0137

Causation

Factor:	Participant:	Confidence:
1st: Poor turn or manoevre	Vehicle 1	Possible
2nd: Loss of control	Vehicle 1	Possible
3rd: Impaired by alcohol	Vehicle 1	
4th:		
5th:		
6th:		

Vehicle Reference 1 Car Moving from N to E Going ahead left bend  
 Not in restricted lane Skidded and overturned  
 First point of impact Front Age of Driver 20 Sex of Driver Male Breath test Positive  
 Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0  
 Casualty Reference: 2 Age: 20 Male Passenger Severity: Slight Injured by vehicle: 1  
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 23/06/2007 Time 0010 Serious at A361 APPROX 250M N OF J/W ACCESS TO WYKHAM MILL BANBURY

E: 443725 N: 237827 Junction Detail: 0 Control

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

C1 TRAV S ON A361 BRAKED WHILE NEG SLIGHT LH BEND LOST CONTROL & LEFT CWAY TO NSIDE UP EMBANKMENT  
HIT TREE THEN REBOUNDED INTO CWAY

Road Type Single carriageway Vehicles 1 Casualties 2 Police Ref. P3450607 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

Vehicle Reference 1	Car	Moving from NE to S	Going ahead left bend
Not in restricted lane			Skidded
First point of impact Front	Age of Driver 19	Sex of Driver Male	Breath test Negative
Casualty Reference: 1	Age: 19	Male	Driver/rider
Ped. Location	Ped. Movement	Ped. Direction	Severity: Slight
Casualty Reference: 2	Age: 17	Male	Passenger
Ped. Location	Ped. Movement	Ped. Direction	Severity: Serious
			Ped. Injury 0
			School pupil: 0
			Injured by vehicle: 1
			School pupil: 0
			Injured by vehicle: 1

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 20/11/2007 Time 1720 Slight at WHITE POST ROAD J/W ACCESS TO BODICOTE HOUSE (CDC) CAR PARK BODICOTE  
E: 446037 N: 238197 Junction Detail: 8 Control 4  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit

C1 TURNED RT FROM ACCESS TO BODICOTE HOUSE FAILING TO GIVE WAY TO PC2 TRAV S ON WHITE POST ROAD -  
POOR VISIBILITY AT TIME DUE TO RAIN - RIDER OF PC2 WEARING DARK CLOTHING

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2541107 Speed limit 30  
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0137

Causation

	Factor:	Participant:	Confidence:
1st:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Cyclist wearing dark clothing at night	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from E to N	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 38 Sex of Driver Male	Breath test Driver not contacted
Vehicle Reference 2	Pedal Cycle	Moving from N to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 30 Sex of Driver Female	Breath test Not applicable
Casualty Reference: 1	Age: 30 Female	Driver/rider	Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 27/12/2007 Time 0607 Serious at A361 J/W WYKHAM LANE BANBURY  
 E: 443898 N: 238153 Junction Detail: 6 Control 4  
 Fine without high winds Road surface Wet/Damp Darkness: no street lighting  
 C1 TRAV SW ON A361 HIT REAR OF STAT PC2 (ELDERLY RIDER) ALSO TRAV SW WAITING TO TURN RT TO WYKHAM  
 LANE - PC2 LEFT CWAY TO OSIDE  
 Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3691207 Speed limit 60  
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		
Vehicle Reference 1 Car	Moving from NE to S	Going ahead other
Not in restricted lane		Skidded
First point of impact Front	Age of Driver 45 Sex of Driver Male	Breath test Negative
Vehicle Reference 2 Pedal Cycle	Moving from NE to W	Waiting to turn right
Not in restricted lane		No skidding, jack-knifing or overturning
First point of impact Back	Age of Driver 74 Sex of Driver Male	Breath test Not applicable
Casualty Reference: 1	Age: 74 Male	Driver/rider Severity: Serious Injured by vehicle: 2
Ped. Location	Ped. Movement Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 29/07/2008 Time 1146 Slight at A361 BLOXHAM RD APPROX 190M SW OF J/W WYKHAM LANE BANBURY

E: 443793 N: 237979 Junction Detail: 0 Control

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

C1 TRAV SW ON A361 BLOXHAM RD LOST CONTROL OF VEH FOR U/K REASON (POSSIBLE DISTRACTION) AND VEERED TO NSIDE HIT KERB EXITED CWAY AND OVERTURNED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P3580708 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other  
 Not in restricted lane Skidded and overturned  
 First point of impact Nearside Age of Driver 31 Sex of Driver Female Breath test Negative  
 Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 1  
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 04/09/2008 Time 1634 Slight at A361 BLOXHAM ROAD J/W WYKHAM LANE BANBURY

E: 443891 N: 238151 Junction Detail: 6 Control 4

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

C1 TRAV S ON A361 TURNED RT TO WYKHAM LANE TO BROUGHTON BUT FAILED TO SEE C2 TRAV N PASSING STAT VEH WAITING TO TURN RT TO BODICOTE (EXACT CIRCUMSTANCES UNCLEAR - POSS THAT VEHS WERE ON MINOR ROAD APPROACHES BUT THIS SEEMS LESS LIKELY)

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0220908 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from N to W	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 57 Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Car	Moving from S to N	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 70 Sex of Driver Male	Breath test Not requested
Casualty Reference: 1	Age: 70 Male	Driver/rider	Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0



Accidents between dates 01/01/2007 and 31/07/2012 (67) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 21/01/2009 Time 0930 Slight at WYKHAM LANE APPROX 130M W OF J/W A361 BANBURY  
 E: 443780 N: 238158 Junction Detail: 0 Control 0  
 Fine without high winds Road surface Frost/Ice Daylight: no street lighting  
 C1 TRAV E ROUNDING LH BEND IN ICY CONDITIONS ON WYKHAM LANE CROSSED TO OSIDE AND HIT F OF C2 TRAV W  
 ON WYKHAM LANE CAUSING BOTH VEHS TO EXIT TO THE OSIDE OF CWAY  
 Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2190109 Speed limit 60  
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from W to NE Going ahead left bend  
 Not in restricted lane Skidded  
 First point of impact Offside Age of Driver Sex of Driver Male Breath test Not requested  
 Vehicle Reference 2 Car Moving from NE to W Going ahead right bend  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Nearside Age of Driver 57 Sex of Driver Male Breath test Not requested  
 Casualty Reference: 1 Age: 57 Male Driver/rider Severity: Slight Injured by vehicle: 2  
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 16/02/2009 Time 1242 Slight at WYKHAM LANE APPROX 400M W OF BODICOTE CEMETERY BODICOTE (SOME UNCERTAINTY C

E: 445131 N: 238047 Junction Detail: 0 Control

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

MC1 (LEARNER RIDER) TRAV W ON WYKHAM LANE LOST CONTROL OF MC1 FOR U/K REASON AND EXITED CWAY TO NSIDE AND HIT HEDGE

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1550209 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0137

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from NE to W Going ahead right bend  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 30 Sex of Driver Male Breath test Negative  
 Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 05/06/2009 Time 0830 Slight at A361 BLOXHAM ROAD J/W WYKHAM LANE BANBURY

E: 443891 N: 238156 Junction Detail: 6 Control 3

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

PC2 (TEENAGE RIDER ON JOURNEY TO SCHOOL) TRAV NE ON FOOTWAY TO W SIDE OF A361 BLOXHAM ROAD FAILED TO STOP AND GIVEWAY TO C1 TRAV E WHEN CROSSING AT J/W WYKHAM LANE - C1 HIT F NSIDE OF PC2 - C1 VIEW POSS OBSCURED BY SIGNAGE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0410609 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Cyclist entering road from pavement	Vehicle 2	Very Likely
2nd:	Buildings, road signs, street furniture	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from W to E	Starting
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 51	Sex of Driver Male	Breath test Driver not contacted
Vehicle Reference 2	Pedal Cycle	Moving from S to NE	Going ahead other
Leaving lay-by or hard shoulder			No skidding, jack-knifing or overturning
First point of impact Nearside	Age of Driver 14	Sex of Driver Male	Breath test Not applicable
Casualty Reference: 1	Age: 14	Male	Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 1
The Warriner School ( Secondary )		Bloxham	

Accidents between dates 01/01/2007 and 31/07/2012 (67) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 17/07/2009 Time 1300 Slight at WYKHAM LANE APPROX 155M W OF J/W A361 BANBURY  
 E: 443786 N: 238158 Junction Detail: 0 Control  
 Fine without high winds Road surface Wet/Damp Daylight: no street lighting  
 C1 TRAV NE ROUNDING RH BEND ON WYKHAM LANE SWERVED TO AVOID ANIMAL ON CWAY AND LOST CONTROL -  
 C1 EXITED CWAY TO NSIDE OVERTURNED AND HIT TREE  
 Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1640709 Speed limit 60  
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to NE Going ahead left bend  
 Not in restricted lane Skidded and overturned  
 First point of impact Front Age of Driver 53 Sex of Driver Male Breath test Negative  
 Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 07/08/2009 Time 0940 Slight at SYCAMORE DRIVE RBT J/W A4260 OXFORD RD SLIP RD BODICOTE

E: 446045 N: 238409 Junction Detail: 1 Control 4

Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ENTERED SYCAMORE DRIVE RBT FROM J/W A4260 OXFORD RD SLIP RD BUT FAILED TO GIVEWAY TO PC2  
TRAV S ON RBT - PC2 HIT C1

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0450809 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0137

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from NE to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 62 Sex of Driver Male	Breath test Not requested
Vehicle Reference 2	Pedal Cycle	Moving from NE to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver Sex of Driver Male	Breath test Not applicable
Casualty Reference: 1	Age: Male	Driver/rider	Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 23/10/2009 Time 0740 Slight at BANKSIDE APPROX 25M N OF SYCAMORE DRIVE RBT J/W A4260 OXFORD RD SLIP RD BODICOTE

E: 446033 N: 238456 Junction Detail: 1 Control 4

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

C1 TRAV N ON BANKSIDE JUST N OF SYCAMORE DRIVE RBT WENT TO OVR TK PC2 (TEENAGE RIDER - 16YRS) WITH NO LIGHTS DISPLAYED TRAV N TO NSIDE OF CWAY - C1 FAILED TO ALLOW ENOUGH SPACE AND HIT OSIDE OF PC2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3261009 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0137

Causation

Factor:	Participant:	Confidence:
1st: Not displaying lights at night or in poor visibility	Vehicle 2	Possible
2nd: Cyclist wearing dark clothing at night	Vehicle 2	Possible
3rd: Failed to look properly	Vehicle 1	Possible
4th: Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
5th:		
6th:		

Vehicle Reference 1	Car	Moving from S to N	Overtaking moving vehicle O/S
Not in restricted lane		No skidding, jack-knifing or overturning	
First point of impact	Nearside	Age of Driver 55	Sex of Driver Male
		Breath test	Not requested
Vehicle Reference 2	Pedal Cycle	Moving from S to N	Going ahead other
Not in restricted lane		No skidding, jack-knifing or overturning	
First point of impact	Offside	Age of Driver 16	Sex of Driver Male
		Breath test	Not applicable
Casualty Reference:	1	Age: 16	Male
		Driver/rider	Severity: Slight
		Injured by vehicle:	2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0
		School pupil:	0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 25/01/2010 Time 1659 Slight at A4260 AT J/W BROAD GAP BODICOTE

E: 446455 N: 238111 Junction Detail: 3 Control 4

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

C1 TRAV SE ON A4260 APPROACHING STATIONARY C2 TRAV SE WAITING TO TURN RT TO BROAD GAP-C1 PULLED TO NSIDE AND DRIVER BELIEVED THEY HAD ENOUGH SPACE ON NSIDE TO PASS BUT C1 HIT C2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2770110 Speed limit 40

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0137

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from N to SE	Overtaking nearside
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 86 Sex of Driver Female	Breath test Negative
Casualty Reference: 1		Age: 86 Female Driver/rider	Severity: Slight Injured by vehicle: 1
Ped. Location		Ped. Movement Ped. Direction	Ped. Injury 0 School pupil: 0
Vehicle Reference 2	Car	Moving from N to S	Waiting to turn right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 34 Sex of Driver Male	Breath test Negative

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 05/06/2010 Time 2126 Slight at WYKHAM LANE APPROX 200M W OF BODICOTE CEMETERY BODICOTE

E: 445190 N: 238053 Junction Detail: 0 Control 0

Other Road surface Wet/Damp Daylight: no street lighting

C1 TRAV NE ON WYKHAM LANE ROUNDING LT HAND BEND FOR U/K REASON WENT TO OSIDE AND HIT C2 TRAV W ROUNDING RT HAND BEND - C2 EXITED CWAY TO N/SIDE AND HIT TREE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0770610 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0137

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Swerved	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from W to NE	Going ahead left bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Did not impact	Age of Driver	Sex of Driver Not traced
			Breath test Driver not contacted
Vehicle Reference 2	Car	Moving from NE to W	Going ahead right bend
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 43	Sex of Driver Male
			Breath test Negative
Casualty Reference: 1	Age: 43	Male	Driver/rider
			Severity: Slight
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0
			School pupil: 0
			Injured by vehicle: 2



Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 09/08/2010 Time 1035 Slight at A361 BLOXHAM ROAD J/W WYKHAM LANE BANBURY  
 E: 443898 N: 238151 Junction Detail: 6 Control 4  
 Fine without high winds Road surface Dry Daylight: no street lighting  
 C1 TRAV E ON WYKHAM LANE CARRYING STRAIGHT ON PULLED OUT ONTO A361 BLOXHAM ROAD BUT FAILED TO  
 GIVEWAY TO C2 TRAV SW ON A361 AND NSIDE OF C1 HIT F OF C2  
 Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P0520810 Speed limit 60  
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from W to E	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Nearside	Age of Driver 61	Sex of Driver Female
Casualty Reference: 1		Age: 61	Female
Ped. Location		Ped. Movement	Ped. Direction
Vehicle Reference 2	Car	Moving from NE to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 30	Sex of Driver Female
Casualty Reference: 2		Age: 30	Female
Ped. Location		Ped. Movement	Ped. Direction

Breath test Negative  
 Severity: Slight Injured by vehicle: 1  
 Ped. Injury 0 School pupil: 0

Breath test Negative  
 Severity: Slight Injured by vehicle: 2  
 Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 26/09/2010 Time 1517 Slight at A4260 OXFORD ROAD APPROX 40M SE OF J/W BROAD GAP BODICOTE

E: 446485 N: 238074 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight:street lights present

C1 PARKED IN SERVICE ROAD / LAYBY ON W SIDE OF ROAD MOVED OFF & ENTERED MAIN CWAY OF A4260 FAILING TO SEE / GIVE WAY TO C2 TRAV NW ON A4260 & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2980910 Speed limit 40

Crossing: Control 0 Facilities 0 Local Authority: 481

Parish: 0137

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from SE to N	Starting
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 28 Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Car	Moving from SE to N	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 38 Sex of Driver Female	Breath test Negative
Casualty Reference: 1	Age: 38 Female	Driver/rider	Severity: Slight Injured by vehicle: 2
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 17/06/2011 Time 1730 Slight at SYCAMORE DRIVE RBT J/W A4260 OXFORD RD SLIP RD BODICOTE  
 E: 446023 N: 238419 Junction Detail: 1 Control 4  
 Raining without high winds Road surface Wet/Damp Daylight:street lights present  
 C1 TRAV W ON RBT EXITED RBT & ENTERED SYCAMORE DRIVE & HIT PED TRAV S XING CWAY FROM C1 OSIDE  
 Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P1730611 Speed limit 30  
 Crossing: Control 0 Facilities 8 Local Authority: 481 Parish: 0137

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 39 Sex of Driver Male Breath test Negative  
 Casualty Reference: 1 Age: 40 Female Pedestrian Severity: Slight Injured by vehicle: 1  
 Ped. Location 8 Ped. Movement 3 Ped. Direction 5 Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 25/06/2011 Time 1518 Slight at A361 XRDS J/W WYKHAM LANE BANBURY

E: 443896 N: 238152 Junction Detail: 6 Control 4

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

C1 TRAV E ON WYKHAM LANE CARRIED STRAIGHT ON AT XRDS J/W A361 BUT FAILED TO GIVEWAY TO C2 TRAV S ON A361 & HIT F OF C2 & C1 WAS THEN PUSHED TO OSIDE & HIT C3 TRAV W ON WYKHAM LN WAITING TO TURN LEFT TO A361

Road Type Single carriageway Vehicles 3 Casualties 5 Police Ref. P2600611 Speed limit 50

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference	1	Car	Moving from	W to E	Starting			
						No skidding, jack-knifing or overturning		
Not in restricted lane								
First point of impact	Nearside	Age of Driver	43	Sex of Driver	Male	Breath test	Negative	
Casualty Reference:	1	Age:	42	Male	Passenger	Severity:	Slight	Injured by vehicle: 1
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil: 0
Casualty Reference:	2	Age:	8	Male	Passenger	Severity:	Slight	Injured by vehicle: 1
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil: 0
	Unknown				General			
Casualty Reference:	3	Age:	8	Male	Passenger	Severity:	Slight	Injured by vehicle: 1
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil: 0
	Unknown				General			
Vehicle Reference	2	Car	Moving from	N to S	Going ahead other			
						No skidding, jack-knifing or overturning		
Not in restricted lane								
First point of impact	Front	Age of Driver	61	Sex of Driver	Male	Breath test	Negative	
Casualty Reference:	4	Age:	61	Female	Passenger	Severity:	Slight	Injured by vehicle: 2
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil: 0
Casualty Reference:	5	Age:	61	Male	Driver/rider	Severity:	Slight	Injured by vehicle: 2
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil: 0
Vehicle Reference	3	Car	Moving from	E to W	Waiting to turn left			
						No skidding, jack-knifing or overturning		
Not in restricted lane								
First point of impact	Front	Age of Driver		Sex of Driver	Not traced	Breath test	Driver not contacted	

Accidents between dates 01/01/2007 and 31/07/2012 (67) months  
 Selection: Notes:  
 Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 06/07/2011 Time 0914 Slight at A361 BLOXHAM ROAD J/W WYKHAM LANE BANBURY  
 E: 443895 N: 238149 Junction Detail: 6 Control 4  
 Fine without high winds Road surface Dry Daylight: no street lighting  
 C1 TRAV E ON WYKHAM LANE ENTERED A361 TO CROSS TO WYKHAM LANE (E) BUT FAILED TO JUDGE SPEED OF C2  
 TRAV S ON A361 & HIT OCCURRED - C1 THEN HIT STAT C3 TRAV W ON WYKHAM LANE APPROACHING J/W A361  
 Road Type Single carriageway Vehicles 3 Casualties 2 Police Ref. P0450711 Speed limit 50  
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Going ahead other  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Nearside Age of Driver 32 Sex of Driver Female Breath test Negative  
 Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1  
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0  
 Vehicle Reference 2 Car Moving from N to S Going ahead other  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Front Age of Driver 80 Sex of Driver Male Breath test Negative

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference	3	Car	Moving from	E	to	W	Going ahead but held up		
Not in restricted lane							No skidding, jack-knifing or overturning		
First point of impact	Offside	Age of Driver	30	Sex of Driver	Male	Breath test	Negative		
Casualty Reference:	2	Age:	30	Male	Driver/rider	Severity:	Slight	Injured by vehicle:	3
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil:	0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 18/11/2011 Time 1812 Slight at A361 BLOXHAM RD APPROX 1200M SW OF J/W WYKHAM LANE BANBURY - EXACT LOCATION NO

E: 443800 N: 237990 Junction Detail: 0 Control

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

C1 TRAV N ON A361 BLOXHAM RD HIT R OF C2 WHO IN TURN HIT R OF C3 TRAV N AHEAD OF C1 - C3 SLOWING  
SUDDENLY DUE TO MECH FAULT

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P1881111 Speed limit 50

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Other	Vehicle 3	
4th:			
5th:			
6th:			

C3 MECH FAULT LOSS OF POWER

Vehicle Reference 1	Car	Moving from S to N	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 38	Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Car	Moving from S to N	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Back	Age of Driver 37	Sex of Driver Male	Breath test Negative
Casualty Reference: 1	Age: 37	Male	Driver/rider
Ped. Location	Ped. Movement	Ped. Direction	Severity: Slight Injured by vehicle: 2
			Ped. Injury 0 School pupil: 0



Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to N Going ahead other  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Back Age of Driver 34 Sex of Driver Male Breath test Negative

Friday 27/01/2012 Time 0759 Slight at WYKHAM LANE APPROX 340M W OF J/W HIGH ST BODICOTE

E: 445749 N: 238034 Junction Detail: 0 Control

Other Road surface Frost/Ice Daylight: no street lighting

C1 TRAV E IN ICY CONDITIONS ON WYKHAM LN LOST CONTROL & SKIDDED OFF CWAY TO THE NSIDE & HIT TREE  
 COMING TO REST BACK ON CWAY

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2460112 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: 481

Parish: 0137

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Going ahead other  
 Not in restricted lane Skidded  
 First point of impact Front Age of Driver 39 Sex of Driver Male Breath test Negative  
 Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 23/06/2012 Time 1655 Slight at A361 BLOXHAM ROAD XRDS J/W WYKHAM LANE BANBURY

E: 443899 N: 238151 Junction Detail: 6 Control 4

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

C1 TRAV E ON WYKHAM LN CARRIED STOPPED AT J/W A361 BUT THEN PULLED FORWARD TO CROSS A361 FAILED TO GIVEWAY TO C3 TRAV SW ON A361 & C1 HIT C3 CAUSING C3 TO SKID TO OSIDE & HIT C2 TRAV NE ON A361 - APPEARS C1 DRIVER INEXPERIENCED DRIVING ON LEFT

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P3460612 Speed limit 50

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		
Vehicle Reference 1 Car	Moving from W to E	Going ahead other
Not in restricted lane		No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 36 Sex of Driver Female	Breath test Negative
Casualty Reference: 1	Age: 19 Female Passenger	Severity: Slight Injured by vehicle: 1
Ped. Location	Ped. Movement Ped. Direction	Ped. Injury 0 School pupil: 0
Vehicle Reference 2 Car	Moving from NE to S	Going ahead other
Not in restricted lane		No skidding, jack-knifing or overturning
First point of impact Offside	Age of Driver 68 Sex of Driver Male	Breath test Negative

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Build Query :

**CONFIDENTIAL ROAD ACCIDENT INFORMATION:** *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to NE Going ahead other  
 Not in restricted lane No skidding, jack-knifing or overturning  
 First point of impact Offside Age of Driver 74 Sex of Driver Male Breath test Negative

Accidents involving:

	Fatal	Serious	Slight	Total
Vehicles only	0	1	15	16
Motor cycles	0	0	1	1
Bicycles	0	1	4	5
Total	0	2	20	22

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	16	16
Passenger	0	1	6	7
Motorcyclist	0	0	1	1
Cyclist	0	1	4	5
Pedestrian	0	0	1	1
Total	0	2	28	30

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Manual Selection

Table 1 - Accidents by Month

	2007	2008	2009	2010	2011	2012	Total
January	1	-	1	1	-	1	4
February	-	-	1	-	-	-	1
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	1	-	1	1	2	1	6
July	-	1	1	-	1	-	3
August	-	-	1	1	-	-	2
September	-	1	-	1	-	-	2
October	-	-	1	-	-	-	1
November	1	-	-	-	1	-	2
December	1	-	-	-	-	-	1
TOTAL	4	2	6	4	4	2	22

Table 2 - Casualties by Month

	2007	2008	2009	2010	2011	2012	Total
January	2	-	1	1	-	1	5
February	-	-	1	-	-	-	1
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	2	-	1	1	6	1	11
July	-	1	1	-	2	-	4
August	-	-	1	2	-	-	3
September	-	1	-	1	-	-	2
October	-	-	1	-	-	-	1
November	1	-	-	-	1	-	2
December	1	-	-	-	-	-	1
TOTAL	6	2	6	5	9	2	30

Table 3 - All Accidents by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	2	0	0	0	0	0	2
Slight	2	2	6	4	4	2	20
TOTAL	4	2	6	4	4	2	22

Table 4 - Casualties by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	2	0	0	0	0	0	2
Slight	4	2	6	5	9	2	28
TOTAL	6	2	6	5	9	2	30

Accidents between dates 01/01/2007 and 31/07/2012 (67) months

Selection: Notes:

Selected using Manual Selection

Table 5 - Pedestrian Accidents by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	1	0	1
TOTAL	0	0	0	0	1	0	1

Table 6 - Cycle Accidents by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	0	0	0	0	1
Slight	1	0	3	0	0	0	4
TOTAL	2	0	3	0	0	0	5

Table 7 - Motor Vehicle Only Accidents by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	0	0	0	0	1
Slight	1	2	3	4	3	2	15
TOTAL	2	2	3	4	3	2	16

Table 8 - OAP Accidents by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	0	0	0	0	1
Slight	0	1	0	2	1	0	4
TOTAL	1	1	0	2	1	0	5

Table 9 - Child Accidents by Severity

	2007	2008	2009	2010	2011	2012	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	1	0	1	0	2
TOTAL	0	0	1	0	1	0	2



## **Appendix L – Site Access Drawing**



**Notes:**  
 1. This is not a construction drawing and is intended for illustrative purposes only.  
 2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:  
**Gallagher Estates**

PROJECT:  
**Bloxham Road, Banbury**

DRAWING TITLE:  
**Proposed Site Access Roundabout**

SCALES:  
**1:1000 at A3**

DRAWN: JM	CHECKED: MG	DATE: 21.11.12
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**Savell Bird & Axon**  
 part of the WYG group



Ropemaker Court 12 Lower Park Row Bristol BS1 5BN  
 t: 0117 311 6387 f: 0117 925 4239 e: sba@sbax.co.uk

DRAWING NUMBER: <b>A053410-1/A/1</b>	REVISION: <b>D</b>
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## **Appendix M – Residential TRICS Report**



**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : M - MIXED PRIVATE/NON-PRIVATE HOUSING

**MULTI-MODAL VEHICLES**

Selected regions and areas:

<b>02 SOUTH EAST</b>	
SC SURREY	2 days
<b>03 SOUTH WEST</b>	
DV DEVON	1 days
<b>06 WEST MIDLANDS</b>	
HE HEREFORDSHIRE	1 days
<b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
NY NORTH YORKSHIRE	1 days
<b>09 NORTH</b>	
CB CUMBRIA	1 days
<b>10 WALES</b>	
CM CARMARTHENSHIRE	1 days
<b>11 SCOTLAND</b>	
FA FALKIRK	1 days

**Filtering Stage 2 selection:**

Parameter: Number of dwellings  
 Actual Range: 14 to 500 (units: )  
 Range Selected by User: 14 to 1412 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 13/10/11

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	5 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	3

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	6
No Sub Category	1

LIST OF SITES relevant to selection parameters

- |          |  |                        |
|----------|--|------------------------|
| <b>1</b> | <b>CB-03-M-03 SEMI-DETACHED, WORKINGTON</b><br>MOORCLOSE ROAD<br>SALTERBECK<br>WORKINGTON<br>Edge of Town<br>No Sub Category<br>Total Number of dwellings: 82                      | <b>CUMBRIA</b>         |
| <b>2</b> | <b>CM-03-M-01 HOUSES &amp; FLATS, CARMARTHEN</b><br>COLLEGE ROAD<br><br>CARMARTHEN<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 48      | <b>CARMARTHENSHIRE</b> |
| <b>3</b> | <b>DV-03-M-01 HOUSES &amp; FLATS, EXETER</b><br>TOPSHAM ROAD<br><br>EXETER<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 61              | <b>DEVON</b>           |
| <b>4</b> | <b>FA-03-M-01 SEMI D./TERRACED, FALKIRK</b><br>FAIRLIE STREET<br><br>FALKIRK<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 138                                 | <b>FALKIRK</b>         |
| <b>5</b> | <b>HE-03-M-01 SEMI D./TERRACED, HEREFORD</b><br>WHITECROSS ROAD<br>WIDEMARSH<br>HEREFORD<br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Number of dwellings: 57 | <b>HEREFORDSHIRE</b>   |
| <b>6</b> | <b>NY-03-M-03 SEMI D./TERRACED, HARROGATE</b><br>CAWTHORN AVENUE<br><br>HARROGATE<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 14       | <b>NORTH YORKSHIRE</b> |
| <b>7</b> | <b>SC-03-M-03 HOUSES &amp; FLATS, REDHILL</b><br>ST ANNE'S DRIVE<br><br>REDHILL<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 500                              | <b>SURREY</b>          |
| <b>8</b> | <b>SC-03-M-04 HOUSES/FLATS, GUILDFORD</b><br>EPSOM ROAD<br><br>GUILDFORD<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 130               | <b>SURREY</b>          |

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

**MULTI-MODAL VEHICLES**

**Calculation factor: 1 DWELLS**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	8	129	0.077	8	129	0.222	8	129	0.299
08:00 - 09:00	8	129	0.103	<b>8</b>	<b>129</b>	<b>0.262</b>	8	129	0.365
09:00 - 10:00	8	129	0.120	8	129	0.145	8	129	0.265
10:00 - 11:00	8	129	0.117	8	129	0.117	8	129	0.234
11:00 - 12:00	8	129	0.132	8	129	0.137	8	129	0.269
12:00 - 13:00	8	129	0.128	8	129	0.132	8	129	0.260
13:00 - 14:00	8	129	0.138	8	129	0.134	8	129	0.272
14:00 - 15:00	8	129	0.154	8	129	0.153	8	129	0.307
15:00 - 16:00	8	129	0.173	8	129	0.141	8	129	0.314
16:00 - 17:00	8	129	0.227	8	129	0.160	8	129	0.387
17:00 - 18:00	<b>8</b>	<b>129</b>	<b>0.291</b>	8	129	0.140	<b>8</b>	<b>129</b>	<b>0.431</b>
18:00 - 19:00	8	129	0.213	8	129	0.161	8	129	0.374
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.873			1.904			3.777

**Parameter summary**

Trip rate parameter range selected: 14 - 500 (units: )  
 Survey date date range: 01/01/04 - 13/10/11  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 7

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

**MULTI-MODAL TOTAL PEOPLE**

**Calculation factor: 1 DWELLS**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	8	129	0.113	8	129	0.414	8	129	0.527
08:00 - 09:00	8	129	0.193	<b>8</b>	<b>129</b>	<b>0.630</b>	<b>8</b>	<b>129</b>	<b>0.823</b>
09:00 - 10:00	8	129	0.189	8	129	0.263	8	129	0.452
10:00 - 11:00	8	129	0.186	8	129	0.196	8	129	0.382
11:00 - 12:00	8	129	0.195	8	129	0.242	8	129	0.437
12:00 - 13:00	8	129	0.229	8	129	0.217	8	129	0.446
13:00 - 14:00	8	129	0.233	8	129	0.220	8	129	0.453
14:00 - 15:00	8	129	0.258	8	129	0.242	8	129	0.500
15:00 - 16:00	8	129	0.438	8	129	0.264	8	129	0.702
16:00 - 17:00	8	129	0.412	8	129	0.294	8	129	0.706
17:00 - 18:00	<b>8</b>	<b>129</b>	<b>0.515</b>	8	129	0.234	8	129	0.749
18:00 - 19:00	8	129	0.378	8	129	0.259	8	129	0.637
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			3.339			3.475			6.814

**Parameter summary**

Trip rate parameter range selected: 14 - 500 (units: )  
 Survey date range: 01/01/04 - 13/10/11  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 7



## **Appendix N – 2001 Census Data**

Method of Travel to Work - Resident Population (UV39)

				Banbury Easington Ward	Cherwell Non-Metropolitan District	South East Region	England Country	
All People	Count	Persons	Apr-01	5438	95757	5766307	35532091	3385
Works mainly at or from home	Count	Persons	Apr-01	355	6779	386302	2055224	
Underground, metro, light rail or tram	Count	Persons	Apr-01	5	60	8949	709386	0.15%
Train	Count	Persons	Apr-01	40	1177	218822	950023	1.18%
Bus, minibus or coach	Count	Persons	Apr-01	68	3465	169312	1685361	2.01%
Taxi or minicab	Count	Persons	Apr-01	18	257	16032	116503	0.53%
Driving a car or van	Count	Persons	Apr-01	2179	42743	2301493	12324166	64.37%
Passenger in a car or van	Count	Persons	Apr-01	273	4604	219850	1370685	8.06%
Motorcycle, scooter or moped	Count	Persons	Apr-01	33	698	43731	249456	0.97%
Bicycle	Count	Persons	Apr-01	123	2755	119315	634588	3.63%
On foot	Count	Persons	Apr-01	630	7435	385450	2241901	18.61%
Other	Count	Persons	Apr-01	16	267	19500	104205	0.47%
Not currently working	Count	Persons	Apr-01	1698	25517	1877551	13090593	

Method of Travel to Work - Resident Population, 2001 (UV39), Apr01 LastUpdated 18-Nov-04 100.00%

Method of Travel to Work - Resident Population, 2001 (UV39), Apr01 Source Office for National Statistics

Method of Travel to Work - Resident Population (UV39) National Statistics

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## **Appendix O – Employment TRICS Reports**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT  
 Category : B - BUSINESS PARK

**VEHICLES**

Selected regions and areas:

<b>02 SOUTH EAST</b>		
BU	BUCKINGHAMSHIRE	1 days
HF	HERTFORDSHIRE	1 days
<b>03 SOUTH WEST</b>		
DC	DORSET	1 days
WL	WILTSHIRE	1 days
<b>04 EAST ANGLIA</b>		
NF	NORFOLK	1 days
SF	SUFFOLK	1 days
<b>05 EAST MIDLANDS</b>		
LN	LINCOLNSHIRE	1 days
NT	NOTTINGHAMSHIRE	1 days
<b>06 WEST MIDLANDS</b>		
HE	HEREFORDSHIRE	1 days
SH	SHROPSHIRE	2 days
WO	WORCESTERSHIRE	1 days
<b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>		
NO	NORTH LINCOLNSHIRE	1 days
<b>08 NORTH WEST</b>		
LC	LANCASHIRE	1 days

**Filtering Stage 2 selection:**

Parameter: Gross floor area  
 Actual Range: 1300 to 26000 (units: sqm)  
 Range Selected by User: 975 to 121275 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 18/10/11

Selected survey days:

Monday	2 days
Tuesday	6 days
Wednesday	1 days
Thursday	5 days

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	3
Residential Zone	2
Retail Zone	1
Built-Up Zone	1
Village	1
No Sub Category	3



**Filtering Stage 3 selection:**

Use Class:

Not Known	1 days
B1	13 days

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	6 days

Travel Plan:

No	14 days
----	---------

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

**VEHICLES**

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	14	7570	0.139	14	7570	0.042	14	7570	0.181
07:30 - 08:00	14	7570	0.343	14	7570	0.050	14	7570	0.393
08:00 - 08:30	14	7570	0.638	14	7570	0.131	14	7570	0.769
08:30 - 09:00	<b>14</b>	<b>7570</b>	<b>0.912</b>	14	7570	0.125	<b>14</b>	<b>7570</b>	<b>1.037</b>
09:00 - 09:30	14	7570	0.640	14	7570	0.159	14	7570	0.799
09:30 - 10:00	14	7570	0.306	14	7570	0.139	14	7570	0.445
10:00 - 10:30	14	7570	0.228	14	7570	0.156	14	7570	0.384
10:30 - 11:00	14	7570	0.140	14	7570	0.124	14	7570	0.264
11:00 - 11:30	14	7570	0.147	14	7570	0.176	14	7570	0.323
11:30 - 12:00	14	7570	0.140	14	7570	0.170	14	7570	0.310
12:00 - 12:30	14	7570	0.162	14	7570	0.368	14	7570	0.530
12:30 - 13:00	14	7570	0.213	14	7570	0.293	14	7570	0.506
13:00 - 13:30	14	7570	0.321	14	7570	0.312	14	7570	0.633
13:30 - 14:00	14	7570	0.361	14	7570	0.213	14	7570	0.574
14:00 - 14:30	14	7570	0.186	14	7570	0.161	14	7570	0.347
14:30 - 15:00	14	7570	0.164	14	7570	0.192	14	7570	0.356
15:00 - 15:30	14	7570	0.143	14	7570	0.237	14	7570	0.380
15:30 - 16:00	14	7570	0.152	14	7570	0.251	14	7570	0.403
16:00 - 16:30	14	7570	0.127	14	7570	0.334	14	7570	0.461
16:30 - 17:00	14	7570	0.125	14	7570	0.453	14	7570	0.578
17:00 - 17:30	14	7570	0.145	<b>14</b>	<b>7570</b>	<b>0.757</b>	14	7570	0.902
17:30 - 18:00	14	7570	0.093	14	7570	0.650	14	7570	0.743
18:00 - 18:30	14	7570	0.053	14	7570	0.298	14	7570	0.351
18:30 - 19:00	14	7570	0.030	14	7570	0.140	14	7570	0.170
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>5.908</b>			<b>5.931</b>			<b>11.839</b>

### Parameter summary

Trip rate parameter range selected:	1300 - 26000 (units: sqm)
Survey date date range:	01/01/04 - 18/10/11
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT  
 Category : D - INDUSTRIAL ESTATE

**VEHICLES**

Selected regions and areas:

<b>02 SOUTH EAST</b>		
ES	EAST SUSSEX	1 days
EX	ESSEX	1 days
<b>03 SOUTH WEST</b>		
BR	BRISTOL CITY	1 days
WL	WILTSHIRE	1 days
<b>04 EAST ANGLIA</b>		
CA	CAMBRIDGESHIRE	2 days
SF	SUFFOLK	1 days
<b>05 EAST MIDLANDS</b>		
LN	LINCOLNSHIRE	1 days
<b>06 WEST MIDLANDS</b>		
HE	HEREFORDSHIRE	1 days
<b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>		
WY	WEST YORKSHIRE	1 days
<b>08 NORTH WEST</b>		
LC	LANCASHIRE	1 days
<b>09 NORTH</b>		
CB	CUMBRIA	1 days
NB	NORTHUMBERLAND	1 days
<b>11 SCOTLAND</b>		
HI	HIGHLAND	1 days

**Filtering Stage 2 selection:**

Parameter: Gross floor area  
 Actual Range: 1758 to 102000 (units: sqm)  
 Range Selected by User: 552 to 234115 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 25/05/12

Selected survey days:

Monday	5 days
Tuesday	3 days
Thursday	5 days
Friday	1 days

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	8

Selected Location Sub Categories:

Industrial Zone	7
Residential Zone	2
Built-Up Zone	1
No Sub Category	4

**Filtering Stage 3 selection:**

Use Class:

Not Known	4 days
B1	5 days

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
15,001 to 20,000	5 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	8 days

Travel Plan:

No	14 days
----	---------

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>BR-02-D-02</b> NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6000 sqm	<b>INDUSTRIAL ESTATE, BRISTOL</b>	<b>BRISTOL CITY</b>
<b>2</b>	<b>CA-02-D-01</b> STURROCK WAY BRETTON PETERBOROUGH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4300 sqm	<b>IND. ESTATE, PETERBOROUGH</b>	<b>CAMBRIDGESHIRE</b>
<b>3</b>	<b>CA-02-D-03</b> SAVILLE ROAD WESTWOOD PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4425 sqm	<b>IND. ESTATE, PETERBOROUGH</b>	<b>CAMBRIDGESHIRE</b>
<b>4</b>	<b>CB-02-D-03</b> CARLISLE ROAD  BRAMPTON Edge of Town No Sub Category Total Gross floor area: 13700 sqm	<b>INDUSTRIAL ESTATE, BRAMPTON</b>	<b>CUMBRIA</b>
<b>5</b>	<b>ES-02-D-05</b> COURTLANDS ROAD  EASTBOURNE Edge of Town Residential Zone Total Gross floor area: 7525 sqm	<b>IND. ESTATE, EASTBOURNE</b>	<b>EAST SUSSEX</b>
<b>6</b>	<b>EX-02-D-01</b> OAKWOOD HILL  LOUGHTON Edge of Town Industrial Zone Total Gross floor area: 27687 sqm	<b>INDUSTRIAL ESTATE, LOUGHTON</b>	<b>ESSEX</b>
<b>7</b>	<b>HE-02-D-01</b> BURCOTT ROAD  HEREFORD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1758 sqm	<b>BUSINESS PARK, HEREFORD</b>	<b>HEREFORDSHIRE</b>
<b>8</b>	<b>HI-02-D-03</b> NORTH ROAD INVERLOCHY FORT WILLIAM Edge of Town No Sub Category Total Gross floor area: 35000 sqm	<b>IND. EST./BUS.PK., FT. WILLIAM</b>	<b>HIGHLAND</b>
<b>9</b>	<b>LC-02-D-04</b> GREEN LANE WEST  GARSTANG Edge of Town Industrial Zone Total Gross floor area: 4555 sqm	<b>INDUSTRIAL ESTATE, GARSTANG</b>	<b>LANCASHIRE</b>

LIST OF SITES relevant to selection parameters (Cont.)

- |           |  |                                      |                       |
|-----------|--|--------------------------------------|-----------------------|
| <b>10</b> | <b>LN-02-D-01</b><br>BELTON LANE   | <b>INDUSTRIAL ESTATE, GRANTHAM</b>   | <b>LINCOLNSHIRE</b>   |
|           | GRANTHAM<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 5347 sqm |                                      |                       |
| <b>11</b> | <b>NB-02-D-01</b><br>A695  | <b>INDUSTRIAL ESTATE, HEXHAM</b>     | <b>NORTHUMBERLAND</b> |
|           | HEXHAM<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 10525 sqm                         |                                      |                       |
| <b>12</b> | <b>SF-02-D-02</b><br>HADLEIGH ROAD<br>WESTBOURNE<br>IPSWICH  | <b>INDUSTRIAL ESTATE, IPSWICH</b>    | <b>SUFFOLK</b>        |
|           | Suburban Area (PPS6 Out of Centre)<br>Built-Up Zone<br>Total Gross floor area: 102000 sqm              |                                      |                       |
| <b>13</b> | <b>WL-02-D-01</b><br>MARLBOROUGH ROAD  | <b>IND. ESTATE, WOOTTON BASSETT</b>  | <b>WILTSHIRE</b>      |
|           | WOOTTON BASSETT<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 7050 sqm                 |                                      |                       |
| <b>14</b> | <b>WY-02-D-02</b><br>A629 WAKEFIELD ROAD<br>TANDEM<br>HUDDERSFIELD                                     | <b>INDUSTRIAL EST., HUDDERSFIELD</b> | <b>WEST YORKSHIRE</b> |
|           | Edge of Town<br>No Sub Category<br>Total Gross floor area: 20824 sqm                                   |                                      |                       |

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

**VEHICLES**

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	14	17907	0.140	14	17907	0.055	14	17907	0.195
07:30 - 08:00	14	17907	0.244	14	17907	0.102	14	17907	0.346
08:00 - 08:30	14	17907	0.276	14	17907	0.122	14	17907	0.398
08:30 - 09:00	<b>14</b>	<b>17907</b>	<b>0.278</b>	14	17907	0.142	<b>14</b>	<b>17907</b>	<b>0.420</b>
09:00 - 09:30	14	17907	0.205	14	17907	0.135	14	17907	0.340
09:30 - 10:00	14	17907	0.173	14	17907	0.153	14	17907	0.326
10:00 - 10:30	14	17907	0.173	14	17907	0.168	14	17907	0.341
10:30 - 11:00	14	17907	0.163	14	17907	0.162	14	17907	0.325
11:00 - 11:30	14	17907	0.155	14	17907	0.160	14	17907	0.315
11:30 - 12:00	14	17907	0.170	14	17907	0.176	14	17907	0.346
12:00 - 12:30	14	17907	0.169	14	17907	0.214	14	17907	0.383
12:30 - 13:00	14	17907	0.184	14	17907	0.197	14	17907	0.381
13:00 - 13:30	14	17907	0.186	14	17907	0.198	14	17907	0.384
13:30 - 14:00	14	17907	0.214	14	17907	0.176	14	17907	0.390
14:00 - 14:30	14	17907	0.165	14	17907	0.157	14	17907	0.322
14:30 - 15:00	14	17907	0.150	14	17907	0.159	14	17907	0.309
15:00 - 15:30	14	17907	0.150	14	17907	0.163	14	17907	0.313
15:30 - 16:00	14	17907	0.154	14	17907	0.183	14	17907	0.337
16:00 - 16:30	14	17907	0.151	14	17907	0.223	14	17907	0.374
16:30 - 17:00	14	17907	0.142	14	17907	0.268	14	17907	0.410
17:00 - 17:30	14	17907	0.095	<b>14</b>	<b>17907</b>	<b>0.286</b>	14	17907	0.381
17:30 - 18:00	14	17907	0.050	14	17907	0.182	14	17907	0.232
18:00 - 18:30	14	17907	0.048	14	17907	0.092	14	17907	0.140
18:30 - 19:00	14	17907	0.030	14	17907	0.061	14	17907	0.091
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>3.865</b>			<b>3.934</b>			<b>7.799</b>



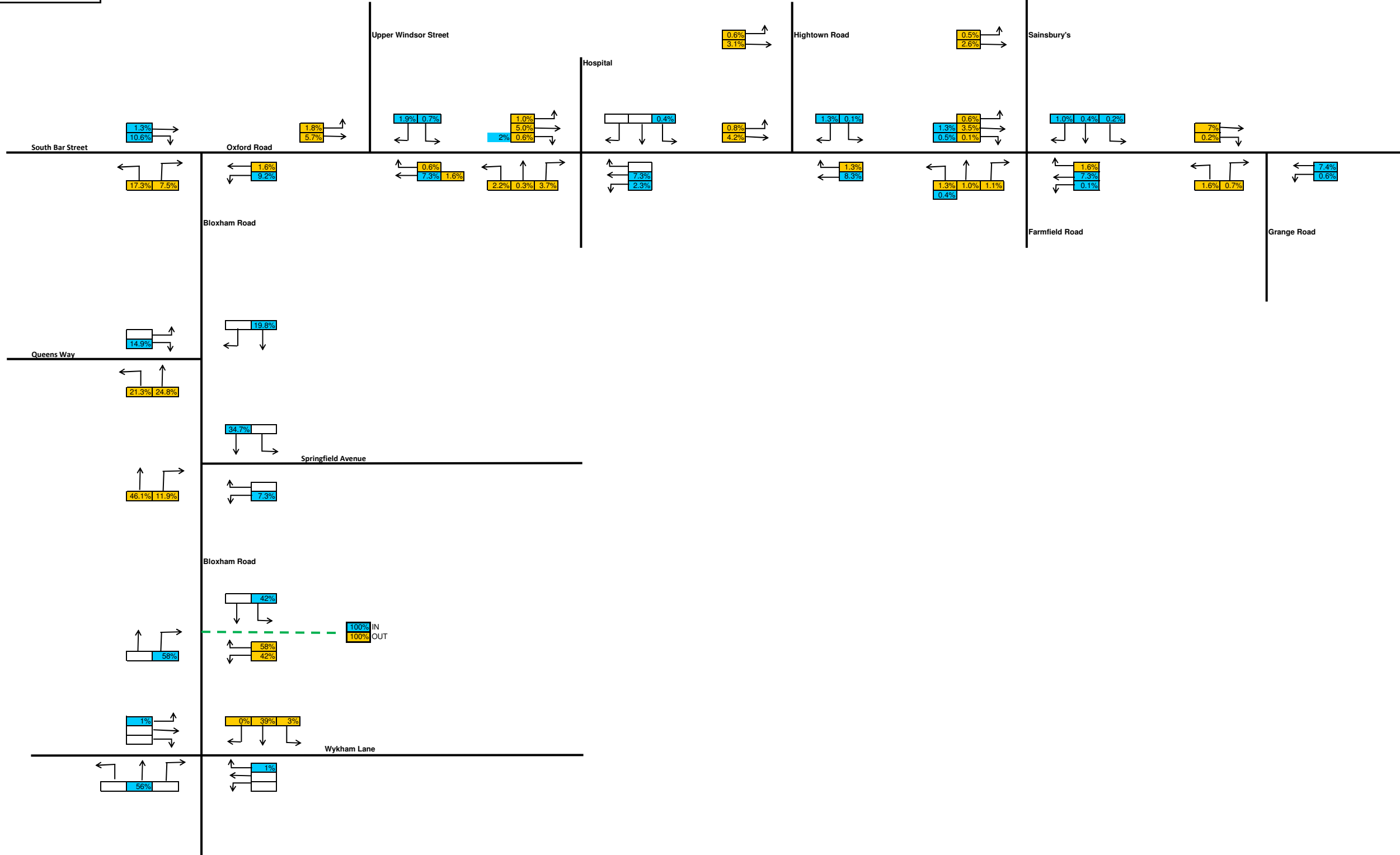
**Parameter summary**



Trip rate parameter range selected:	1758 - 102000 (units: sqm)
Survey date date range:	01/01/04 - 25/05/12
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1



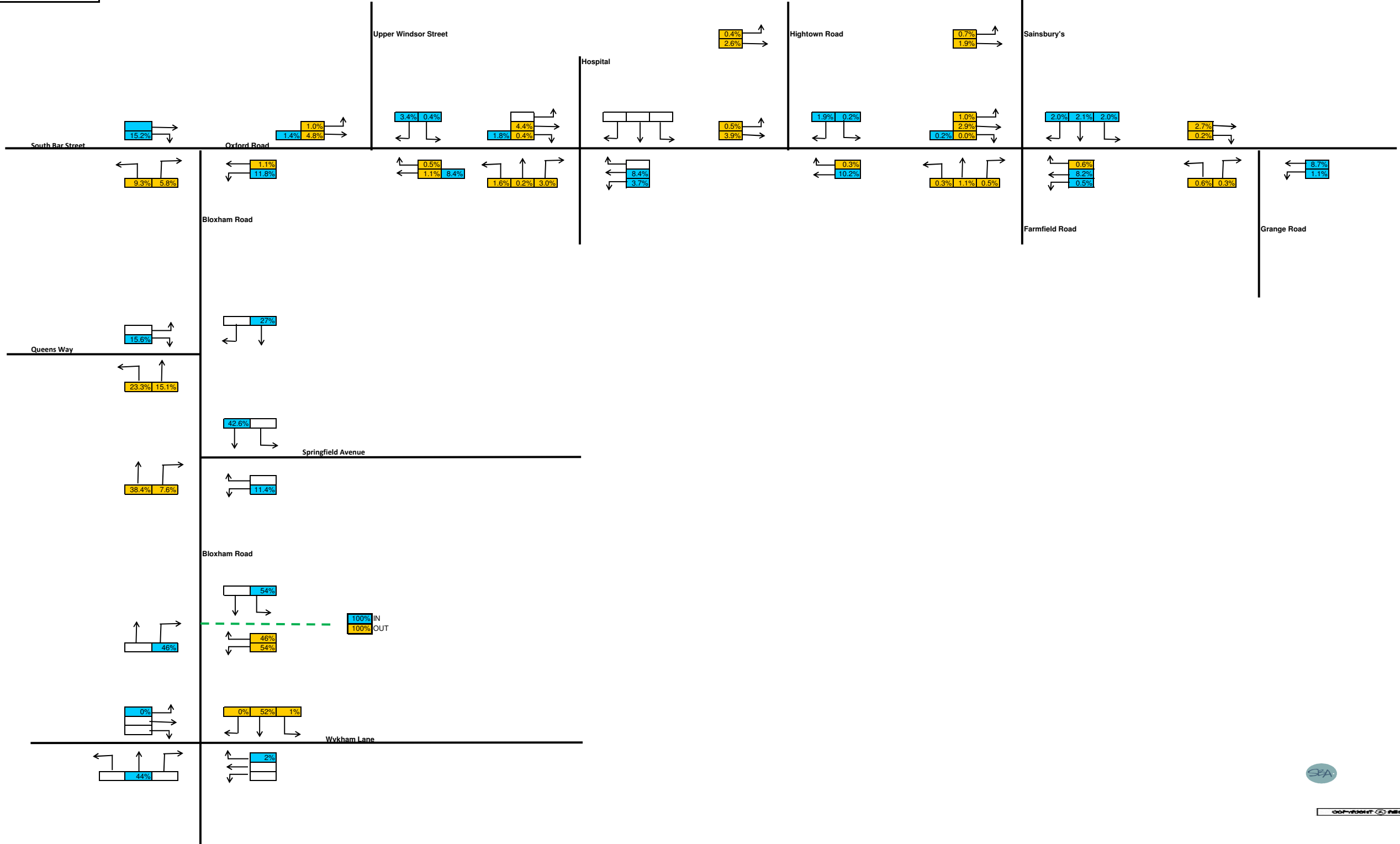
## **Appendix P – Residential Traffic Distribution Diagrams**

AM Peak  
8:00-9:00  
KEY:  
- - Site Access  
% Arr 42%  
% Dep 42%



Rev					Client		Ropemaker Court		 Savell Bird & Axon part of the WYG group  
A					Gallagher Estates		12 Lower Park Row		
Team 2818					Land at Wykham Park Farm, Banbury		Bristol		
Drawn JM					Project		BS1 5BN		
Checked AW					Title		Telephone: (0117) 311 6387		
Approved					AM Peak - Trip Distribution		Facsimile: (0117) 925 4239		
Project No. A053410-1					File name		Email: sba@sbax.co.uk		
Wykham Park Farm									

PM Peak  
17:00-18:00  
KEY:  
- - Site Access  
% Arr 42%  
% Dep 42%



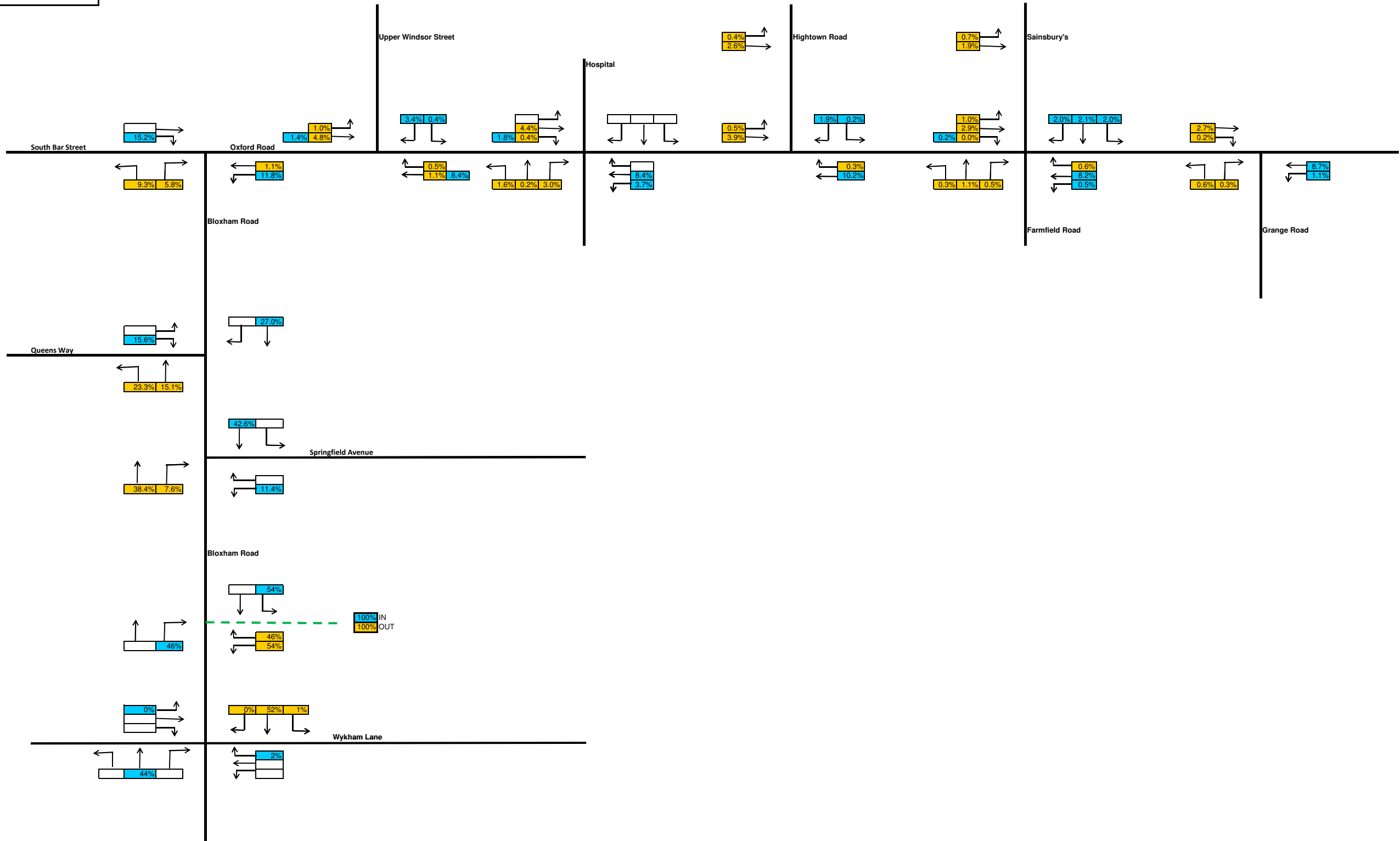
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Rev					Team		Drawn		Checked		Approved		Client		Project		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group	
A					2818		JM		AW		MG		Gallagher Estates		Land at Wykham Park Farm, Banbury		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk			
Project No.					File name							Title								
A053410-1					Wykham Park Farm							PM Peak - Trip Distribution								



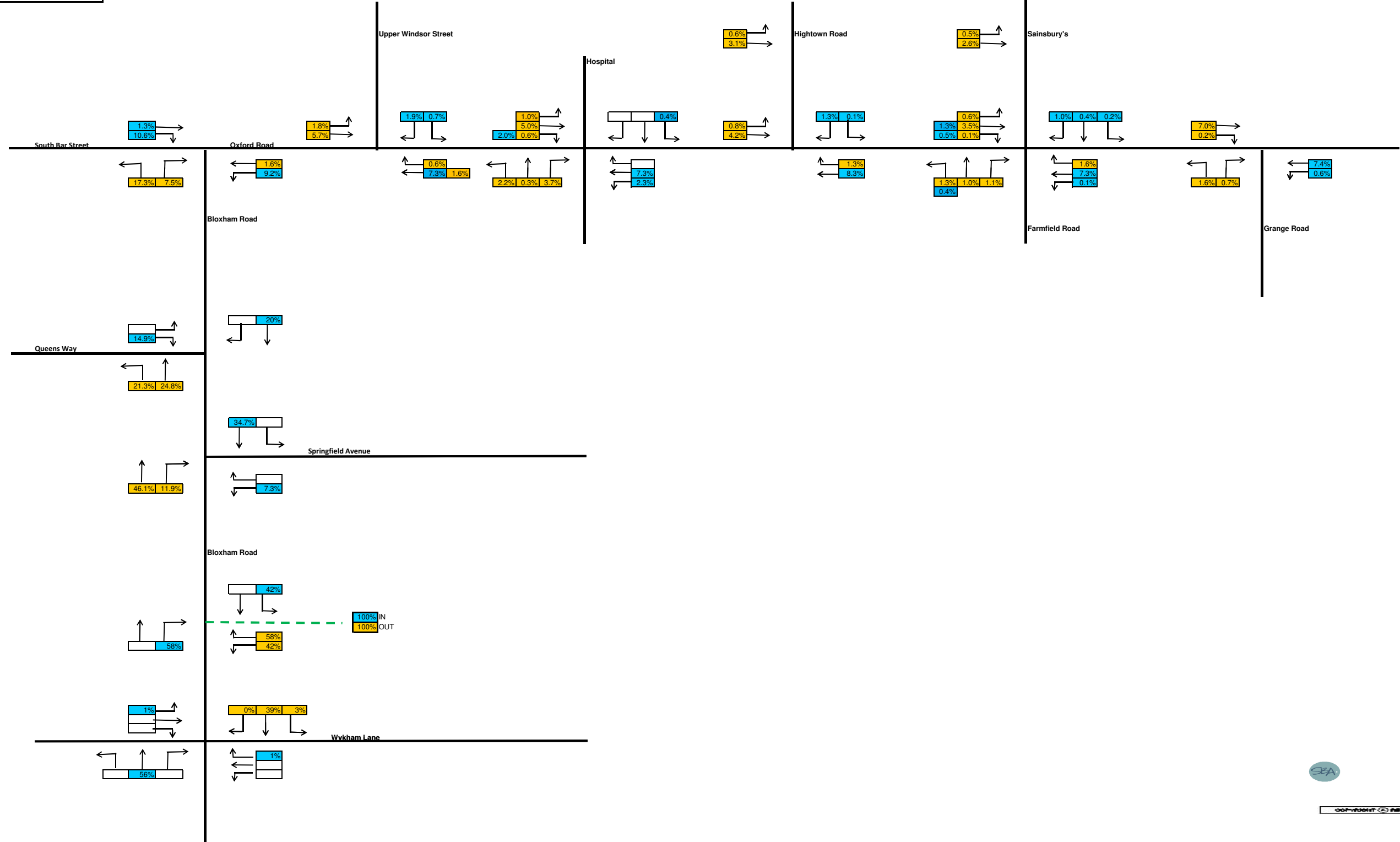
## **Appendix Q – Employment Traffic Distribution Diagrams**

AM Peak  
8:00-9:00  
KEY:  
- - Site Access  
% Arr 42%  
% Dep 42%



Rev					Team		Drawn		Checked		Approved		Client		Project		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group	
A					2818		JM		AW		MG		Gallagher Estates		Land at Wykham Park Farm, Banbury		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk		part of the WYG group	
Project No.					File name							Title								
A053410-1					Wykham Park Farm							AM Peak - Trip Distribution Employment								

PM Peak  
17:00-18:00  
KEY:  
- - Site Access  
% Arr 42%  
% Dep 42%



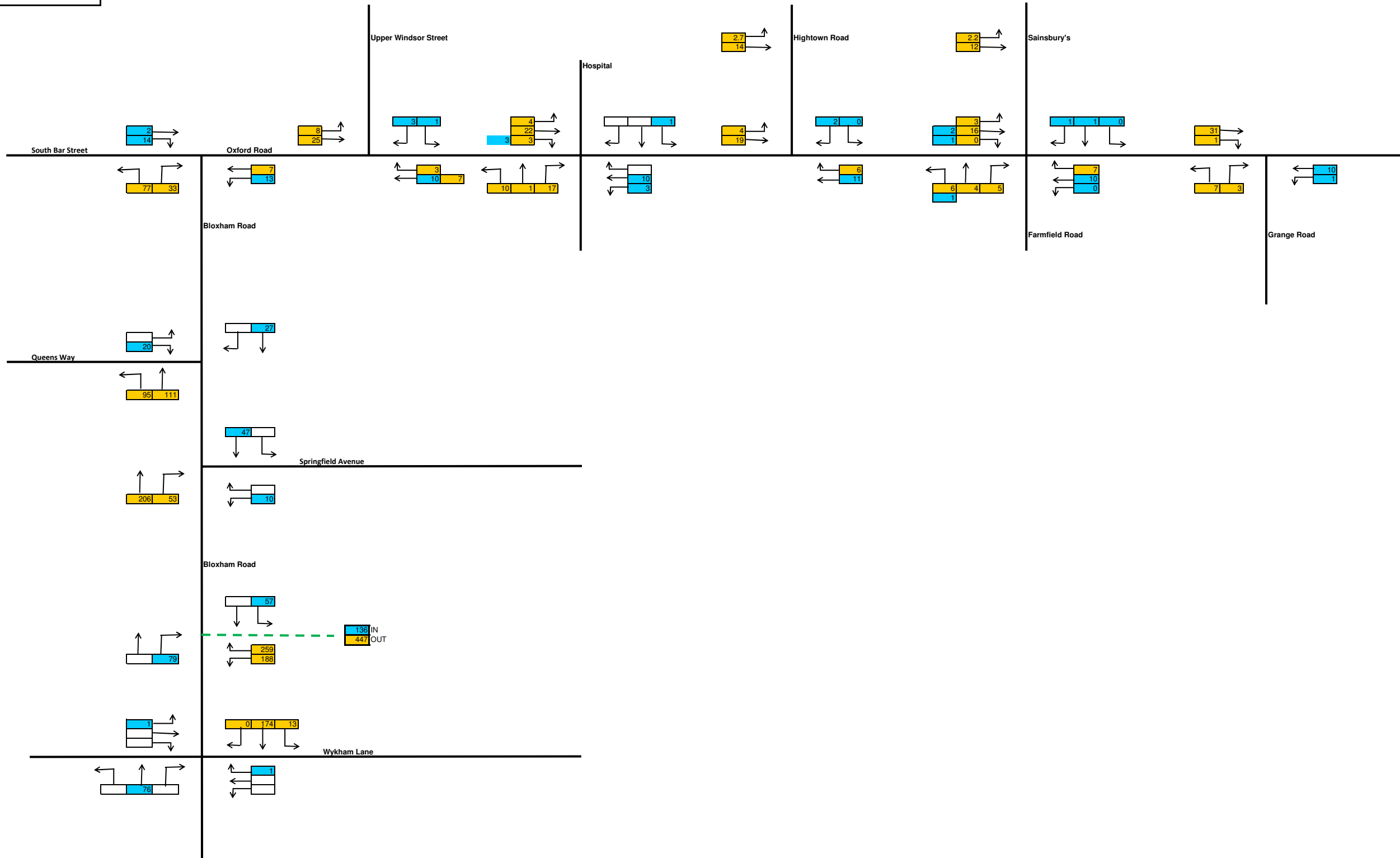
Rev					Client	Ropemaker Court 12 Lower Park Row Bristol BS1 5BN	Savell Bird & Axon part of the WYG group
A	Team 2818	Drawn JM	Checked AW	Approved MG	Gallagher Estates		
Project No. A053410-1					Project	Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk	
File name: Wykham Park Farm					Title: Land at Wykham Park Farm, Banbury PM Peak - Trip Distribution Employment		



## **Appendix R – Development Traffic Flow Diagrams**

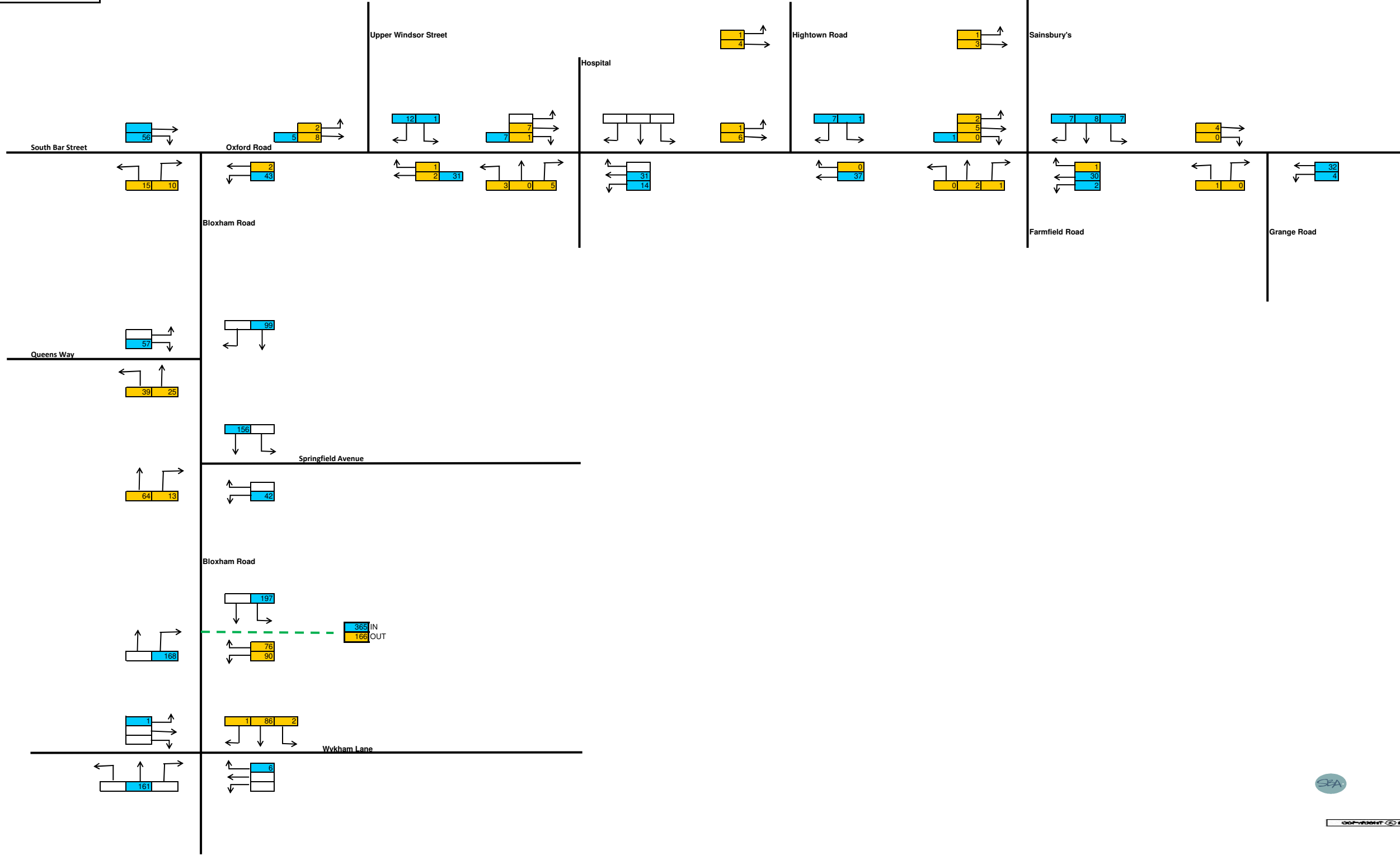


AM Peak  
8:00-9:00  
KEY:  
- Site Access  
Arr 56  
Dep 30



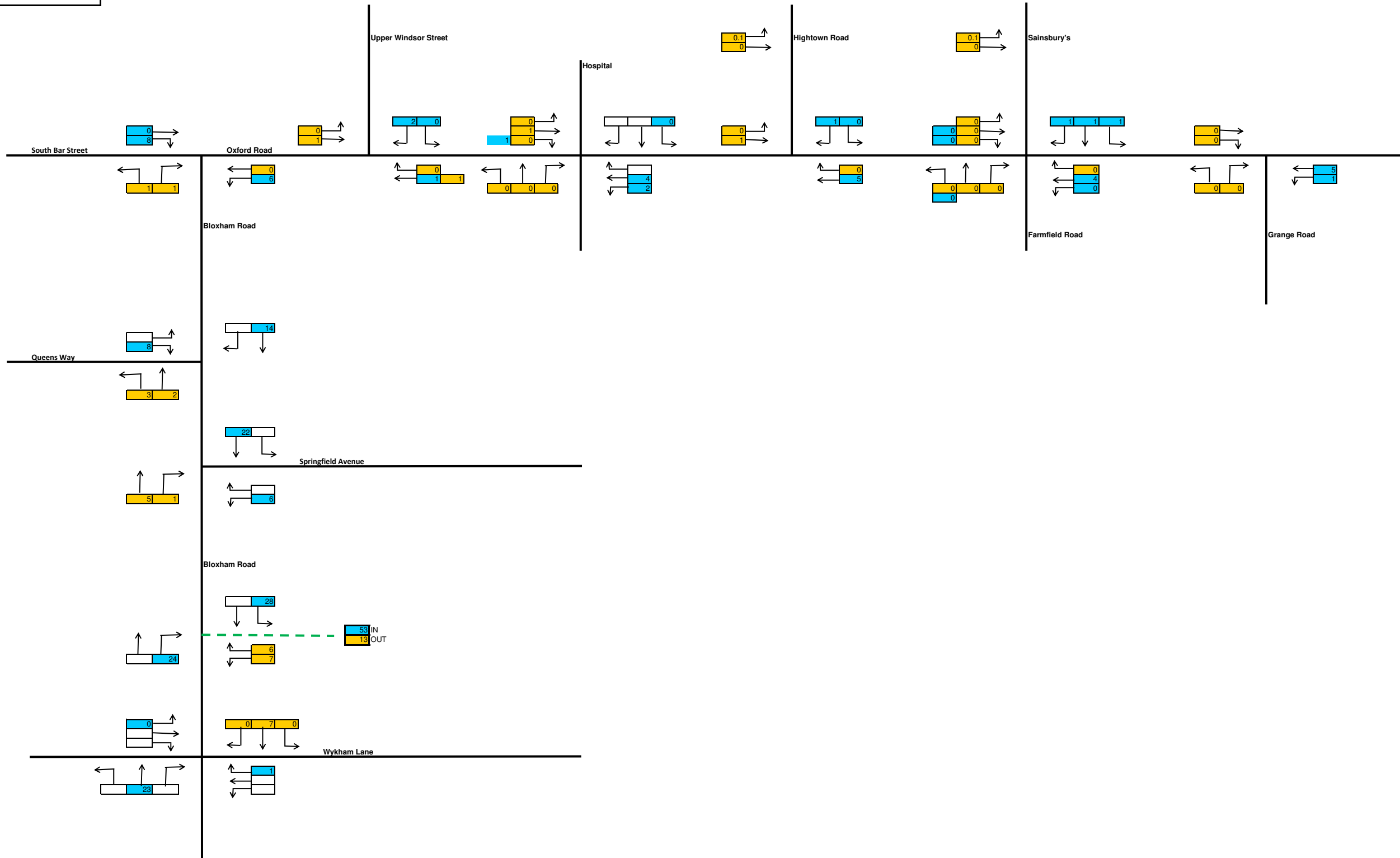
Rev					Team		Drawn		Checked		Approved		Client		Project		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group	
A					2818		JM		AW		MG		Gallagher Estates		Land at Wykham Park Farm, Banbury		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk		COPYRIGHT RESERVED	
Project No.					File name		Title		Client		Project		Title		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk		Savell Bird & Axon part of the WYG group	
A053410-1					Wykham Park Farm		AM Peak - Development Flows Residential		Gallagher Estates		Land at Wykham Park Farm, Banbury		AM Peak - Development Flows Residential		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk		Savell Bird & Axon part of the WYG group	

PM Peak  
17:00-18:00  
KEY:  
- Site Access  
Arr 63  
Dep 25



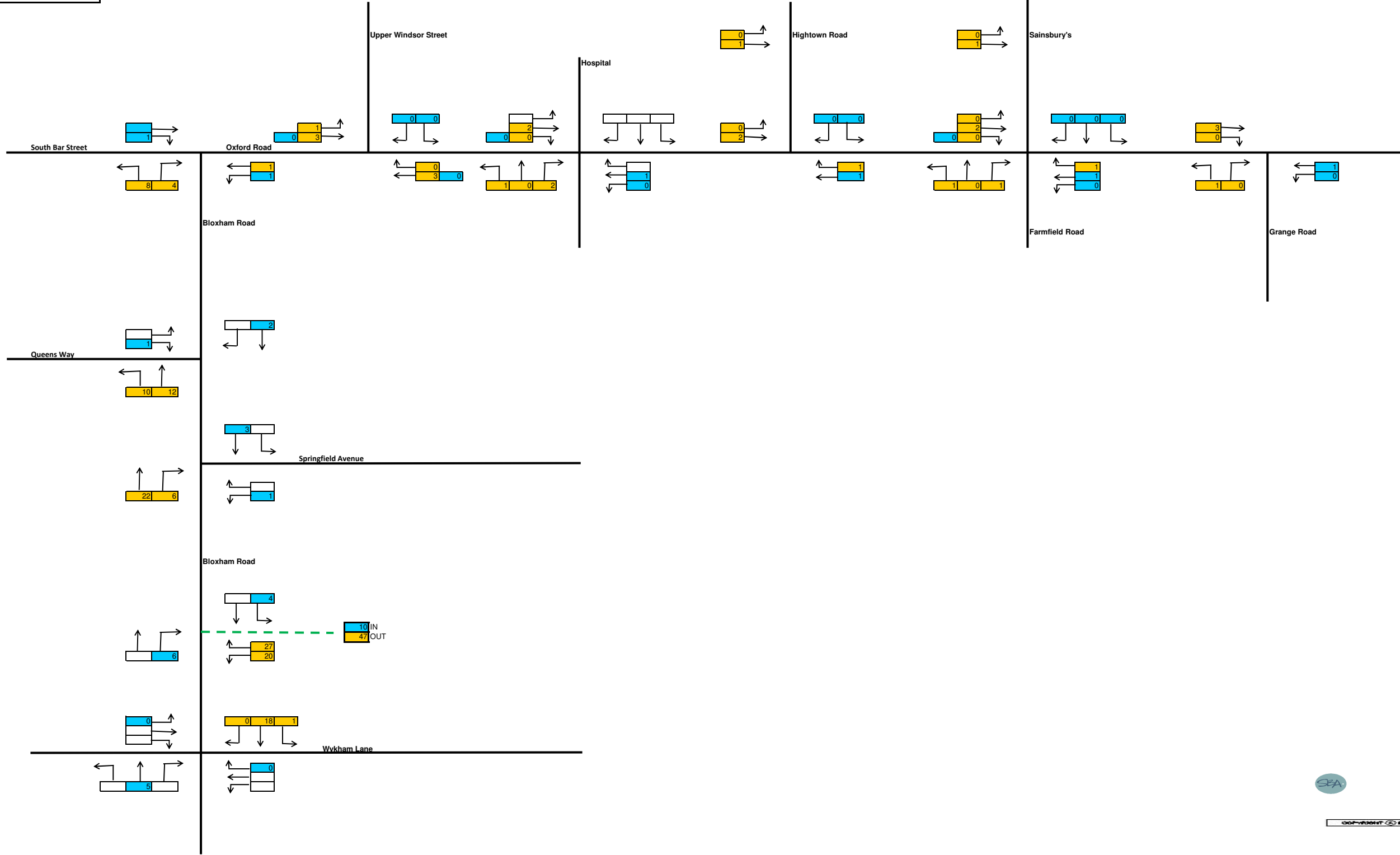
Rev					Team		Drawn		Checked		Approved		Client		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN  Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk		Savell Bird & Axon part of the WYG group	
A					2818		JM		AW		MG		Gallagher Estates Land at Wykham Park Farm, Banbury					
Project No.			File name			Title												
A053410-1			Wykham Park Farm			PM Peak - Development Flows Residential												

AM Peak  
8:00-9:00  
KEY:  
- Site Access  
Arr 56  
Dep 30



Rev					Team		Drawn		Checked		Approved		Client		Project		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group	
A					2818		JM		AW		MG		Gallagher Estates		Land at Wykham Park Farm, Banbury		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk		COPYRIGHT RESERVED	
Project No.					File name		Title		Client		Project		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk		COPYRIGHT RESERVED	
A053410-1					Wykham Park Farm		AM Peak - Development Flows Employment		Gallagher Estates		Land at Wykham Park Farm, Banbury		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk		COPYRIGHT RESERVED	

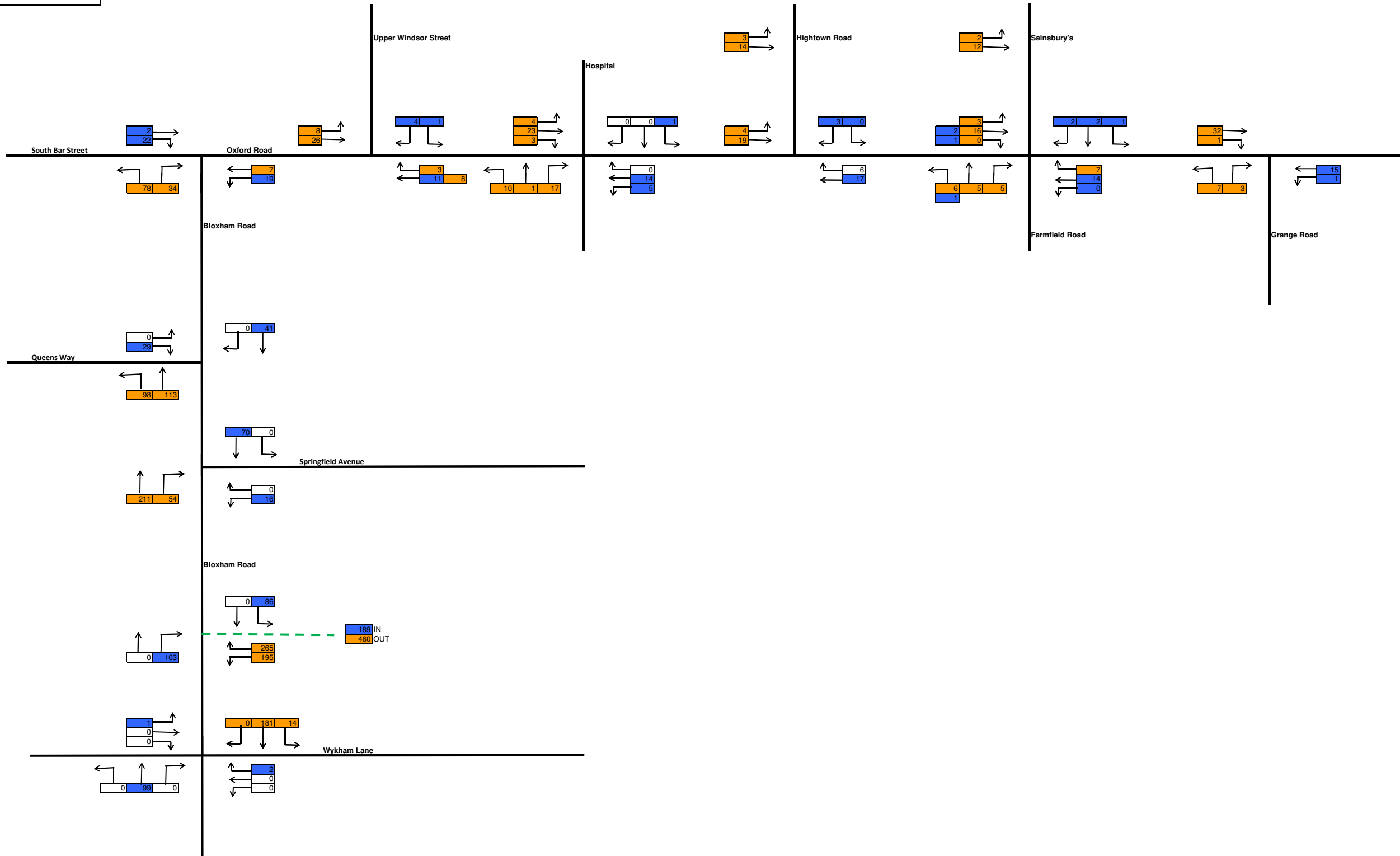
PM Peak  
17:00-18:00  
KEY:  
- Site Access  
Arr 63  
Dep 25



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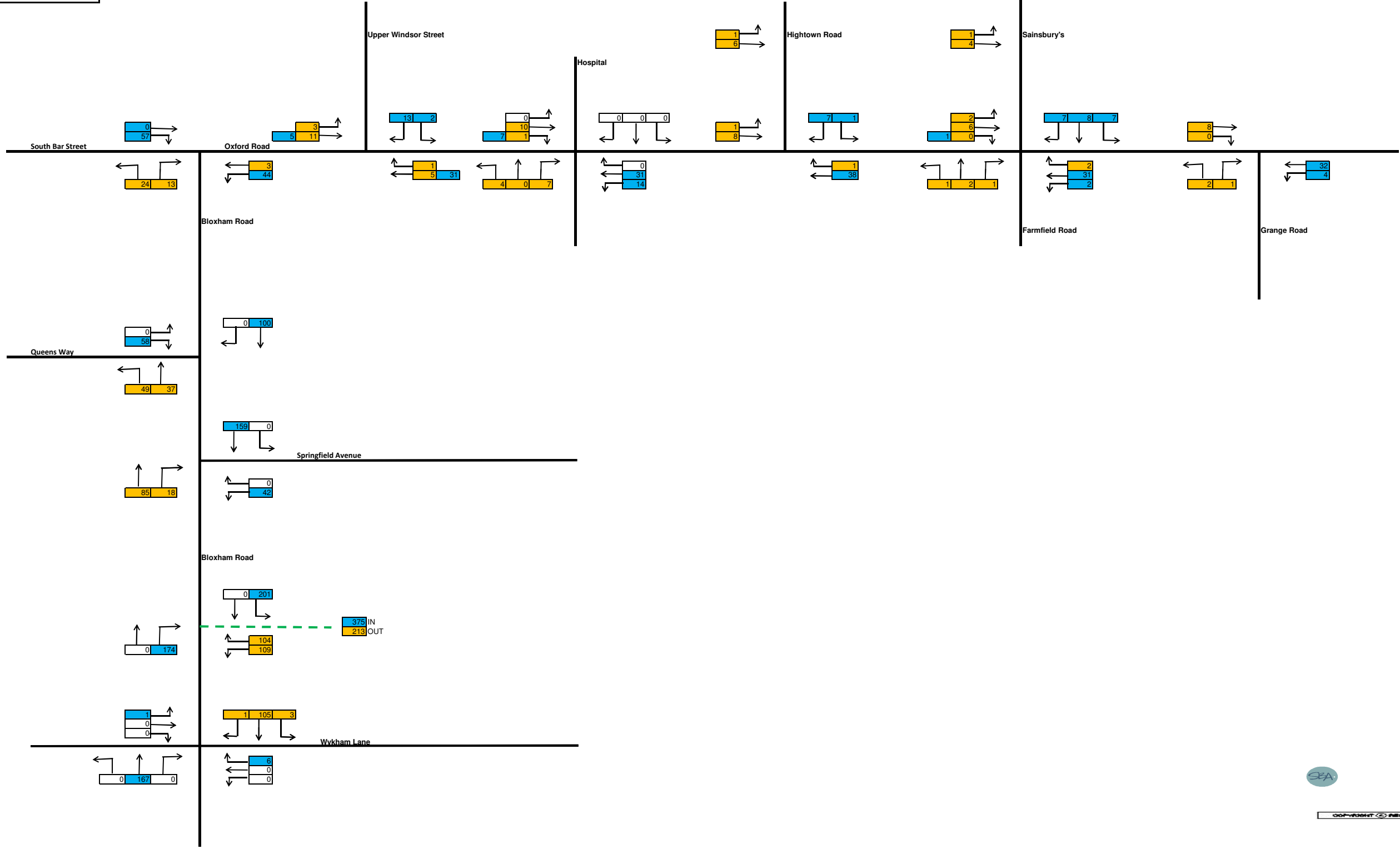
Rev					Client		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group
A	2818	JM	AW	MG	Gallagher Estates		Project		
Project No. A053410-1		File name			Title		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk		
Team					Land at Wykham Park Farm, Banbury		PM Peak - Development Flows Employment		
Drawn					Wykham Park Farm				

AM Peak  
8:00-9:00  
KEY:  
- Site Access  
Arr  
Dep



Rev					Client					Ropemaker Court 12 Lower Park Row Bristol BS1 5BN									
A		2818		JM		AW		MG		Gallagher Estates					Savell Bird & Axon part of the WIG group				
Project No. A053410-1					File name Wykham Park Farm					Project Land at Wykham Park Farm, Banbury					Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk				
										Title AM Peak - All Development Flows									

PM Peak  
17:00-18:00  
KEY:  
- Site Access  
Arr 63  
Dep 25



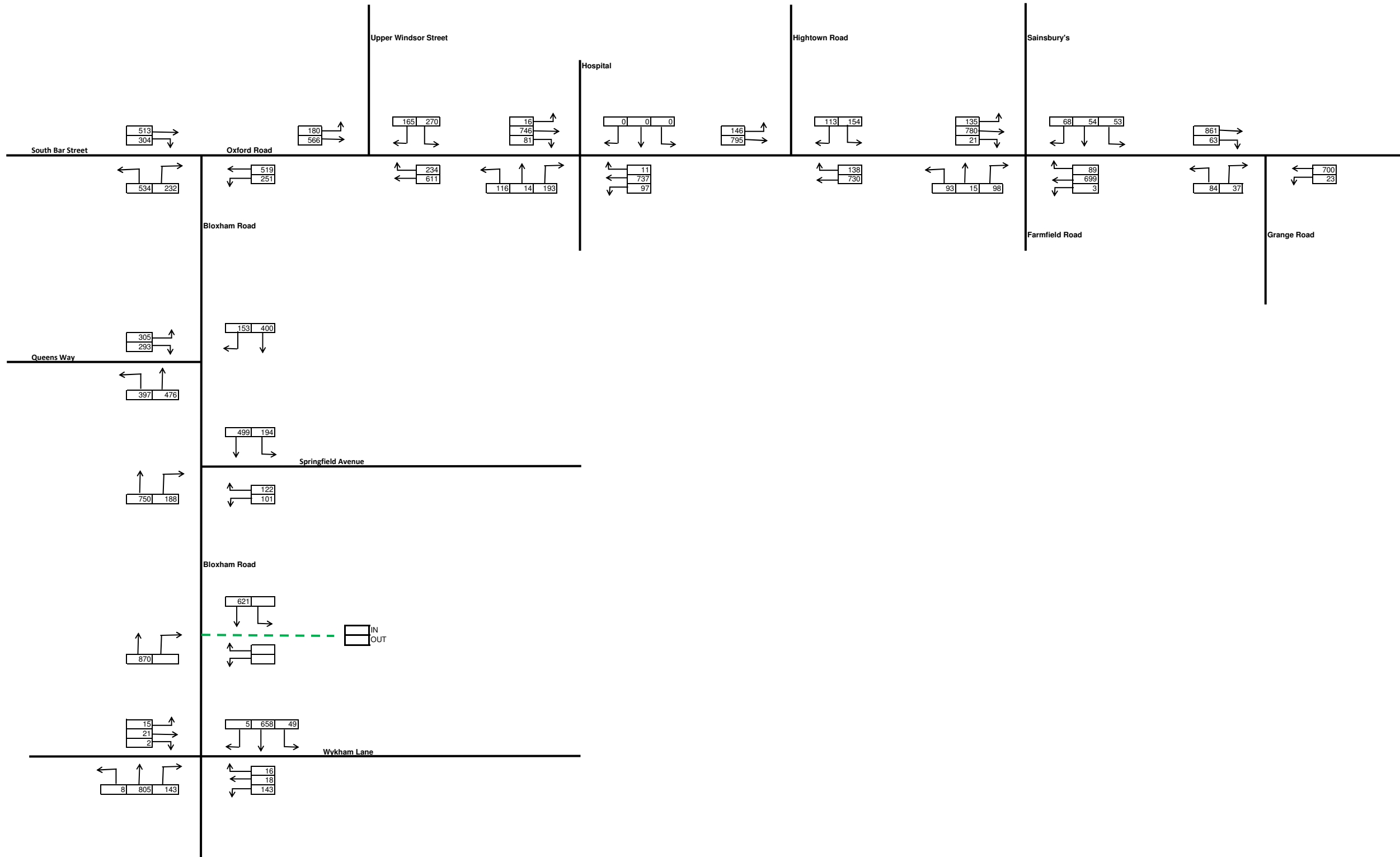
Copyright Reserved

Rev					Team		Drawn		Checked		Approved		Client		Project		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group	
A					2818		JM		AW		MG		Gallagher Estates		Land at Wykham Park Farm, Banbury		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk			
Project No.					File name					Title										
A053410-1					Wykham Park Farm					PM Peak - All Development Flows										



## **Appendix S – 2017 & 2022 Base Traffic Diagrams**

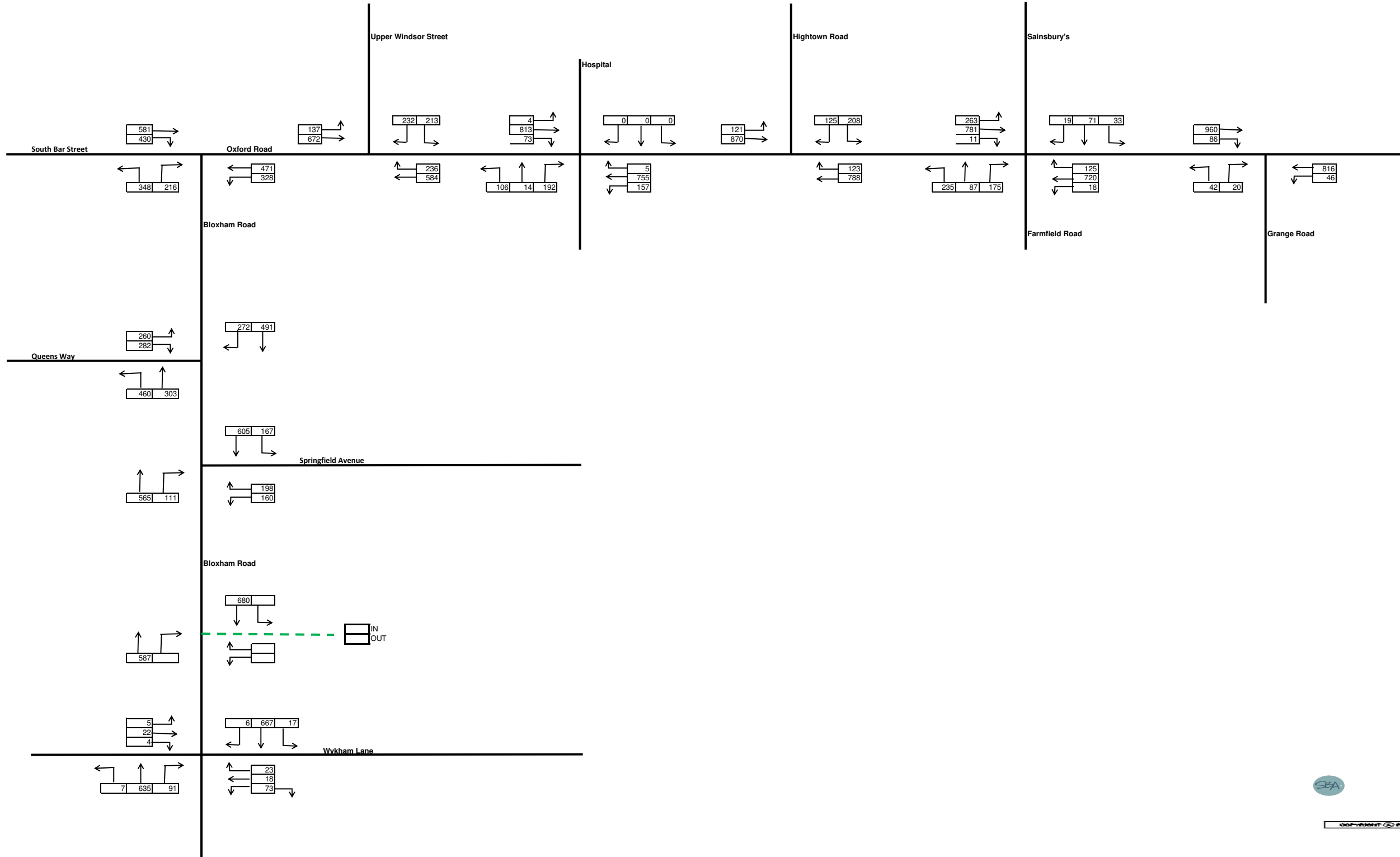
**AM Peak**  
 8:00-9:00  
**KEY:**  
 - Site Access  
 24 PCUs  
 Growth factor (2011-2017) 1.064



Rev					Team		Drawn		Checked		Approved		Client		Project		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group	
A					2818		JM		AW				Gallagher Estates		Land at Wykham Park Farm, Banbury		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk			
Project No.					File name					Title										
A053410-1					Wykham Park Farm					AM Peak - 2017 Base										



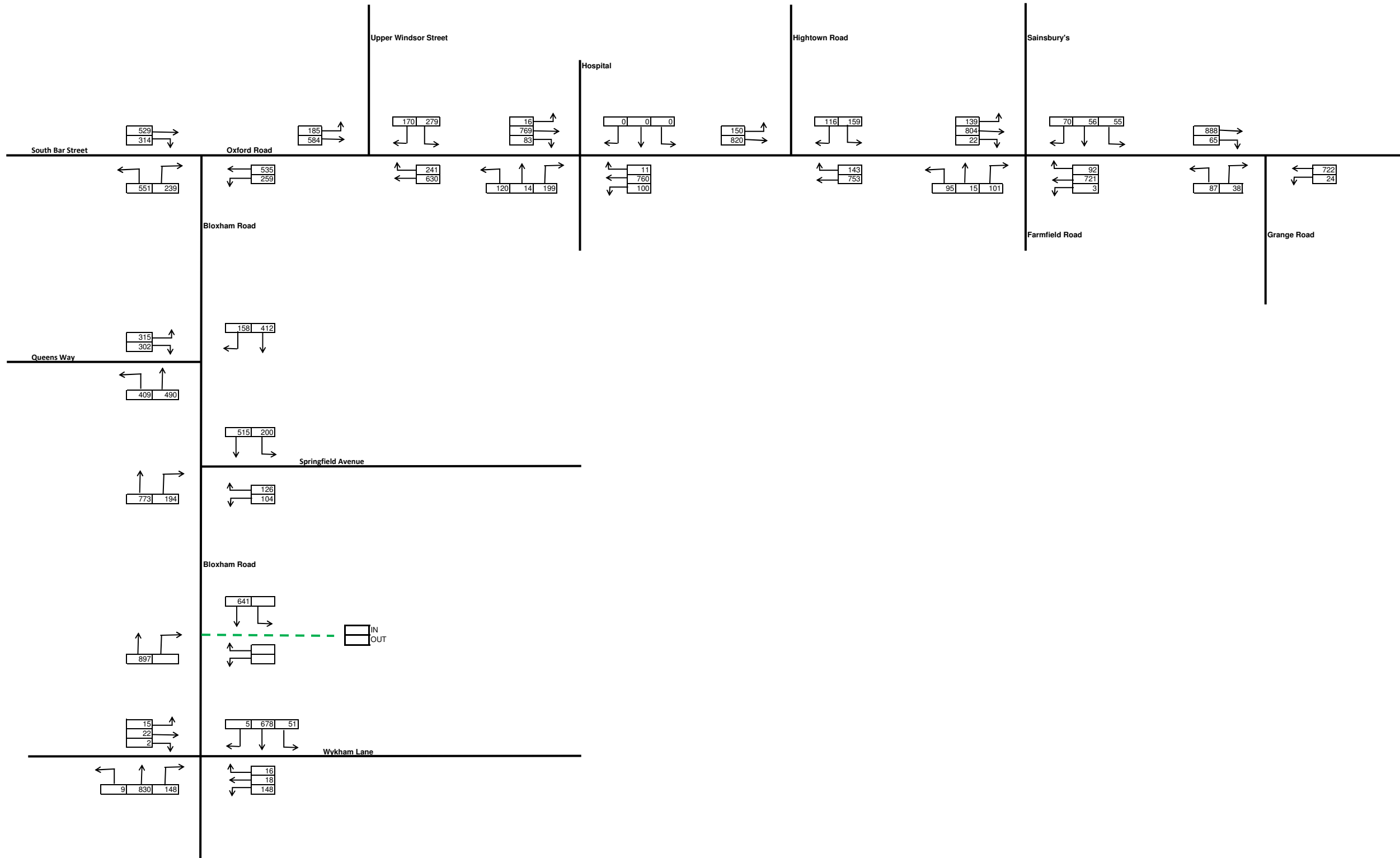
**PM Peak**  
 17:00-18:00  
**KEY:**  
 - Site Access  
 24 PCUs  
 Growth factor (2011-2012) 1.06



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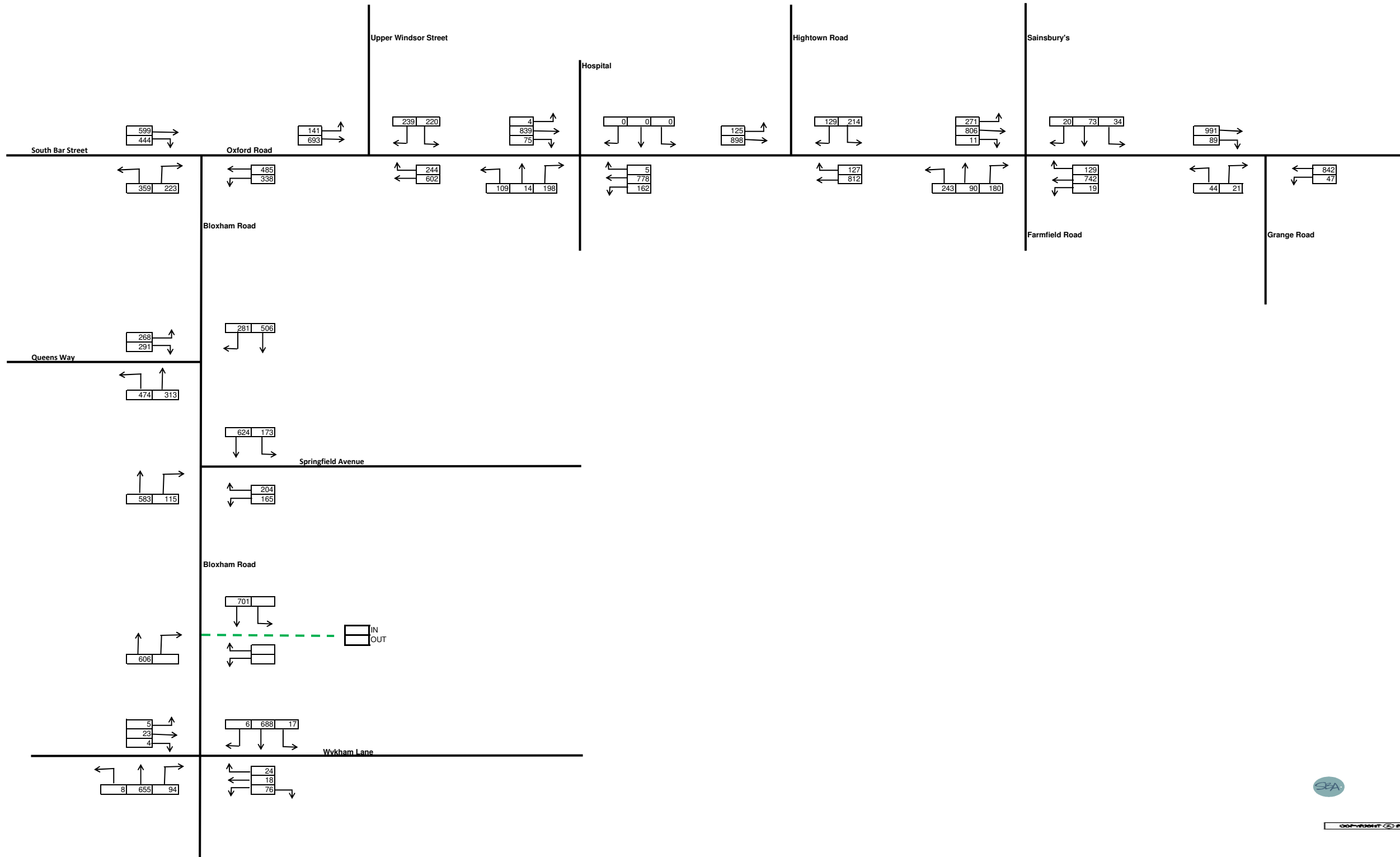
Rev					Team		Drawn		Checked		Approved		Client		Project		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group	
A					2818		JM		AW		MG		Gallagher Estates		Land at Wykham Park Farm, Banbury		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk			
Project No.					File name					Title										
A053410-1					Wykham Park Farm					PM Peak - 2017 Base										

**AM Peak**  
 8:00-9:00  
**KEY:**  
 - Site Access  
 24 PCUs  
 Growth factor (2011-2022) 1.097



Rev					Team		Drawn		Checked		Approved		Client		Project		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group	
A					2818		JM		AW				Gallagher Estates		Land at Wykham Park Farm, Banbury		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk		Copyright Reserved	
Project No.					File name					Title										
A053410-1					Wykham Park Farm					AM Peak - 2022 Base										

**PM Peak**  
 17:00-18:00  
**KEY:**  
 - Site Access  
 24 PCUs  
 Growth factor (2011-2012) 1.093



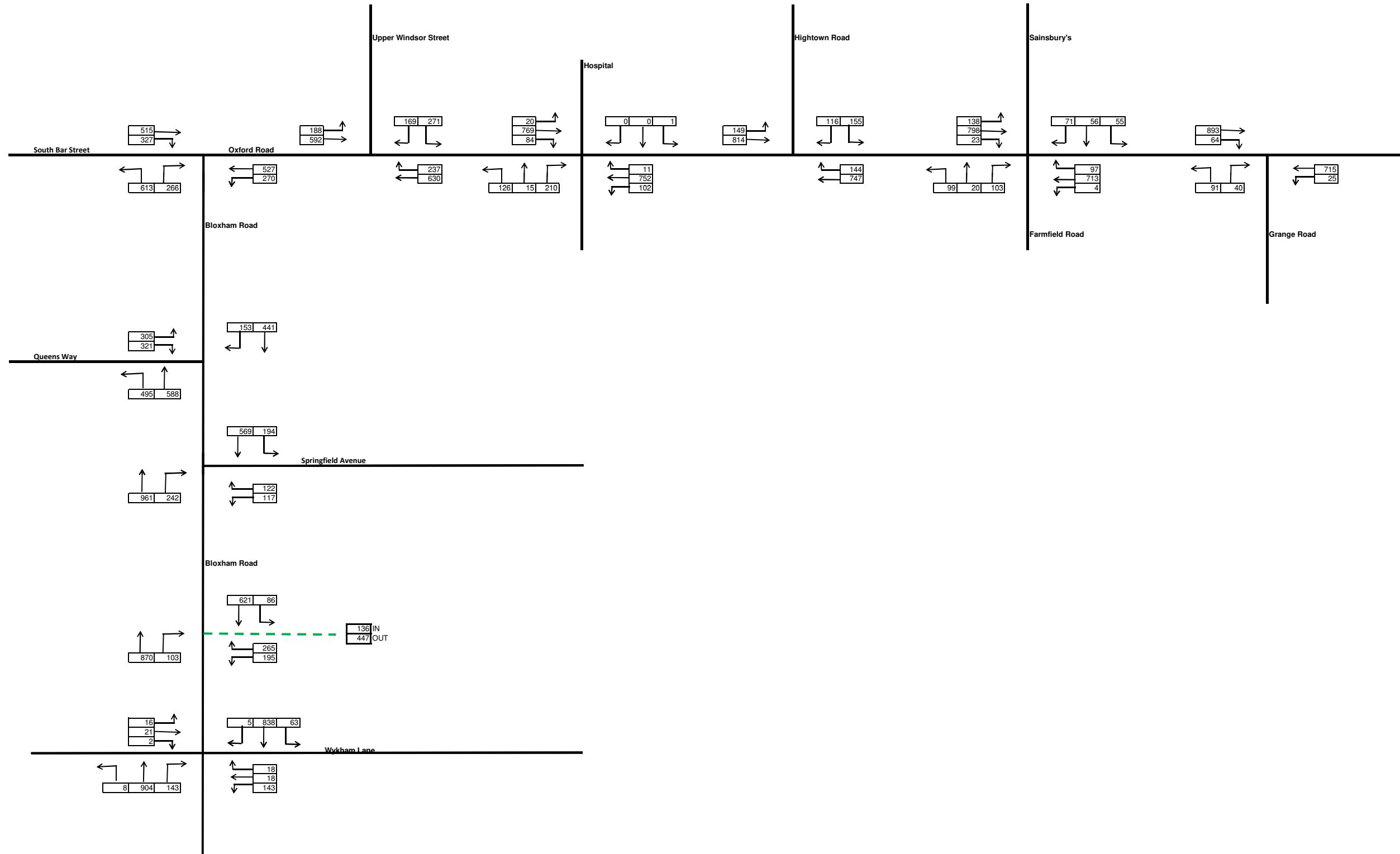
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Rev					Team		Drawn		Checked		Approved		Client		Project		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		Savell Bird & Axon part of the WYG group	
A					2818		JM		AW		MG		Gallagher Estates		Land at Wykham Park Farm, Banbury		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk			
Project No.					File name					Title										
A053410-1					Wykham Park Farm					PM Peak - 2022 Base										



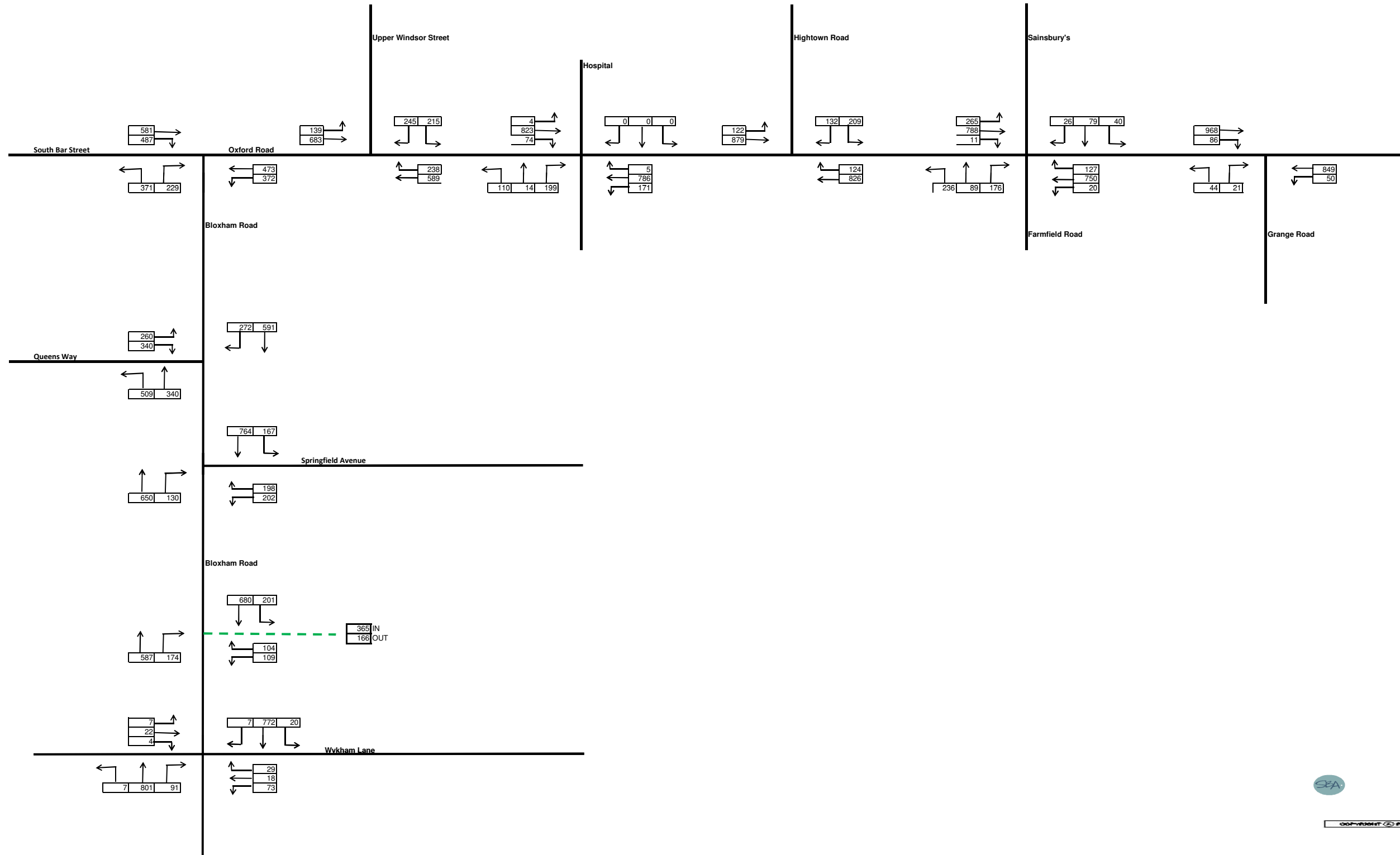
## **Appendix T – 2017 & 2022 Forecast Traffic Diagrams**

AM Peak  
8:00-9:00  
KEY:  
- Site Access  
24 PCUs



Rev					Client		Ropemaker Court		 Savell Bird & Axon part of the WYG group  
A					Gallagher Estates		12 Lower Park Row		
Team 2818					Project		Bristol		
Drawn JM					Land at Wykham Park Farm, Banbury		BS1 5BN		
Checked AW					Title		Telephone: (0117) 311 6387		
Approved MG					AM Peak - 2017 Base + Dev		Facsimile: (0117) 925 4239		
Project No. A053410-1					File name		Email: sba@sbax.co.uk		
Wykham Park Farm									

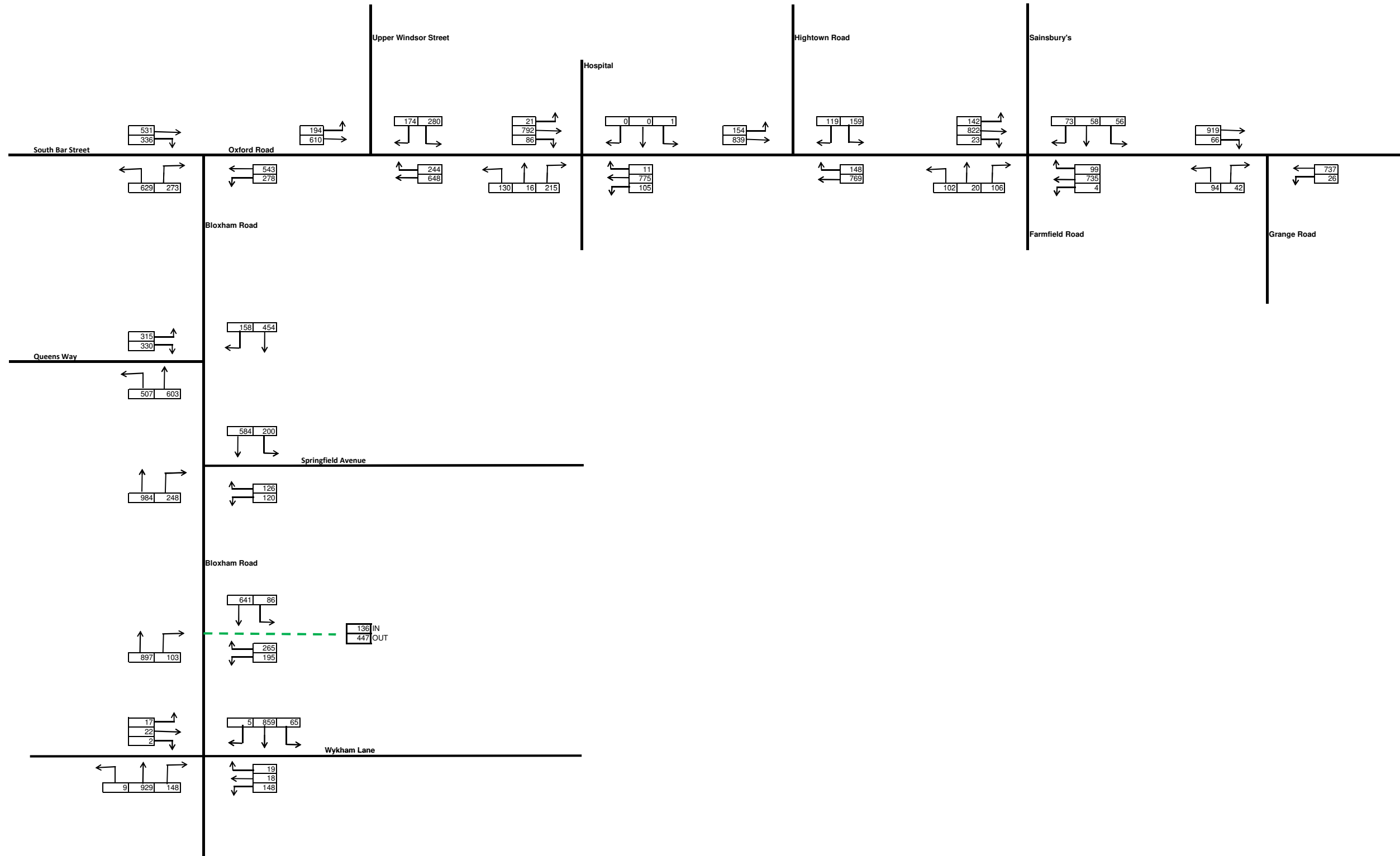
PM Peak  
17:00-18:00  
KEY:  
- Site Access  
24 PCUs


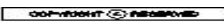


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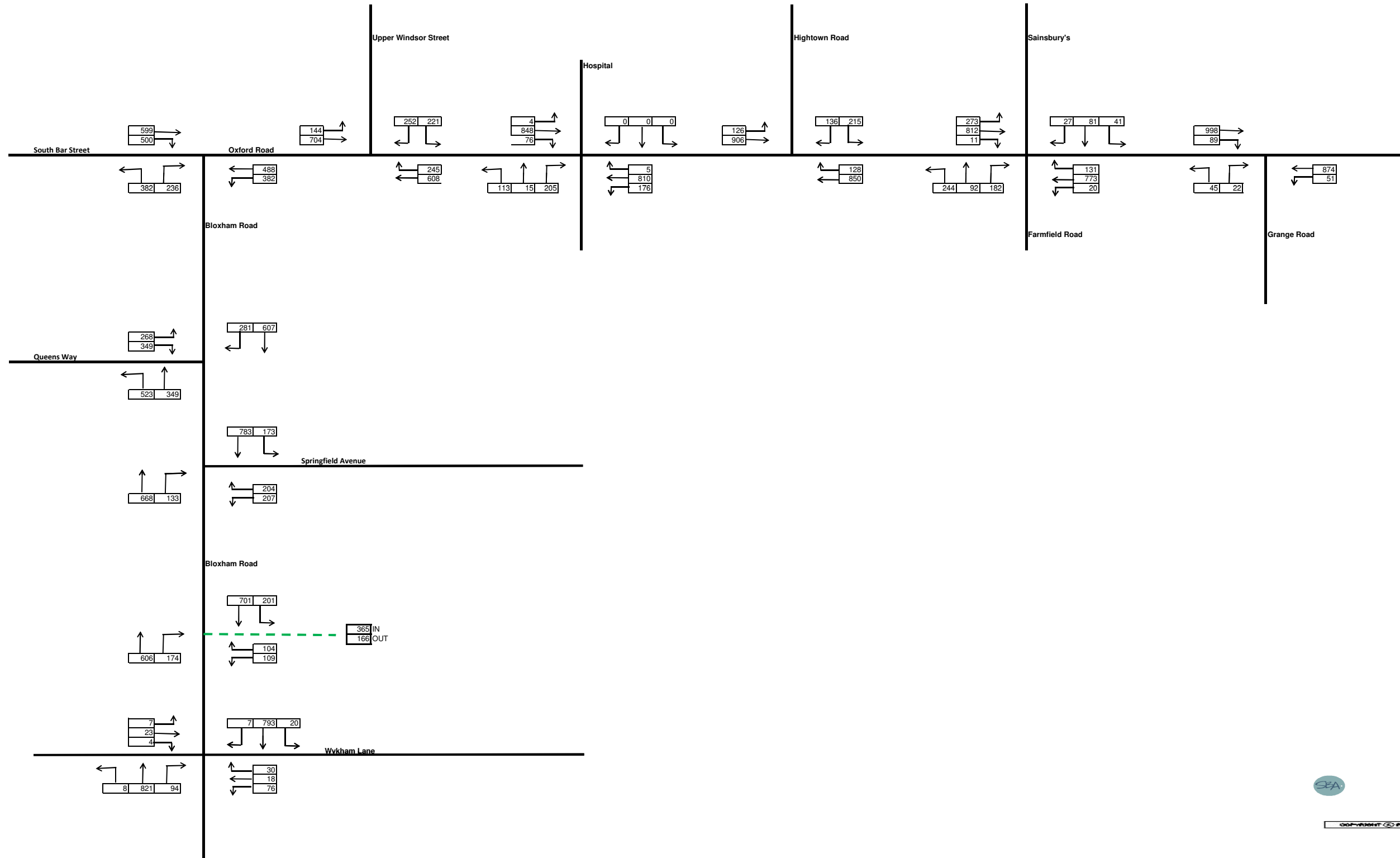
Rev					Client		Ropemaker Court		Savell Bird & Axon	
A					Gallagher Estates		12 Lower Park Row		part of the WYG group	
Team 2818					Project		Bristol		Telephone: (0117) 311 6387	
Drawn JM					Land at Wykham Park Farm, Banbury		BS1 5BN		Facsimile: (0117) 925 4239	
Checked AW					Title		PM Peak - 2017 Base + Dev		Email: sba@sbax.co.uk	
Approved MG					File name		Wykham Park Farm			
Project No. A053410-1										

AM Peak  
8:00-9:00  
KEY:  
- Site Access  
24 PCUs



Rev					Client		Ropemaker Court		 Savell Bird & Axon part of the WYG group  
A	2818	JM	AW	MG	Gallagher Estates		12 Lower Park Row Bristol BS1 5BN		
Project No. A053410-1					Project		Land at Wykham Park Farm, Banbury		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk
File name					Title		AM Peak - 2022 Base + Dev		

PM Peak  
17:00-18:00  
KEY:  
- Site Access  
24 PCUs



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Rev					Client		Ropemaker Court		Savell Bird & Axon	
A					Gallagher Estates		12 Lower Park Row		part of the WYG group	
Team 2818					Project		Bristol			
Drawn JM					Land at Wykham Park Farm, Banbury		BS1 5BN			
Checked AW					Title		Telephone: (0117) 311 6387			
Approved MG					PM Peak - 2022 Base + Dev		Facsimile: (0117) 925 4239			
Project No. A053410-1							Email: sba@sbax.co.uk			
File name										
Wykham Park Farm										





## **Appendix U – Bloxham Road / Wykham Lane 2017 & 2022 PICADY Reports**

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 4.0 (SEPT 2008)

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FOR SALES AND DISTRIBUTION INFORMATION,  
PROGRAM ADVICE AND MAINTENANCE CONTACT:  
TRL SOFTWARE BUREAU  
TEL: CROWTHORNE (01344) 770758, FAX: 770356  
EMAIL: Software@trl.co.uk  
-----

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS  
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

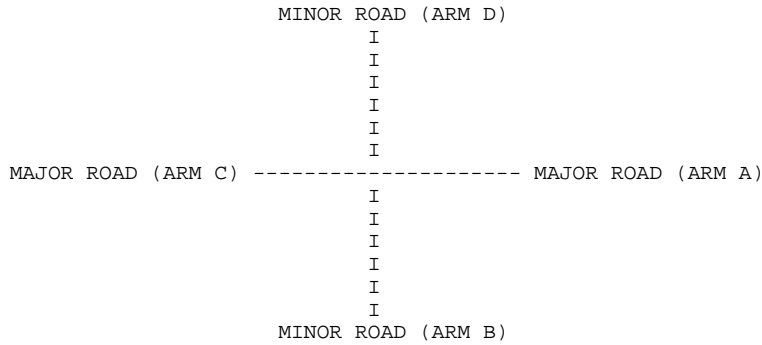
Run with file:-  
"N:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Picady\Wykham Lane Crossroad\  
Wykham Lane Junction\_AM.vpi"  
(drive-on-the-left) at 14:24:14 on Monday, 17 December 2012

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Wykham Lane Junction  
LOCATION : Banbury  
DATE : 17/12/12  
CLIENT :  
ENUMERATOR :  
JOB NUMBER : A053410-01  
STATUS : Completed  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Bloxham Road (North)  
ARM B IS Wykham Lane (East)  
ARM C IS Bloxham Road ( South)  
ARM D IS Wykham Lane ( West)

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C  
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 10.30 M.	I	( W ) 10.30 M.	I
I	CENTRAL RESERVE WIDTH	I	( WCR ) 0.00 M.	I	( WCR ) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	( WC-B ) 2.20 M.	I	( WA-D ) 2.20 M.	I
I	- VISIBILITY	I	( VC-B ) 114.00 M.	I	( VA-D ) 91.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	( VB-C ) 68.0 M.	I	( VD-A ) 103.0 M.	I
I	- VISIBILITY TO RIGHT	I	( VB-A ) 64.0 M.	I	( VD-C ) 61.0 M.	I
I	- LANE 1 WIDTH	I	( WB-C ) 2.90 M.	I	( WD-A ) 2.60 M.	I
I	- LANE 2 WIDTH	I	( WB-A ) 0.00 M.	I	( WD-C ) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	657.58	0.21		0.08		I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM	C-A	STREAM	C-D	I
I	635.81	0.20		0.08		I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-D	STREAM	D-A	STREAM	D-B	I
I	526.20	0.20		0.20		0.20		0.20		I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	D-C	I
I	0.08		0.12		0.28		0.10		I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM	C-A	STREAM	C-B	STREAM	B-C	STREAM	B-D	I
I	520.02	0.19		0.19		0.19		0.19		I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-D	STREAM	A-C	STREAM	A-D	STREAM	B-A	I
I	0.08		0.12		0.28		0.10		I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-D	I
I	639.98	0.20		0.29		I

STREAM A-D

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-D	STREAM	C-A	STREAM	C-B	I
I	626.66	0.20		0.28		I

B-D Stream From Left Hand Lane

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-D	STREAM A-C	STREAM A-D	STREAM A-B	STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM C-A	STREAM C-D	STREAM C-D	STREAM C-B	I
I	0.12	0.12			I

B-D Stream From Right Hand Lane

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-D	STREAM A-C	STREAM A-D	STREAM A-B	STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM C-A	STREAM C-D	STREAM C-D	STREAM C-B	I
I	0.12	0.12			I

D-B Stream From Left Hand Lane

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM D-B	STREAM C-A	STREAM C-B	STREAM D-C	STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM A-C	STREAM A-B	STREAM C-D	STREAM A-D	I
I	0.12	0.12			I

D-B Stream From Right Hand Lane

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-D	STREAM C-A	STREAM C-B	STREAM C-D	STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM A-C	STREAM A-B	STREAM C-D	STREAM A-D	I
I	0.12	0.12			I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE (%)	I
I	A	I	100	I	I
I	B	I	100	I	I
I	C	I	100	I	I
I	D	I	100	I	I

Demand set: 2012 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Base AM

I	I	TURNING PROPORTIONS								I						
		TURNING COUNTS														
		(PERCENTAGE OF H.V.S)														
-----																
I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I	ARM	D	I
-----																
I	08.00 - 08.15	I		I		I		I		I		I		I		I
I		I	ARM A	I	0.000	I	0.069	I	0.923	I	0.007	I	5.0	I		I
I		I		I	0.0	I	47.0	I	625.0	I		I		I		I
I		I		I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM B	I	0.089	I	0.000	I	0.810	I	0.101	I	17.0	I		I
I		I		I	15.0	I	0.0	I	136.0	I		I		I		I
I		I		I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM C	I	0.842	I	0.150	I	0.000	I	0.009	I	8.0	I		I
I		I		I	765.0	I	136.0	I	0.0	I		I		I		I
I		I		I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM D	I	0.389	I	0.556	I	0.056	I	0.000	I	0.0	I		I
I		I		I	14.0	I	20.0	I	2.0	I		I		I		I
I		I		I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I		I		I
I		I		I		I		I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2012 Base AM  
 AND FOR TIME PERIOD 1

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-ACD	3.00	7.39	0.406		0.00	0.67	9.3		0.22	I
I	A-BCD	0.08	7.29	0.011		0.00	0.01	0.2		0.14	I
I	D-ABC	1.00	5.30	0.189		0.00	0.23	3.2		0.23	I
I	C-ABD	2.24	8.44	0.266		0.00	0.39	5.8		0.16	I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-ACD	3.00	7.38	0.406		0.67	0.68	10.1		0.23	I
I	A-BCD	0.08	7.29	0.011		0.01	0.01	0.2		0.14	I
I	D-ABC	1.00	5.30	0.189		0.23	0.23	3.4		0.23	I
I	C-ABD	2.24	8.44	0.266		0.39	0.40	6.0		0.16	I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-ACD	3.00	7.38	0.406		0.68	0.68	10.2		0.23	I
I	A-BCD	0.08	7.29	0.011		0.01	0.01	0.2		0.14	I
I	D-ABC	1.00	5.30	0.189		0.23	0.23	3.5		0.23	I
I	C-ABD	2.24	8.44	0.266		0.40	0.40	6.0		0.16	I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-ACD	3.00	7.38	0.406		0.68	0.68	10.2		0.23	I
I	A-BCD	0.08	7.29	0.011		0.01	0.01	0.2		0.14	I
I	D-ABC	1.00	5.30	0.189		0.23	0.23	3.5		0.23	I
I	C-ABD	2.24	8.44	0.266		0.40	0.40	6.0		0.16	I

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

-----  
QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

## QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.0	
08.30	0.0	
08.45	0.0	
09.00	0.0	

## QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.2	
08.30	0.2	
08.45	0.2	
09.00	0.2	

## QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.4	
08.30	0.4	
08.45	0.4	
09.00	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-ACD	I	180.0	I	180.0	I	39.8	I	0.22	I
I	A-BCD	I	4.9	I	4.9	I	0.7	I	0.14	I
I	D-ABC	I	60.0	I	60.0	I	13.6	I	0.23	I
I	C-ABD	I	134.7	I	134.7	I	23.8	I	0.18	I
I	ALL	I	1800.0	I	1800.0	I	77.9	I	0.04	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B	I
I	657.58		0.21		0.08	I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM C-A	STREAM C-A	STREAM C-D	STREAM C-D	I
I	635.81		0.20		0.08	I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM D-A	STREAM D-A	STREAM D-B	STREAM D-B	I
I	526.20		0.20		0.20		0.20		0.20	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-B	STREAM A-B	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM D-C	STREAM D-C	I
I		0.08		0.12		0.28		0.10	I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM B-C	STREAM B-C	STREAM B-D	STREAM B-D	I
I	520.02		0.19		0.19		0.19		0.19	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-D	STREAM C-D	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM B-A	STREAM B-A	I
I		0.08		0.12		0.28		0.10	I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	I
I	639.98		0.20		0.29	I

STREAM A-D

I	STREAM A-D	STREAM C-A	STREAM C-B	I
I	626.66	0.20	0.28	I

B-D Stream From Left Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing STREAM C-B	I
I	0.12	0.12			I

B-D Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing STREAM C-B	I
I	0.12	0.12			I

D-B Stream From Left Hand Lane

I	Intercept For I STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing STREAM C-B	I
I	0.12	0.12			I

D-B Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing STREAM C-B	I
I	0.12	0.12			I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

Demand set: 2017 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY



Demand set: 2017 Base AM

		TURNING PROPORTIONS								
		TURNING COUNTS								
		(PERCENTAGE OF H.V.S)								
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D	
08.00 - 08.15	ARM A		0.000		0.069		0.924		0.007	
			0.0		49.0		658.0		5.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	
	ARM B		0.090		0.000		0.808		0.102	
			16.0		0.0		143.0		18.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	
	ARM C		0.842		0.150		0.000		0.008	
			805.0		143.0		0.0		8.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	
	ARM D		0.395		0.553		0.053		0.000	
			15.0		21.0		2.0		0.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT  
 FOR DEMAND SET 2017 Base AM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-ACD	3.00	7.08	0.424		0.00	0.72	10.0		0.24
A-BCD	0.08	7.08	0.012		0.00	0.01	0.2		0.14
D-ABC	1.00	5.01	0.200		0.00	0.24	3.4		0.25
C-ABD	2.39	8.24	0.290		0.00	0.46	6.7		0.17

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-ACD	3.00	7.07	0.424		0.72	0.73	10.8		0.25
A-BCD	0.08	7.08	0.012		0.01	0.01	0.2		0.14
D-ABC	1.00	5.00	0.200		0.24	0.25	3.7		0.25
C-ABD	2.39	8.24	0.290		0.46	0.46	7.0		0.17

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-ACD	3.00	7.07	0.424		0.73	0.73	10.9		0.25
A-BCD	0.08	7.08	0.012		0.01	0.01	0.2		0.14
D-ABC	1.00	5.00	0.200		0.25	0.25	3.7		0.25
C-ABD	2.39	8.24	0.290		0.46	0.46	7.0		0.17

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-ACD	3.00	7.07	0.424		0.73	0.73	11.0		0.25
A-BCD	0.08	7.08	0.012		0.01	0.01	0.2		0.14
D-ABC	1.00	5.00	0.200		0.25	0.25	3.7		0.25
C-ABD	2.39	8.24	0.290		0.46	0.46	7.0		0.17

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

-----  
QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

## QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.0	
08.30	0.0	
08.45	0.0	
09.00	0.0	

## QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.2	
08.30	0.2	
08.45	0.2	
09.00	0.2	

## QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.5	
08.30	0.5	
08.45	0.5	
09.00	0.5	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-ACD	I	180.0	I	42.7	I	0.24	I
I	A-BCD	I	5.1	I	0.7	I	0.14	I
I	D-ABC	I	60.0	I	14.6	I	0.24	I
I	C-ABD	I	143.6	I	27.7	I	0.19	I
I	ALL	I	1920.0	I	85.7	I	0.04	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B	I
I	657.58	0.21	0.08	0.08	0.08	I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM C-A	STREAM C-A	STREAM C-D	STREAM C-D	I
I	635.81	0.20	0.08	0.08	0.08	I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM D-A	STREAM D-A	STREAM D-B	STREAM D-B	I
I	526.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-B	STREAM A-B	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM D-C	STREAM D-C	I
I	0.08	0.08	0.12	0.12	0.28	0.28	0.10	0.10	I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM B-C	STREAM B-C	STREAM B-D	STREAM B-D	I
I	520.02	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-D	STREAM C-D	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM B-A	STREAM B-A	I
I	0.08	0.08	0.12	0.12	0.28	0.28	0.10	0.10	I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	I
I	639.98	0.20	0.29	0.29	0.29	I

STREAM A-D

I	STREAM A-D	STREAM C-A	STREAM C-B	I
I	626.66	0.20	0.28	I

B-D Stream From Left Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

B-D Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

D-B Stream From Left Hand Lane

I	Intercept For I STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

D-B Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

Demand set: 2022 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Base AM

TIME	FROM/TO	TURNING PROPORTIONS				TURNING COUNTS				(PERCENTAGE OF H.V.S)			
		ARM	A	ARM	B	ARM	C	ARM	D	ARM	C	ARM	D
08.00 - 08.15	ARM A	0.000	0.0	0.069	51.0	0.924	0.007	0.0	0.0	0.0	0.0	0.0	0.0
	ARM B	0.088	16.0	0.000	0.0	0.813	0.099	0.0	0.0	0.0	0.0	0.0	0.0
	ARM C	0.841	830.0	0.150	148.0	0.000	0.009	0.0	0.0	0.0	0.0	0.0	0.0
	ARM D	0.385	15.0	0.564	22.0	0.051	0.000	0.0	0.0	0.0	0.0	0.0	0.0

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT  
 FOR DEMAND SET 2022 Base AM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-ACD	3.00	7.02	0.427		0.00	0.73	10.1		0.24
A-BCD	0.08	6.99	0.012		0.00	0.01	0.2		0.14
D-ABC	1.00	4.86	0.206		0.00	0.25	3.6		0.26
C-ABD	2.47	8.19	0.301		0.00	0.49	7.1		0.17

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-ACD	3.00	7.02	0.428		0.73	0.74	11.0		0.25
A-BCD	0.08	6.98	0.012		0.01	0.01	0.2		0.15
D-ABC	1.00	4.85	0.206		0.25	0.26	3.8		0.26
C-ABD	2.47	8.19	0.301		0.49	0.49	7.4		0.17

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-ACD	3.00	7.02	0.428		0.74	0.74	11.1		0.25
A-BCD	0.08	6.98	0.012		0.01	0.01	0.2		0.15
D-ABC	1.00	4.85	0.206		0.26	0.26	3.9		0.26
C-ABD	2.47	8.19	0.301		0.49	0.49	7.5		0.17

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-ACD	3.00	7.02	0.428		0.74	0.74	11.1		0.25
A-BCD	0.08	6.98	0.012		0.01	0.01	0.2		0.15
D-ABC	1.00	4.85	0.206		0.26	0.26	3.9		0.26
C-ABD	2.47	8.19	0.301		0.49	0.49	7.5		0.17

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

-----  
QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

## QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.0	
08.30	0.0	
08.45	0.0	
09.00	0.0	

## QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.3	
08.30	0.3	
08.45	0.3	
09.00	0.3	

## QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.5	
08.30	0.5	
08.45	0.5	
09.00	0.5	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I
I	B-ACD	I	180.0	I	43.3	I	0.24	I
I	A-BCD	I	5.0	I	0.7	I	0.14	I
I	D-ABC	I	60.0	I	15.1	I	0.25	I
I	C-ABD	I	147.9	I	29.5	I	0.20	I
I	ALL	I	1960.8	I	88.6	I	0.05	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B	I
I	657.58	0.21	0.08	0.08	0.08	I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM C-A	STREAM C-A	STREAM C-D	STREAM C-D	I
I	635.81	0.20	0.08	0.08	0.08	I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM D-A	STREAM D-A	STREAM D-B	STREAM D-B	I
I	526.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-B	STREAM A-B	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM D-C	STREAM D-C	I
I	0.08	0.08	0.12	0.12	0.28	0.28	0.10	0.10	I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM B-C	STREAM B-C	STREAM B-D	STREAM B-D	I
I	520.02	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-D	STREAM C-D	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM B-A	STREAM B-A	I
I	0.08	0.08	0.12	0.12	0.28	0.28	0.10	0.10	I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	I
I	639.98	0.20	0.29	0.29	0.29	I

STREAM A-D

I	STREAM A-D	STREAM C-A	STREAM C-B	I
I	626.66	0.20	0.28	I

B-D Stream From Left Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

B-D Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

D-B Stream From Left Hand Lane

I	Intercept For I STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

D-B Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

Demand set: 2017 Base AM + Dev  
 TIME PERIOD BEGINS 08.00 AND ENDS 09.00  
 LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY



Demand set: 2017 Base AM + Dev

TURNING PROPORTIONS										
TURNING COUNTS										
(PERCENTAGE OF H.V.S)										
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D	
08.00 - 08.15	ARM A		0.000		0.070		0.925		0.006	
			0.0		63.0		838.0		5.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	
	ARM B		0.101		0.000		0.799		0.101	
			18.0		0.0		143.0		18.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	
	ARM C		0.857		0.136		0.000		0.008	
			904.0		143.0		0.0		8.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	
	ARM D		0.410		0.538		0.051		0.000	
			16.0		21.0		2.0		0.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Base AM + Dev  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-ACD	2.99	6.22	0.481		0.00	0.89	12.2		0.30
A-BCD	0.08	6.77	0.012		0.00	0.01	0.2		0.15
D-ABC	0.65	4.35	0.150		0.00	0.17	2.4		0.27
C-ABD	2.38	7.61	0.313		0.00	0.53	7.7		0.19

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-ACD	2.99	6.21	0.482		0.89	0.91	13.6		0.31
A-BCD	0.08	6.76	0.012		0.01	0.01	0.2		0.15
D-ABC	0.65	4.34	0.150		0.17	0.17	2.6		0.27
C-ABD	2.38	7.61	0.313		0.53	0.54	8.2		0.19

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-ACD	2.99	6.21	0.482		0.91	0.92	13.7		0.31
A-BCD	0.08	6.76	0.012		0.01	0.01	0.2		0.15
D-ABC	0.65	4.34	0.150		0.17	0.17	2.6		0.27
C-ABD	2.38	7.61	0.313		0.54	0.54	8.2		0.19

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-ACD	2.99	6.21	0.482		0.92	0.92	13.8		0.31
A-BCD	0.08	6.76	0.012		0.01	0.01	0.2		0.15
D-ABC	0.65	4.34	0.150		0.17	0.18	2.6		0.27
C-ABD	2.38	7.61	0.313		0.54	0.54	8.2		0.19

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

-----  
QUEUE FOR STREAM      B-ACD  
-----  
TIME                    NO. OF  
SEGMENT                VEHICLES  
ENDING                 IN QUEUE  
08.15                   0.9      \*  
08.30                   0.9      \*  
08.45                   0.9      \*  
09.00                   0.9      \*

-----  
QUEUE FOR STREAM      A-BCD  
-----  
TIME                    NO. OF  
SEGMENT                VEHICLES  
ENDING                 IN QUEUE  
08.15                   0.0  
08.30                   0.0  
08.45                   0.0  
09.00                   0.0

-----  
QUEUE FOR STREAM      D-ABC  
-----  
TIME                    NO. OF  
SEGMENT                VEHICLES  
ENDING                 IN QUEUE  
08.15                   0.2  
08.30                   0.2  
08.45                   0.2  
09.00                   0.2

-----  
QUEUE FOR STREAM      C-ABD  
-----  
TIME                    NO. OF  
SEGMENT                VEHICLES  
ENDING                 IN QUEUE  
08.15                   0.5      \*  
08.30                   0.5      \*  
08.45                   0.5      \*  
09.00                   0.5      \*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I						
I	B-ACD	I	179.4	I	179.4	I	53.3	I	0.30	I	53.3	I	0.30	I
I	A-BCD	I	5.0	I	5.0	I	0.7	I	0.15	I	0.7	I	0.15	I
I	D-ABC	I	39.0	I	39.0	I	10.3	I	0.26	I	10.3	I	0.26	I
I	C-ABD	I	143.1	I	143.1	I	32.2	I	0.23	I	32.3	I	0.23	I
I	ALL	I	2180.4	I	2180.4	I	96.5	I	0.04	I	96.6	I	0.04	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B	I
I	657.58		0.21		0.08	I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM C-A	STREAM C-A	STREAM C-D	STREAM C-D	I
I	635.81		0.20		0.08	I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM D-A	STREAM D-A	STREAM D-B	STREAM D-B	I
I	526.20		0.20		0.20		0.20		0.20	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-B	STREAM A-B	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM D-C	STREAM D-C	I
I		0.08		0.12		0.28		0.10	I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM B-C	STREAM B-C	STREAM B-D	STREAM B-D	I
I	520.02		0.19		0.19		0.19		0.19	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-D	STREAM C-D	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM B-A	STREAM B-A	I
I		0.08		0.12		0.28		0.10	I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	I
I	639.98		0.20		0.29	I

STREAM A-D

I	STREAM A-D	STREAM C-A	STREAM C-B	I
I	626.66	0.20	0.28	I

B-D Stream From Left Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

B-D Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

D-B Stream From Left Hand Lane

I	Intercept For I STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

D-B Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

Demand set: 2022 Base AM + Dev

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Base AM + Dev

I	I	TURNING PROPORTIONS								I					
		TURNING COUNTS													
		(PERCENTAGE OF H.V.S)													
TIME		FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I	ARM	D	I
I	08.00 - 08.15	I	I	I	I	I	I	I	I	I	I	I	I	I	I
I		I	ARM	A	I	0.000	I	0.070	I	0.925	I	0.005	I	I	I
I		I			I	0.0	I	65.0	I	859.0	I	5.0	I	I	I
I		I			I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I	I	I
I		I			I		I		I		I		I	I	I
I		I	ARM	B	I	0.103	I	0.000	I	0.800	I	0.097	I	I	I
I		I			I	19.0	I	0.0	I	148.0	I	18.0	I	I	I
I		I			I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I	I	I
I		I			I		I		I		I		I	I	I
I		I	ARM	C	I	0.855	I	0.136	I	0.000	I	0.008	I	I	I
I		I			I	929.0	I	148.0	I	0.0	I	9.0	I	I	I
I		I			I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I	I	I
I		I			I		I		I		I		I	I	I
I		I	ARM	D	I	0.415	I	0.537	I	0.049	I	0.000	I	I	I
I		I			I	17.0	I	22.0	I	2.0	I	0.0	I	I	I
I		I			I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I	I	I
I		I			I		I		I		I		I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT  
 FOR DEMAND SET 2022 Base AM + Dev  
 AND FOR TIME PERIOD 1

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-ACD	3.08	6.08	0.506		0.00	0.98	13.4		0.32	I
I	A-BCD	0.08	6.67	0.013		0.00	0.01	0.2		0.15	I
I	D-ABC	0.67	4.21	0.159		0.00	0.19	2.6		0.28	I
I	C-ABD	2.47	7.54	0.327		0.00	0.58	8.4		0.19	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-ACD	3.08	6.07	0.507		0.98	1.01	15.0		0.33	I
I	A-BCD	0.08	6.65	0.013		0.01	0.01	0.2		0.15	I
I	D-ABC	0.67	4.20	0.159		0.19	0.19	2.8		0.28	I
I	C-ABD	2.47	7.54	0.327		0.58	0.58	8.9		0.20	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-ACD	3.08	6.07	0.507		1.01	1.01	15.2		0.33	I
I	A-BCD	0.08	6.65	0.013		0.01	0.01	0.2		0.15	I
I	D-ABC	0.67	4.20	0.159		0.19	0.19	2.8		0.28	I
I	C-ABD	2.47	7.54	0.327		0.58	0.59	8.9		0.20	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-ACD	3.08	6.07	0.507		1.01	1.02	15.2		0.33	I
I	A-BCD	0.08	6.65	0.013		0.01	0.01	0.2		0.15	I
I	D-ABC	0.67	4.20	0.160		0.19	0.19	2.8		0.28	I
I	C-ABD	2.47	7.54	0.327		0.59	0.59	8.9		0.20	I

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

-----

QUEUE FOR STREAM B-ACD

-----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.0	*
08.30	1.0	*
08.45	1.0	*
09.00	1.0	*

QUEUE FOR STREAM A-BCD

-----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE FOR STREAM D-ABC

-----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2

QUEUE FOR STREAM C-ABD

-----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.6	*
08.30	0.6	*
08.45	0.6	*
09.00	0.6	*

-----

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

-----

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * DELAY	I	* INCLUSIVE QUEUEING * DELAY	* I	
I	I	I	I	I	I	I	I	I	
I	I	I	I	I	I	I	I	I	
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	
I	B-ACD	I	184.8	I	184.8	I	58.7	I	0.32
I	A-BCD	I	5.0	I	5.0	I	0.8	I	0.15
I	D-ABC	I	40.2	I	40.2	I	11.0	I	0.27
I	C-ABD	I	147.9	I	147.9	I	35.1	I	0.24
I	ALL	I	2239.2	I	2239.2	I	105.6	I	0.05

-----

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

===== end of file =====

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 4.0 (SEPT 2008)

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-----

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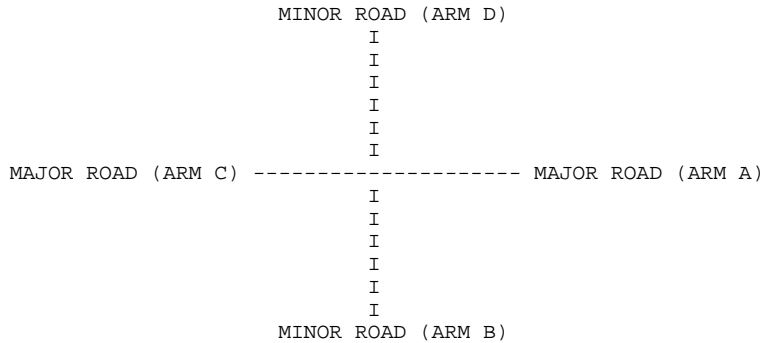
Run with file:-  
"N:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Picady\Wykham Lane Crossroad\  
Wykham Lane Junction\_PM.vpi"  
(drive-on-the-left) at 14:30:23 on Monday, 17 December 2012

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Wykham Lane Junction  
LOCATION : Banbury  
DATE : 03/09/12  
CLIENT :  
ENUMERATOR :  
JOB NUMBER : A053410-01  
STATUS : Preliminary  
DESCRIPTION : Traffic surveys due on...

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
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ARM A IS Bloxham Road (North)  
ARM B IS Wykham Lane (East)  
ARM C IS Bloxham Road ( South)  
ARM D IS Wykham Lane ( West)

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C  
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 10.30 M.	I	( W ) 10.30 M.	I
I	CENTRAL RESERVE WIDTH	I	( WCR ) 0.00 M.	I	( WCR ) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	( WC-B ) 2.20 M.	I	( WA-D ) 2.20 M.	I
I	- VISIBILITY	I	( VC-B ) 114.00 M.	I	( VA-D ) 91.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	( VB-C ) 68.0 M.	I	( VD-A ) 103.0 M.	I
I	- VISIBILITY TO RIGHT	I	( VB-A ) 64.0 M.	I	( VD-C ) 61.0 M.	I
I	- LANE 1 WIDTH	I	( WB-C ) 2.90 M.	I	( WD-A ) 2.60 M.	I
I	- LANE 2 WIDTH	I	( WB-A ) 0.00 M.	I	( WD-C ) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	657.58	0.21		0.08		I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM	C-A	STREAM	C-D	I
I	635.81	0.20		0.08		I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-D	STREAM	D-A	STREAM	D-B	I
I	526.20	0.20		0.20		0.20		0.20		I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	D-C	I
I	0.08		0.12		0.28		0.10		I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM	C-A	STREAM	C-B	STREAM	B-C	STREAM	B-D	I
I	520.02	0.19		0.19		0.19		0.19		I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-D	STREAM	A-C	STREAM	A-D	STREAM	B-A	I
I	0.08		0.12		0.28		0.10		I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-D	I
I	639.98	0.20		0.29		I

STREAM A-D

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-D	STREAM	C-A	STREAM	C-B	I
I	626.66	0.20		0.28		I



B-D Stream From Left Hand Lane

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-D	STREAM A-C	STREAM A-D	STREAM A-B	STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM C-A	STREAM C-D	STREAM C-D	STREAM C-B	I
I	0.12	0.12			I

B-D Stream From Right Hand Lane

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-D	STREAM A-C	STREAM A-D	STREAM A-B	STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM C-A	STREAM C-D	STREAM C-D	STREAM C-B	I
I	0.12	0.12			I

D-B Stream From Left Hand Lane

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM D-B	STREAM C-A	STREAM C-B	STREAM D-C	STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM A-C	STREAM A-B	STREAM C-D	STREAM A-D	I
I	0.12	0.12			I

D-B Stream From Right Hand Lane

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-D	STREAM C-A	STREAM C-B	STREAM C-D	STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM A-C	STREAM A-B	STREAM C-D	STREAM A-D	I
I	0.12	0.12			I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE (%)	I
I	A	I	100	I	I
I	B	I	100	I	I
I	C	I	100	I	I
I	D	I	100	I	I

Demand set: 2012 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Base PM

TIME	FROM/TO	I ARM	TURNING PROPORTIONS				I ARM	D I
			A	B	C	D		
17.00 - 17.15	ARM A	I	0.000	0.024	0.967	0.009	I	
		I	0.0	16.0	636.0	6.0	I	
		I	( 0.0)	( 0.0)	( 0.0)	( 0.0)	I	
	ARM B	I	0.202	0.000	0.642	0.156	I	
		I	22.0	0.0	70.0	17.0	I	
		I	( 0.0)	( 0.0)	( 0.0)	( 0.0)	I	
	ARM C	I	0.866	0.124	0.000	0.010	I	
		I	605.0	87.0	0.0	7.0	I	
		I	( 0.0)	( 0.0)	( 0.0)	( 0.0)	I	
	ARM D	I	0.167	0.700	0.133	0.000	I	
		I	5.0	21.0	4.0	0.0	I	
		I	( 0.0)	( 0.0)	( 0.0)	( 0.0)	I	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT  
 FOR DEMAND SET 2012 Base PM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-ACD	2.00	6.77	0.296		0.00	0.41	5.8		0.21
A-BCD	0.10	7.95	0.013		0.00	0.01	0.2		0.13
D-ABC	1.00	5.30	0.189		0.00	0.23	3.2		0.23
C-ABD	1.49	8.44	0.177		0.00	0.22	3.3		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-ACD	2.00	6.76	0.296		0.41	0.42	6.2		0.21
A-BCD	0.10	7.95	0.013		0.01	0.01	0.2		0.13
D-ABC	1.00	5.30	0.189		0.23	0.23	3.4		0.23
C-ABD	1.49	8.44	0.177		0.22	0.22	3.3		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-ACD	2.00	6.76	0.296		0.42	0.42	6.3		0.21
A-BCD	0.10	7.95	0.013		0.01	0.01	0.2		0.13
D-ABC	1.00	5.30	0.189		0.23	0.23	3.5		0.23
C-ABD	1.49	8.44	0.177		0.22	0.22	3.3		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-ACD	2.00	6.76	0.296		0.42	0.42	6.3		0.21
A-BCD	0.10	7.95	0.013		0.01	0.01	0.2		0.13
D-ABC	1.00	5.30	0.189		0.23	0.23	3.5		0.23
C-ABD	1.49	8.44	0.177		0.22	0.22	3.4		0.14

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

-----  
QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

## QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0

## QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2

## QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-ACD	I	120.0	I	24.5	I	0.20	I
I	A-BCD	I	6.0	I	0.8	I	0.13	I
I	D-ABC	I	60.0	I	13.6	I	0.23	I
I	C-ABD	I	89.6	I	13.3	I	0.15	I
I	ALL	I	1560.0	I	52.2	I	0.03	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B	I
I	657.58	0.21	0.08	0.08	0.08	I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM C-A	STREAM C-A	STREAM C-D	STREAM C-D	I
I	635.81	0.20	0.08	0.08	0.08	I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM D-A	STREAM D-A	STREAM D-B	STREAM D-B	I
I	526.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-B	STREAM A-B	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM D-C	STREAM D-C	I
I	0.08	0.08	0.12	0.12	0.28	0.28	0.10	0.10	I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM B-C	STREAM B-C	STREAM B-D	STREAM B-D	I
I	520.02	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-D	STREAM C-D	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM B-A	STREAM B-A	I
I	0.08	0.08	0.12	0.12	0.28	0.28	0.10	0.10	I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	I
I	639.98	0.20	0.29	0.29	0.29	I

STREAM A-D

I	STREAM A-D	STREAM C-A	STREAM C-B	I
I	626.66	0.20	0.28	I

B-D Stream From Left Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing I
I	0.12	0.12		I

B-D Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing I
I	0.12	0.12		I

D-B Stream From Left Hand Lane

I	Intercept For I STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing I
I	0.12	0.12		I

D-B Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing I
I	0.12	0.12		I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

Demand set: 2017 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Base PM

		TURNING PROPORTIONS								
		TURNING COUNTS								
		(PERCENTAGE OF H.V.S)								
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D	
17.00 - 17.15	ARM A		0.000	0.025	0.967	0.009				
			0.0	17.0	667.0	6.0				
			( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM B		0.202	0.000	0.640	0.158				
			23.0	0.0	73.0	18.0				
			( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM C		0.866	0.124	0.000	0.010				
			635.0	91.0	0.0	7.0				
			( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM D		0.161	0.710	0.129	0.000				
			5.0	22.0	4.0	0.0				
			( 0.0)	( 0.0)	( 0.0)	( 0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT  
 FOR DEMAND SET 2017 Base PM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-ACD	2.00	6.63	0.302		0.00	0.42	6.0		0.21
A-BCD	0.10	7.90	0.013		0.00	0.01	0.2		0.13
D-ABC	1.00	5.19	0.193		0.00	0.23	3.3		0.24
C-ABD	1.52	8.34	0.182		0.00	0.23	3.4		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-ACD	2.00	6.62	0.302		0.42	0.43	6.4		0.22
A-BCD	0.10	7.90	0.013		0.01	0.01	0.2		0.13
D-ABC	1.00	5.18	0.193		0.23	0.24	3.5		0.24
C-ABD	1.52	8.34	0.182		0.23	0.23	3.5		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-ACD	2.00	6.62	0.302		0.43	0.43	6.4		0.22
A-BCD	0.10	7.90	0.013		0.01	0.01	0.2		0.13
D-ABC	1.00	5.18	0.193		0.24	0.24	3.6		0.24
C-ABD	1.52	8.34	0.182		0.23	0.23	3.5		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-ACD	2.00	6.62	0.302		0.43	0.43	6.5		0.22
A-BCD	0.10	7.90	0.013		0.01	0.01	0.2		0.13
D-ABC	1.00	5.18	0.193		0.24	0.24	3.6		0.24
C-ABD	1.52	8.34	0.182		0.23	0.23	3.5		0.15

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

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TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

-----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0

-----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2

-----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I
I	B-ACD	I	120.0	I	25.3	I	0.21	I
I	A-BCD	I	6.0	I	0.8	I	0.13	I
I	D-ABC	I	60.0	I	14.0	I	0.23	I
I	C-ABD	I	91.0	I	13.8	I	0.15	I
I	ALL	I	1603.2	I	53.8	I	0.03	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B	I
I	657.58	0.21	0.08			I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM C-A	STREAM C-A	STREAM C-D	STREAM C-D	I
I	635.81	0.20	0.08			I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM D-A	STREAM D-A	STREAM D-B	STREAM D-B	I
I	526.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-B	STREAM A-B	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM D-C	STREAM D-C	I
I	0.08	0.08	0.12	0.12	0.28	0.28	0.10	0.10	I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM B-C	STREAM B-C	STREAM B-D	STREAM B-D	I
I	520.02	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-D	STREAM C-D	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM B-A	STREAM B-A	I
I	0.08	0.08	0.12	0.12	0.28	0.28	0.10	0.10	I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	I
I	639.98	0.20	0.29			I

STREAM A-D



I	STREAM A-D	STREAM C-A	STREAM C-B	I
I	626.66	0.20	0.28	I

B-D Stream From Left Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing I
I	0.12	0.12		I

B-D Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing I
I	0.12	0.12		I

D-B Stream From Left Hand Lane

I	Intercept For I STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing I
I	0.12	0.12		I

D-B Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing I
I	0.12	0.12		I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

Demand set: 2022 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Base PM

		TURNING PROPORTIONS								
		TURNING COUNTS								
		(PERCENTAGE OF H.V.S)								
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D	
17.00 - 17.15										
	ARM A		0.000		0.024		0.968		0.008	
			0.0		17.0		688.0		6.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	
	ARM B		0.203		0.000		0.644		0.153	
			24.0		0.0		76.0		18.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	
	ARM C		0.865		0.124		0.000		0.011	
			655.0		94.0		0.0		8.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	
	ARM D		0.156		0.719		0.125		0.000	
			5.0		23.0		4.0		0.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT  
 FOR DEMAND SET 2022 Base PM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-ACD	2.00	6.52	0.307		0.00	0.43	6.1		0.22
A-BCD	0.10	7.82	0.013		0.00	0.01	0.2		0.13
D-ABC	1.00	5.06	0.198		0.00	0.24	3.4		0.24
C-ABD	1.57	8.27	0.189		0.00	0.24	3.6		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-ACD	2.00	6.52	0.307		0.43	0.44	6.5		0.22
A-BCD	0.10	7.82	0.013		0.01	0.01	0.2		0.13
D-ABC	1.00	5.05	0.198		0.24	0.24	3.6		0.25
C-ABD	1.57	8.26	0.189		0.24	0.24	3.7		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-ACD	2.00	6.52	0.307		0.44	0.44	6.6		0.22
A-BCD	0.10	7.82	0.013		0.01	0.01	0.2		0.13
D-ABC	1.00	5.05	0.198		0.24	0.25	3.7		0.25
C-ABD	1.57	8.26	0.189		0.24	0.24	3.7		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-ACD	2.00	6.52	0.307		0.44	0.44	6.6		0.22
A-BCD	0.10	7.82	0.013		0.01	0.01	0.2		0.13
D-ABC	1.00	5.05	0.198		0.25	0.25	3.7		0.25
C-ABD	1.57	8.26	0.189		0.24	0.24	3.7		0.15

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

-----  
QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

-----  
QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0

-----  
QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2

-----  
QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-ACD	I	120.0	I	120.0	I	25.8	I	0.22	I	25.9	I	0.22	I
I	A-BCD	I	6.0	I	6.0	I	0.8	I	0.13	I	0.8	I	0.13	I
I	D-ABC	I	60.0	I	60.0	I	14.4	I	0.24	I	14.4	I	0.24	I
I	C-ABD	I	94.0	I	94.0	I	14.6	I	0.16	I	14.6	I	0.16	I
I	ALL	I	1648.8	I	1648.8	I	55.6	I	0.03	I	55.6	I	0.03	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B	I
I	657.58		0.21		0.08	I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM C-A	STREAM C-A	STREAM C-D	STREAM C-D	I
I	635.81		0.20		0.08	I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM D-A	STREAM D-A	STREAM D-B	STREAM D-B	I
I	526.20		0.20		0.20		0.20		0.20	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-B	STREAM A-B	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM D-C	STREAM D-C	I
I		0.08		0.12		0.28		0.10	I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM B-C	STREAM B-C	STREAM B-D	STREAM B-D	I
I	520.02		0.19		0.19		0.19		0.19	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-D	STREAM C-D	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM B-A	STREAM B-A	I
I		0.08		0.12		0.28		0.10	I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	I
I	639.98		0.20		0.29	I

STREAM A-D

I	STREAM A-D	STREAM C-A	STREAM C-B	I
I	626.66	0.20	0.28	I

B-D Stream From Left Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

B-D Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

D-B Stream From Left Hand Lane

I	Intercept For I STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

D-B Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

Demand set: 2017 Base PM + Dev

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Base PM + Dev

		TURNING PROPORTIONS								
		TURNING COUNTS								
		(PERCENTAGE OF H.V.S)								
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D	
17.00 - 17.15										
	ARM A		0.000		0.025		0.966		0.009	
			0.0		20.0		772.0		7.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	
	ARM B		0.242		0.000		0.608		0.150	
			29.0		0.0		73.0		18.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	
	ARM C		0.891		0.101		0.000		0.008	
			801.0		91.0		0.0		7.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	
	ARM D		0.212		0.667		0.121		0.000	
			7.0		22.0		4.0		0.0	
			( 0.0)		( 0.0)		( 0.0)		( 0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Base PM + Dev  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-ACD	2.00	5.86	0.341		0.00	0.50	7.1		0.25
A-BCD	0.12	7.36	0.016		0.00	0.02	0.2		0.14
D-ABC	0.55	4.53	0.121		0.00	0.14	1.9		0.25
C-ABD	1.52	7.97	0.190		0.00	0.25	3.6		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-ACD	2.00	5.85	0.342		0.50	0.51	7.6		0.26
A-BCD	0.12	7.35	0.016		0.02	0.02	0.2		0.14
D-ABC	0.55	4.53	0.122		0.14	0.14	2.0		0.25
C-ABD	1.52	7.97	0.190		0.25	0.25	3.7		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-ACD	2.00	5.85	0.342		0.51	0.51	7.7		0.26
A-BCD	0.12	7.35	0.016		0.02	0.02	0.2		0.14
D-ABC	0.55	4.53	0.122		0.14	0.14	2.1		0.25
C-ABD	1.52	7.97	0.190		0.25	0.25	3.7		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-ACD	2.00	5.85	0.342		0.51	0.52	7.7		0.26
A-BCD	0.12	7.35	0.016		0.02	0.02	0.2		0.14
D-ABC	0.55	4.53	0.122		0.14	0.14	2.1		0.25
C-ABD	1.52	7.97	0.190		0.25	0.25	3.7		0.15

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

-----  
QUEUE FOR STREAM      B-ACD  
-----  
TIME                    NO. OF  
SEGMENT                VEHICLES  
ENDING                 IN QUEUE  
17.15                   0.5      \*  
17.30                   0.5      \*  
17.45                   0.5      \*  
18.00                   0.5      \*

-----  
QUEUE FOR STREAM      A-BCD  
-----  
TIME                    NO. OF  
SEGMENT                VEHICLES  
ENDING                 IN QUEUE  
17.15                   0.0  
17.30                   0.0  
17.45                   0.0  
18.00                   0.0

-----  
QUEUE FOR STREAM      D-ABC  
-----  
TIME                    NO. OF  
SEGMENT                VEHICLES  
ENDING                 IN QUEUE  
17.15                   0.1  
17.30                   0.1  
17.45                   0.1  
18.00                   0.1

-----  
QUEUE FOR STREAM      C-ABD  
-----  
TIME                    NO. OF  
SEGMENT                VEHICLES  
ENDING                 IN QUEUE  
17.15                   0.2  
17.30                   0.2  
17.45                   0.2  
18.00                   0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-ACD	I	120.0	I	120.0	I	30.1	I	0.25	I	30.1	I	0.25	I
I	A-BCD	I	7.0	I	7.0	I	1.0	I	0.14	I	1.0	I	0.14	I
I	D-ABC	I	33.0	I	33.0	I	8.1	I	0.25	I	8.1	I	0.25	I
I	C-ABD	I	91.1	I	91.1	I	14.9	I	0.16	I	14.9	I	0.16	I
I	ALL	I	1851.6	I	1851.6	I	54.0	I	0.03	I	54.0	I	0.03	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	657.58		0.21		0.08	I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM	C-A	STREAM	C-D	I
I	635.81		0.20		0.08	I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-D	STREAM	D-A	STREAM	D-B	I
I	526.20		0.20		0.20		0.20		0.20	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	D-C	I
I		0.08		0.12		0.28		0.10	I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM	C-A	STREAM	C-B	STREAM	B-C	STREAM	B-D	I
I	520.02		0.19		0.19		0.19		0.19	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-D	STREAM	A-C	STREAM	A-D	STREAM	B-A	I
I		0.08		0.12		0.28		0.10	I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-D	I
I	639.98		0.20		0.29	I

STREAM A-D



I	STREAM A-D	STREAM C-A	STREAM C-B	I
I	626.66	0.20	0.28	I

B-D Stream From Left Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

B-D Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	526.20	0.20	0.20	0.08	0.28	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

D-B Stream From Left Hand Lane

I	Intercept For I STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

D-B Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D	I
I	520.02	0.19	0.19	0.08	0.28	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I
I	0.12	0.12			I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

Demand set: 2022 Base PM + Dev

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Base PM + Dev

I	I	TURNING PROPORTIONS								I					
		TURNING COUNTS													
		(PERCENTAGE OF H.V.S)													
TIME		FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I	ARM	D	I
I	17.00 - 17.15	I	I	I	I	I	I	I	I	I	I	I	I	I	I
I		I	ARM	A	I	0.000	I	0.024	I	0.967	I	0.009	I	I	I
I		I			I	0.0	I	20.0	I	793.0	I	7.0	I	I	I
I		I			I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I	I	I
I		I			I		I		I		I		I	I	I
I		I	ARM	B	I	0.242	I	0.000	I	0.613	I	0.145	I	I	I
I		I			I	30.0	I	0.0	I	76.0	I	18.0	I	I	I
I		I			I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I	I	I
I		I			I		I		I		I		I	I	I
I		I	ARM	C	I	0.889	I	0.102	I	0.000	I	0.009	I	I	I
I		I			I	821.0	I	94.0	I	0.0	I	8.0	I	I	I
I		I			I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I	I	I
I		I			I		I		I		I		I	I	I
I		I	ARM	D	I	0.206	I	0.676	I	0.118	I	0.000	I	I	I
I		I			I	7.0	I	23.0	I	4.0	I	0.0	I	I	I
I		I			I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I	I	I
I		I			I		I		I		I		I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2022 Base PM + Dev  
 AND FOR TIME PERIOD 1

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-ACD	2.06	5.75	0.358		0.00	0.54	7.6		0.27	I
I	A-BCD	0.12	7.28	0.016		0.00	0.02	0.2		0.14	I
I	D-ABC	0.56	4.40	0.127		0.00	0.14	2.0		0.26	I
I	C-ABD	1.57	7.90	0.198		0.00	0.26	3.8		0.16	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-ACD	2.06	5.75	0.358		0.54	0.55	8.2		0.27	I
I	A-BCD	0.12	7.27	0.016		0.02	0.02	0.2		0.14	I
I	D-ABC	0.56	4.39	0.127		0.14	0.14	2.2		0.26	I
I	C-ABD	1.57	7.90	0.198		0.26	0.26	4.0		0.16	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-ACD	2.06	5.75	0.358		0.55	0.55	8.3		0.27	I
I	A-BCD	0.12	7.27	0.016		0.02	0.02	0.2		0.14	I
I	D-ABC	0.56	4.39	0.127		0.14	0.15	2.2		0.26	I
I	C-ABD	1.57	7.90	0.198		0.26	0.26	4.0		0.16	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-ACD	2.06	5.75	0.358		0.55	0.55	8.3		0.27	I
I	A-BCD	0.12	7.27	0.016		0.02	0.02	0.2		0.14	I
I	D-ABC	0.56	4.39	0.127		0.15	0.15	2.2		0.26	I
I	C-ABD	1.57	7.90	0.198		0.26	0.26	4.0		0.16	I

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

-----

QUEUE FOR STREAM B-ACD

-----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.5	*
17.30	0.6	*
17.45	0.6	*
18.00	0.6	*

QUEUE FOR STREAM A-BCD

-----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0

QUEUE FOR STREAM D-ABC

-----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1

QUEUE FOR STREAM C-ABD

-----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.3
17.30	0.3
17.45	0.3
18.00	0.3

-----

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

-----

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * DELAY *	I	* INCLUSIVE QUEUEING * DELAY *	* I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-ACD	I	123.6	I	32.4	I	32.4	I
I	A-BCD	I	7.0	I	1.0	I	1.0	I
I	D-ABC	I	33.6	I	8.5	I	8.5	I
I	C-ABD	I	94.0	I	15.7	I	15.7	I
I	ALL	I	1900.2	I	57.6	I	57.6	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

===== end of file =====



## **Appendix V – Bloxham Road / Springfield Avenue 2017 & 2022 PICADY Reports**

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT  
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FOR SALES AND DISTRIBUTION INFORMATION,  
PROGRAM ADVICE AND MAINTENANCE CONTACT:  
TRL SOFTWARE BUREAU  
TEL: CROWTHORNE (01344) 770758, FAX: 770356  
EMAIL: Software@trl.co.uk  
-----

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS  
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-  
"N:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Picady\Springfield Ave Junction\  
Springfield Ave Junction\_PM.vpi"  
(drive-on-the-left) at 14:22:57 on Monday, 17 December 2012

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Bloxham Road/ Springfield Ave Junction  
LOCATION : Banbury  
DATE : 17/12/12  
CLIENT :  
ENUMERATOR : jenny.moon [1307LT]  
JOB NUMBER : A053410-01  
STATUS : Completed  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)  
I  
I  
I  
I  
I  
I  
MINOR ROAD (ARM B)

ARM A IS Bloxham Road ( North)  
ARM B IS Springfield Avenue  
ARM C IS Bloxham Road ( South)

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
ETC.

-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 10.00 M.	I
I	CENTRAL RESERVE WIDTH	I	( WCR ) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	( WC-B ) 3.80 M.	I
I	- VISIBILITY	I	( VC-B ) 160.00 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	( VB-C ) 100.0 M.	I
I	- VISIBILITY TO RIGHT	I	( VB-A ) 115.0 M.	I
I	- LANE 1 WIDTH	I	( WB-C ) 2.40 M.	I
I	- LANE 2 WIDTH	I	( WB-A ) 2.40 M.	I

-----  
 .SLOPES AND INTERCEPT  
 -----

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	654.50		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	534.31		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	782.70		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

-----  
 TRAFFIC DEMAND DATA  
 -----

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2012 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Base PM

TIME	FROM/TO	ARM	TURNING PROPORTIONS		
			A	B	C
17.00 - 17.15	ARM A		0.000	0.217	0.783
			0.0	160.0	577.0
			( 0.0)	( 0.0)	( 0.0)
	ARM B		0.553	0.000	0.447
			189.0	0.0	153.0
			( 0.0)	( 0.0)	( 0.0)
	ARM C		0.835	0.165	0.000
			538.0	106.0	0.0
			( 0.0)	( 0.0)	( 0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 30.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2012 Base PM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	2.55	7.33	0.348		0.00	0.52	7.4		0.21
B-A	3.15	5.08	0.620		0.00	1.50	19.5		0.47
C-A	8.94								
C-B	1.76	9.96	0.177		0.00	0.21	3.1		0.12
A-BC	12.30	42.47	0.290	0.5	0.00	0.41	6.0		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	2.55	7.28	0.350		0.52	0.53	7.9		0.21
B-A	3.15	5.07	0.621		1.50	1.57	23.1		0.52
C-A	8.94								
C-B	1.76	9.96	0.177		0.21	0.21	3.2		0.12
A-BC	12.30	42.47	0.290	0.5	0.41	0.41	6.1		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	2.55	7.27	0.351		0.53	0.54	8.0		0.21
B-A	3.15	5.07	0.621		1.57	1.59	23.7		0.52
C-A	8.94								
C-B	1.76	9.96	0.177		0.21	0.21	3.2		0.12
A-BC	12.30	42.47	0.290	0.5	0.41	0.41	6.1		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	2.55	7.27	0.351		0.54	0.54	8.0		0.21
B-A	3.15	5.07	0.621		1.59	1.60	24.0		0.52
C-A	8.94								
C-B	1.76	9.96	0.177		0.21	0.21	3.2		0.12
A-BC	12.30	42.47	0.290	0.5	0.41	0.41	6.1		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.5	*
17.30	0.5	*
17.45	0.5	*
18.00	0.5	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.5	**
17.30	1.6	**
17.45	1.6	**
18.00	1.6	**

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.2	
17.30	0.2	
17.45	0.2	
18.00	0.2	

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.4	
17.30	0.4	
17.45	0.4	
18.00	0.4	



-----  
 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD  
 -----

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	I	I	I	I	I	I						
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-C	I	153.0	I	153.0	I	31.4	I	0.20	I	31.4	I	0.21	I
I	B-A	I	189.0	I	189.0	I	90.3	I	0.48	I	90.6	I	0.48	I
I	C-A	I	536.3	I	536.3	I		I		I		I		I
I	C-B	I	105.7	I	105.7	I	12.7	I	0.12	I	12.7	I	0.12	I
I	A-BC	I	738.0	I	738.0	I	24.3	I	0.03	I	24.3	I	0.03	I
I	ALL	I	1722.0	I	1722.0	I	158.7	I	0.09	I	159.0	I	0.09	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

-----  
 .SLOPES AND INTERCEPT  
 -----

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	654.50		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	534.31		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	782.70		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

-----  
 TRAFFIC DEMAND DATA  
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I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2022 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Base PM

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
17.00 - 17.15	ARM A		0.000	0.217	0.783			
			0.0	173.0	624.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM B		0.553	0.000	0.447			
			204.0	0.0	165.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM C		0.835	0.165	0.000			
			583.0	115.0	0.0			
			( 0.0)	( 0.0)	( 0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 30.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2022 Base PM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	2.55	7.08	0.360		0.00	0.55	7.7		0.22
B-A	3.15	4.76	0.661		0.00	1.75	22.3		0.55
C-A	9.69								
C-B	1.91	9.71	0.197		0.00	0.24	3.5		0.13
A-BC	13.30	42.47	0.313	0.5	0.00	0.45	6.7		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	2.55	7.02	0.363		0.55	0.56	8.4		0.22
B-A	3.15	4.75	0.663		1.75	1.85	27.2		0.62
C-A	9.69								
C-B	1.91	9.71	0.197		0.24	0.24	3.6		0.13
A-BC	13.30	42.47	0.313	0.5	0.45	0.46	6.8		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	2.55	7.02	0.363		0.56	0.56	8.4		0.22
B-A	3.15	4.75	0.663		1.85	1.89	28.1		0.62
C-A	9.69								
C-B	1.91	9.71	0.197		0.24	0.24	3.7		0.13
A-BC	13.30	42.47	0.313	0.5	0.46	0.46	6.8		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	2.55	7.02	0.363		0.56	0.57	8.5		0.22
B-A	3.15	4.75	0.663		1.89	1.91	28.5		0.62
C-A	9.69								
C-B	1.91	9.71	0.197		0.24	0.24	3.7		0.13
A-BC	13.30	42.47	0.313	0.5	0.46	0.46	6.8		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.5	*
17.30	0.6	*
17.45	0.6	*
18.00	0.6	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.8	**
17.30	1.9	**
17.45	1.9	**
18.00	1.9	**

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.2	
17.30	0.2	
17.45	0.2	
18.00	0.2	

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.5	
17.30	0.5	
17.45	0.5	
18.00	0.5	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	152.9	33.0	0.22
B-A	189.1	106.1	0.56
C-A	581.3		
C-B	114.7	14.5	0.13
A-BC	798.0	27.2	0.03
ALL	1836.0	180.8	0.10

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B	
654.50	0.21		0.08	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B	
534.31	0.20	0.08	0.13	0.29		

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B	
782.70	0.25	0.25		

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2017 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Base PM

TIME	FROM/TO	TURNING PROPORTIONS			ARM	C
		A	B	C		
17.00 - 17.15	ARM A	0.000	0.216	0.784		
		0.0	167.0	605.0		
		( 0.0)	( 0.0)	( 0.0)		
	ARM B	0.553	0.000	0.447		
		198.0	0.0	160.0		
		( 0.0)	( 0.0)	( 0.0)		
	ARM C	0.836	0.164	0.000		
		565.0	111.0	0.0		
		( 0.0)	( 0.0)	( 0.0)		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 30.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Base PM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	2.68	7.10	0.377		0.00	0.59	8.3		0.22
B-A	3.32	4.88	0.680		0.00	1.89	23.9		0.56
C-A	9.44								
C-B	1.86	9.81	0.189		0.00	0.23	3.3		0.13
A-BC	12.90	42.47	0.304	0.5	0.00	0.43	6.4		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	2.68	7.04	0.381		0.59	0.61	9.0		0.23
B-A	3.32	4.87	0.681		1.89	2.00	29.4		0.63
C-A	9.44								
C-B	1.86	9.81	0.189		0.23	0.23	3.5		0.13
A-BC	12.90	42.47	0.304	0.5	0.43	0.44	6.5		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	2.68	7.04	0.381		0.61	0.61	9.1		0.23
B-A	3.32	4.87	0.681		2.00	2.05	30.4		0.64
C-A	9.44								
C-B	1.86	9.81	0.189		0.23	0.23	3.5		0.13
A-BC	12.90	42.47	0.304	0.5	0.44	0.44	6.5		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	2.68	7.04	0.381		0.61	0.61	9.2		0.23
B-A	3.32	4.87	0.681		2.05	2.07	30.9		0.64
C-A	9.44								
C-B	1.86	9.81	0.189		0.23	0.23	3.5		0.13
A-BC	12.90	42.47	0.304	0.5	0.44	0.44	6.5		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.6	*
17.30	0.6	*
17.45	0.6	*
18.00	0.6	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.9	**
17.30	2.0	**
17.45	2.0	**
18.00	2.1	**

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.2	
17.30	0.2	
17.45	0.2	
18.00	0.2	

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.4	
17.30	0.4	
17.45	0.4	
18.00	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN)
B-C	160.9	35.6	35.6
B-A	199.1	114.6	115.0
C-A	566.7		
C-B	111.3	13.8	13.8
A-BC	774.0	26.0	26.0
ALL	1812.0	190.0	190.4

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B
654.50	0.21		0.08

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B	STREAM C-B
534.31	0.20	0.08	0.13		0.29	

Intercept For	Slope For	Opposing	Slope For
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B
782.70	0.25		0.25

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2017 Base PM +Dev

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Base PM +Dev

TURNING PROPORTIONS									
TURNING COUNTS									
(PERCENTAGE OF H.V.S)									
TIME	FROM/TO	ARM	A	ARM	B	ARM	C		
17.00 - 17.15	ARM A		0.000	0.179	0.821				
			0.0	167.0	764.0				
			( 0.0)	( 0.0)	( 0.0)				
	ARM B		0.495	0.000	0.505				
			198.0	0.0	202.0				
			( 0.0)	( 0.0)	( 0.0)				
	ARM C		0.833	0.167	0.000				
			650.0	130.0	0.0				
			( 0.0)	( 0.0)	( 0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 30.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Base PM +Dev  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	3.37	6.38	0.528		0.00	1.07	14.5		0.32
B-A	3.31	4.08	0.811		0.00	3.15	36.3		0.89
C-A	10.83								
C-B	2.17	9.15	0.237		0.00	0.31	4.4		0.14
A-BC	15.53	42.47	0.366	0.5	0.00	0.57	8.5		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	3.37	6.27	0.538		1.07	1.13	16.6		0.34
B-A	3.31	4.07	0.813		3.15	3.61	51.3		1.18
C-A	10.83								
C-B	2.17	9.15	0.237		0.31	0.31	4.6		0.14
A-BC	15.53	42.47	0.366	0.5	0.57	0.58	8.6		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	3.37	6.26	0.539		1.13	1.15	17.1		0.35
B-A	3.31	4.07	0.813		3.61	3.81	55.8		1.23
C-A	10.83								
C-B	2.17	9.15	0.237		0.31	0.31	4.6		0.14
A-BC	15.53	42.47	0.366	0.5	0.58	0.58	8.6		0.04



TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	3.37	6.25	0.540		1.15	1.15	17.3		0.35
B-A	3.31	4.07	0.813		3.81	3.93	58.1		1.25
C-A	10.83								
C-B	2.17	9.15	0.237		0.31	0.31	4.6		0.14
A-BC	15.53	42.47	0.366	0.5	0.58	0.58	8.6		0.04

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.1	*
17.30	1.1	*
17.45	1.1	*
18.00	1.2	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	3.2	***
17.30	3.6	****
17.45	3.8	****
18.00	3.9	****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.3	
17.30	0.3	
17.45	0.3	
18.00	0.3	

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.6	*
17.30	0.6	*
17.45	0.6	*
18.00	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	202.4	65.5	0.32
B-A	198.4	201.5	1.02
C-A	650.0		
C-B	130.0	18.3	0.14
A-BC	931.8	34.4	0.04
ALL	2112.6	319.6	0.15

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B	
654.50	0.21		0.08	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B		
534.31	0.20	0.08	0.13	0.29		

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B	
782.70	0.25		0.25	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2022 Base PM +Dev

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Base PM +Dev

TURNING PROPORTIONS									
TURNING COUNTS									
(PERCENTAGE OF H.V.S)									
TIME	FROM/TO	ARM	A	ARM	B	ARM	C		
17.00 - 17.15	ARM A		0.000		0.181		0.819		
			0.0		173.0		783.0		
			( 0.0)		( 0.0)		( 0.0)		
	ARM B		0.496		0.000		0.504		
			204.0		0.0		207.0		
			( 0.0)		( 0.0)		( 0.0)		
	ARM C		0.834		0.166		0.000		
			668.0		133.0		0.0		
			( 0.0)		( 0.0)		( 0.0)		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 30.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2022 Base PM +Dev  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	3.46	6.23	0.555		0.00	1.18	15.9		0.34
B-A	3.40	3.96	0.861		0.00	3.88	42.8		1.04
C-A	11.13								
C-B	2.22	9.05	0.245		0.00	0.32	4.6		0.15
A-BC	15.93	42.47	0.375	0.5	0.00	0.60	8.8		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	3.46	6.09	0.568		1.18	1.26	18.6		0.38
B-A	3.40	3.94	0.864		3.88	4.66	64.9		1.49
C-A	11.13								
C-B	2.22	9.04	0.245		0.32	0.32	4.8		0.15
A-BC	15.93	42.47	0.375	0.5	0.60	0.60	9.0		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	3.46	6.06	0.570		1.26	1.29	19.2		0.38
B-A	3.40	3.94	0.864		4.66	5.05	73.1		1.60
C-A	11.13								
C-B	2.22	9.04	0.245		0.32	0.32	4.8		0.15
A-BC	15.93	42.47	0.375	0.5	0.60	0.60	9.0		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	3.46	6.05	0.571		1.29	1.31	19.5		0.38
B-A	3.40	3.94	0.864		5.05	5.29	77.7		1.66
C-A	11.13								
C-B	2.22	9.04	0.245		0.32	0.32	4.9		0.15
A-BC	15.93	42.47	0.375	0.5	0.60	0.60	9.0		0.04

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.2	*
17.30	1.3	*
17.45	1.3	*
18.00	1.3	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	3.9	****
17.30	4.7	*****
17.45	5.1	*****
18.00	5.3	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.3	
17.30	0.3	
17.45	0.3	
18.00	0.3	

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.6	*
17.30	0.6	*
17.45	0.6	*
18.00	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * * DELAY * (MIN)	* INCLUSIVE QUEUEING * * DELAY * (MIN/VEH)
B-C	207.3	207.3	73.2	0.35
B-A	204.3	204.3	258.5	1.27
C-A	668.0	668.0		
C-B	133.0	133.0	19.1	0.14
A-BC	955.8	955.8	35.8	0.04
ALL	2168.4	2168.4	386.6	0.18

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

==== end of file =====

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 4.0 (SEPT 2008)

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EMAIL: Software@trl.co.uk  
-----

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS  
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Run with file:-  
"N:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Picady\Springfield Ave Junction\  
Springfield Ave Junction\_AM.vpi"  
(drive-on-the-left) at 14:22:14 on Monday, 17 December 2012

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Bloxham Road/ Springfield Ave Junction  
LOCATION : Banbury  
DATE : 17/12/12  
CLIENT :  
ENUMERATOR : jenny.moon [1307LT]  
JOB NUMBER : A053410-01  
STATUS : Completed  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)  
I  
I  
I  
I  
I  
I  
MINOR ROAD (ARM B)

ARM A IS Bloxham Road ( North)  
ARM B IS Springfield Avenue  
ARM C IS Bloxham Road ( South)

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
ETC.

-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 10.00 M.	I
I	CENTRAL RESERVE WIDTH	I	( WCR ) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	( WC-B ) 3.80 M.	I
I	- VISIBILITY	I	( VC-B ) 160.00 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	( VB-C ) 100.0 M.	I
I	- VISIBILITY TO RIGHT	I	( VB-A ) 115.0 M.	I
I	- LANE 1 WIDTH	I	( WB-C ) 2.40 M.	I
I	- LANE 2 WIDTH	I	( WB-A ) 2.40 M.	I

-----  
 .SLOPES AND INTERCEPT  
 -----

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	654.50		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	534.31		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	782.70		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

-----  
 TRAFFIC DEMAND DATA  
 -----

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2012 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Base AM

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A		0.000	0.280	0.720		
			0.0	182.0	469.0		
			( 0.0)	( 0.0)	( 0.0)		
	ARM B		0.548	0.000	0.452		
			115.0	0.0	95.0		
			( 0.0)	( 0.0)	( 0.0)		
	ARM C		0.799	0.201	0.000		
			705.0	177.0	0.0		
			( 0.0)	( 0.0)	( 0.0)		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 60.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2012 Base AM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	1.60	8.06	0.199		0.00	0.24	3.5		0.15
B-A	1.94	4.67	0.415		0.00	0.68	9.3		0.35
C-A	11.88								
C-B	2.98	10.30	0.290		0.00	0.40	5.8		0.14
A-BC	10.97	41.25	0.266	1.0	0.00	0.36	5.3		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	1.60	8.04	0.199		0.24	0.25	3.7		0.16
B-A	1.94	4.66	0.416		0.68	0.70	10.4		0.37
C-A	11.88								
C-B	2.98	10.29	0.290		0.40	0.41	6.1		0.14
A-BC	10.97	41.25	0.266	1.0	0.36	0.36	5.4		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	1.60	8.04	0.199		0.25	0.25	3.7		0.16
B-A	1.94	4.66	0.416		0.70	0.70	10.5		0.37
C-A	11.88								
C-B	2.98	10.29	0.290		0.41	0.41	6.1		0.14
A-BC	10.97	41.25	0.266	1.0	0.36	0.36	5.4		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	1.60	8.04	0.199		0.25	0.25	3.7		0.16
B-A	1.94	4.66	0.416		0.70	0.71	10.6		0.37
C-A	11.88								
C-B	2.98	10.29	0.290		0.41	0.41	6.1		0.14
A-BC	10.97	41.25	0.266	1.0	0.36	0.36	5.4		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4



QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	96.1	I	14.6	I	0.15	I
I	B-A	I	116.3	I	40.8	I	0.35	I
I	C-A	I	712.7	I		I		I
I	C-B	I	178.9	I	24.0	I	0.13	I
I	A-BC	I	658.2	I	21.6	I	0.03	I
I	ALL	I	1762.2	I	101.0	I	0.06	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	654.50		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	534.31		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	782.70		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2017 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Base AM

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A		0.000	0.280	0.720		
			0.0	194.0	499.0		
			( 0.0)	( 0.0)	( 0.0)		
	ARM B		0.547	0.000	0.453		
			122.0	0.0	101.0		
			( 0.0)	( 0.0)	( 0.0)		
	ARM C		0.800	0.200	0.000		
			750.0	188.0	0.0		
			( 0.0)	( 0.0)	( 0.0)		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 60.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Base AM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	1.69	7.88	0.214		0.00	0.27	3.9		0.16
B-A	2.04	4.45	0.459		0.00	0.81	10.9		0.40
C-A	12.51								
C-B	3.13	10.15	0.309		0.00	0.44	6.3		0.14
A-BC	11.55	41.25	0.280	1.0	0.00	0.39	5.7		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	1.69	7.84	0.215		0.27	0.27	4.1		0.16
B-A	2.04	4.43	0.460		0.81	0.83	12.3		0.42
C-A	12.51								
C-B	3.13	10.15	0.309		0.44	0.44	6.6		0.14
A-BC	11.55	41.25	0.280	1.0	0.39	0.39	5.8		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	1.69	7.84	0.215		0.27	0.27	4.1		0.16
B-A	2.04	4.43	0.460		0.83	0.84	12.5		0.42
C-A	12.51								
C-B	3.13	10.15	0.309		0.44	0.45	6.7		0.14
A-BC	11.55	41.25	0.280	1.0	0.39	0.39	5.8		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	1.69	7.84	0.215		0.27	0.27	4.1		0.16
B-A	2.04	4.43	0.460		0.84	0.84	12.6		0.42
C-A	12.51								
C-B	3.13	10.15	0.309		0.45	0.45	6.7		0.14
A-BC	11.55	41.25	0.280	1.0	0.39	0.39	5.8		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.3

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.8	*
08.30	0.8	*
08.45	0.8	*
09.00	0.8	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	101.4	16.1	0.16
B-A	122.4	48.3	0.39
C-A	750.3		
C-B	188.1	26.3	0.14
A-BC	693.0	23.2	0.03
ALL	1855.2	114.0	0.06

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For Opposing	Slope For Opposing
STREAM B-C	STREAM A-C	STREAM A-B
654.50	0.21	0.08

Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B
534.31	0.20	0.08	0.13	0.29

Intercept For	Slope For Opposing	Slope For Opposing
STREAM C-B	STREAM A-C	STREAM A-B
782.70	0.25	0.25

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2022 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Base AM

I	I	TURNING PROPORTIONS			I	
		I	I	I		
I	I	TURNING COUNTS			I	
I	I	(PERCENTAGE OF H.V.S)			I	
I	I	-----			I	
I	TIME	I FROM/TO	I ARM	A I ARM	B I ARM	C I
I	08.00 - 08.15	I	I	I	I	I
I		I ARM A	I 0.000	I 0.280	I 0.720	I
I		I	I 0.0	I 200.0	I 515.0	I
I		I	I ( 0.0)	I ( 0.0)	I ( 0.0)	I
I		I	I	I	I	I
I		I ARM B	I 0.548	I 0.000	I 0.452	I
I		I	I 126.0	I 0.0	I 104.0	I
I		I	I ( 0.0)	I ( 0.0)	I ( 0.0)	I
I		I	I	I	I	I
I		I ARM C	I 0.799	I 0.201	I 0.000	I
I		I	I 773.0	I 194.0	I 0.0	I
I		I	I ( 0.0)	I ( 0.0)	I ( 0.0)	I
I		I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 60.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

I	ARM	I	LENGTH OF CROSSING	I	QUEUEING SPACE BETWEEN	I	QUEUEING SPACE WITHOUT
I	I	I	(M)	I	CROSSING AND JUNCTION	I	BLOCKING BACK INTO
I	I	I	(ENTRY)	I	ENTRY (VEHS)	I	JUNCTION (VEHS)
I	I	I	(EXIT)	I	(LEFT)	I	(RIGHT)
I	A	I	10.00	I		I	5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2022 Base AM  
 AND FOR TIME PERIOD 1

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
I	I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
I	I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	08.00-08.15									
I	B-C	1.74	7.76	0.224		0.00	0.28	4.1		0.17
I	B-A	2.10	4.31	0.488		0.00	0.90	12.1		0.43
I	C-A	12.89								
I	C-B	3.24	10.06	0.322		0.00	0.47	6.7		0.15
I	A-BC	11.90	41.25	0.288	1.0	0.00	0.40	6.0		0.03

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
I	I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
I	I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	08.15-08.30									
I	B-C	1.74	7.72	0.225		0.28	0.29	4.3		0.17
I	B-A	2.10	4.30	0.490		0.90	0.93	13.8		0.45
I	C-A	12.89								
I	C-B	3.24	10.06	0.322		0.47	0.47	7.0		0.15
I	A-BC	11.90	41.25	0.288	1.0	0.40	0.40	6.1		0.03

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
I	I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
I	I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	08.30-08.45									
I	B-C	1.74	7.72	0.225		0.29	0.29	4.3		0.17
I	B-A	2.10	4.30	0.490		0.93	0.94	14.0		0.46
I	C-A	12.89								
I	C-B	3.24	10.06	0.322		0.47	0.47	7.1		0.15
I	A-BC	11.90	41.25	0.288	1.0	0.40	0.41	6.1		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	1.74	7.72	0.225		0.29	0.29	4.3		0.17
B-A	2.10	4.30	0.490		0.94	0.95	14.2		0.46
C-A	12.89								
C-B	3.24	10.06	0.322		0.47	0.47	7.1		0.15
A-BC	11.90	41.25	0.288	1.0	0.41	0.41	6.1		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.3

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.9	*
08.30	0.9	*
08.45	0.9	*
09.00	0.9	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.5
08.30	0.5
08.45	0.5
09.00	0.5

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	104.2	17.0	0.16
B-A	126.2	54.1	0.43
C-A	773.6		
C-B	194.2	27.9	0.14
A-BC	714.0	24.2	0.03
ALL	1912.2	123.2	0.06

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B	
654.50	0.21		0.08	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B		
534.31	0.20	0.08	0.13	0.29		

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B	
782.70	0.25	0.25		

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2017 Base AM + Dev

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Base AM + Dev

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15								
	ARM A		0.000		0.254		0.746	
			0.0		194.0		569.0	
			( 0.0)		( 0.0)		( 0.0)	
	ARM B		0.510		0.000		0.490	
			122.0		0.0		117.0	
			( 0.0)		( 0.0)		( 0.0)	
	ARM C		0.799		0.201		0.000	
			961.0		242.0		0.0	
			( 0.0)		( 0.0)		( 0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 60.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Base AM + Dev  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	1.95	7.40	0.264		0.00	0.35	5.0		0.18
B-A	2.04	3.50	0.582		0.00	1.26	16.1		0.62
C-A	16.02								
C-B	4.04	9.86	0.409		0.00	0.68	9.6		0.17
A-BC	12.71	41.25	0.308	1.0	0.00	0.44	6.6		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	1.95	7.33	0.266		0.35	0.36	5.4		0.19
B-A	2.04	3.48	0.585		1.26	1.33	19.6		0.68
C-A	16.02								
C-B	4.04	9.85	0.410		0.68	0.69	10.3		0.17
A-BC	12.71	41.25	0.308	1.0	0.44	0.44	6.7		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	1.95	7.33	0.266		0.36	0.36	5.4		0.19
B-A	2.04	3.48	0.585		1.33	1.36	20.2		0.69
C-A	16.02								
C-B	4.04	9.85	0.410		0.69	0.69	10.3		0.17
A-BC	12.71	41.25	0.308	1.0	0.44	0.44	6.7		0.04



TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	1.95	7.33	0.267		0.36	0.36	5.4		0.19
B-A	2.04	3.48	0.585		1.36	1.37	20.5		0.69
C-A	16.02								
C-B	4.04	9.85	0.410		0.69	0.69	10.3		0.17
A-BC	12.71	41.25	0.308	1.0	0.44	0.44	6.7		0.04

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.3	*
08.30	1.3	*
08.45	1.4	*
09.00	1.4	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

-----  
 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD  
 -----

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	I	I	I	I	I	I						
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-C	I	117.2	I	117.2	I	21.2	I	0.18	I	21.2	I	0.18	I
I	B-A	I	122.2	I	122.2	I	76.4	I	0.63	I	76.7	I	0.63	I
I	C-A	I	961.5	I	961.5	I		I		I		I		I
I	C-B	I	242.1	I	242.1	I	40.6	I	0.17	I	40.6	I	0.17	I
I	A-BC	I	762.6	I	762.6	I	26.6	I	0.03	I	26.6	I	0.03	I
I	ALL	I	2205.6	I	2205.6	I	164.7	I	0.07	I	165.0	I	0.07	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

-----  
 .SLOPES AND INTERCEPT  
 -----

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	654.50		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	534.31		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	782.70		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

-----  
 TRAFFIC DEMAND DATA  
 -----

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2022 Base AM + Dev

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Base AM + Dev

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.255	0.745			
			0.0	200.0	584.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM B		0.512	0.000	0.488			
			126.0	0.0	120.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM C		0.799	0.201	0.000			
			984.0	248.0	0.0			
			( 0.0)	( 0.0)	( 0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 60.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2022 Base AM + Dev  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	2.00	7.25	0.277		0.00	0.38	5.3		0.19
B-A	2.11	3.36	0.626		0.00	1.48	18.6		0.70
C-A	16.41								
C-B	4.13	9.77	0.423		0.00	0.72	10.2		0.17
A-BC	13.07	41.25	0.317	1.0	0.00	0.46	6.8		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	2.00	7.17	0.280		0.38	0.38	5.7		0.19
B-A	2.11	3.34	0.630		1.48	1.58	23.1		0.79
C-A	16.41								
C-B	4.13	9.76	0.423		0.72	0.73	10.9		0.18
A-BC	13.07	41.25	0.317	1.0	0.46	0.46	6.9		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	2.00	7.17	0.280		0.38	0.39	5.8		0.19
B-A	2.11	3.34	0.630		1.58	1.62	24.1		0.80
C-A	16.41								
C-B	4.13	9.76	0.423		0.73	0.73	10.9		0.18
A-BC	13.07	41.25	0.317	1.0	0.46	0.46	6.9		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	2.00	7.17	0.280		0.39	0.39	5.8		0.19
B-A	2.11	3.34	0.630		1.62	1.64	24.5		0.80
C-A	16.41								
C-B	4.13	9.76	0.423		0.73	0.73	11.0		0.18
A-BC	13.07	41.25	0.317	1.0	0.46	0.46	7.0		0.04

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.5	*
08.30	1.6	**
08.45	1.6	**
09.00	1.6	**

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.5
08.30	0.5
08.45	0.5
09.00	0.5

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * * DELAY * (MIN)	* INCLUSIVE QUEUEING * * DELAY * (MIN/VEH)
B-C	120.3	120.3	22.6	0.19
B-A	126.3	126.3	90.3	0.71
C-A	984.3	984.3		
C-B	248.1	248.1	42.9	0.17
A-BC	784.2	784.2	27.7	0.04
ALL	2263.2	2263.2	183.5	0.08

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

==== end of file =====



## **Appendix W – Bloxham Road / Queensway PICADY Reports**

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 4.0 (SEPT 2008)

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EMAIL: Software@trl.co.uk  
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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS  
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Run with file:-

"N:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Picady\Queens Way Junction\  
Queens Way Junction\_AM.vpi"  
(drive-on-the-left) at 14:12:07 on Monday, 17 December 2012

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Queens Way Junction  
LOCATION : Banbury  
DATE : 31/08/12  
CLIENT :  
ENUMERATOR : jenny.moon [1307LT]  
JOB NUMBER : A053410-1  
STATUS : Preliminary  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)  
I  
I  
I  
I  
I  
I  
MINOR ROAD (ARM B)

ARM A IS Bloxham Road (South)  
ARM B IS Queens Way  
ARM C IS Bloxham Road (North)

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
ETC.

-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 10.40 M.	I
I	CENTRAL RESERVE WIDTH	I	( WCR ) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	( WC-B ) 4.10 M.	I
I	- VISIBILITY	I	( VC-B ) 135.00 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	( VB-C ) 90.0 M.	I
I	- VISIBILITY TO RIGHT	I	( VB-A ) 100.0 M.	I
I	- LANE 1 WIDTH	I	( WB-C ) 2.70 M.	I
I	- LANE 2 WIDTH	I	( WB-A ) 2.70 M.	I

-----  
 .SLOPES AND INTERCEPT  
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(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	666.26		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	540.54		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	787.00		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

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 TRAFFIC DEMAND DATA  
 -----

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2012 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Base AM

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.455	0.545			
			0.0	377.0	452.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM B		0.489	0.000	0.511			
			278.0	0.0	290.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM C		0.722	0.278	0.000			
			380.0	146.0	0.0			
			( 0.0)	( 0.0)	( 0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 60.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2012 Base AM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	4.84	7.11	0.680		0.00	1.95	25.5		0.40
B-A	4.63	5.49	0.844		0.00	3.92	45.0		0.77
C-A	6.36								
C-B	2.44	9.71	0.251		0.00	0.33	4.8		0.14
A-BC	13.80	42.90	0.322	1.0	0.00	0.47	7.0		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	4.84	7.00	0.691		1.95	2.11	30.8		0.46
B-A	4.63	5.48	0.846		3.92	4.50	63.9		1.05
C-A	6.36								
C-B	2.44	9.71	0.252		0.33	0.33	5.0		0.14
A-BC	13.80	42.90	0.322	1.0	0.47	0.47	7.1		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	4.84	6.98	0.693		2.11	2.17	32.1		0.46
B-A	4.63	5.48	0.846		4.50	4.77	69.7		1.10
C-A	6.36								
C-B	2.44	9.71	0.252		0.33	0.33	5.0		0.14
A-BC	13.80	42.90	0.322	1.0	0.47	0.47	7.1		0.03



TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	4.84	6.97	0.693		2.17	2.19	32.7		0.47
B-A	4.63	5.48	0.846		4.77	4.92	72.7		1.12
C-A	6.36								
C-B	2.44	9.71	0.252		0.33	0.34	5.0		0.14
A-BC	13.80	42.90	0.322	1.0	0.47	0.47	7.1		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.0	**
08.30	2.1	**
08.45	2.2	**
09.00	2.2	**

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	3.9	****
08.30	4.5	*****
08.45	4.8	*****
09.00	4.9	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.3

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.5
08.30	0.5
08.45	0.5
09.00	0.5

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN)
B-C	290.1	121.1	121.5
B-A	278.1	251.3	253.6
C-A	381.4		
C-B	146.6	19.8	19.8
A-BC	828.0	28.3	28.3
ALL	1924.2	420.6	423.2

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B	
666.26	0.21		0.08	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B	
540.54	0.20	0.08	0.13	0.29		

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B	
787.00	0.25	0.25		

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2022 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Base AM

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.455	0.545			
			0.0	409.0	490.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM B		0.489	0.000	0.511			
			302.0	0.0	315.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM C		0.723	0.277	0.000			
			413.0	158.0	0.0			
			( 0.0)	( 0.0)	( 0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 60.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2022 Base AM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	5.25	6.70	0.784		0.00	3.06	37.4		0.55
B-A	5.03	5.20	0.969		0.00	7.13	71.8		1.18
C-A	6.87								
C-B	2.63	9.42	0.279		0.00	0.38	5.5		0.15
A-BC	15.00	42.90	0.350	1.0	0.00	0.54	7.9		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	5.25	6.62	0.793		3.06	3.41	49.1		0.69
B-A	5.03	5.18	0.971		7.13	9.78	128.4		2.06
C-A	6.87								
C-B	2.63	9.41	0.279		0.38	0.38	5.8		0.15
A-BC	15.00	42.90	0.350	1.0	0.54	0.54	8.0		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	5.25	6.62	0.793		3.41	3.54	52.3		0.71
B-A	5.03	5.18	0.971		9.78	11.61	161.1		2.45
C-A	6.87								
C-B	2.63	9.41	0.279		0.38	0.39	5.8		0.15
A-BC	15.00	42.90	0.350	1.0	0.54	0.54	8.1		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	5.25	6.62	0.793		3.54	3.61	53.7		0.72
B-A	5.03	5.18	0.971		11.61	13.03	185.2		2.74
C-A	6.87								
C-B	2.63	9.41	0.279		0.39	0.39	5.8		0.15
A-BC	15.00	42.90	0.350	1.0	0.54	0.54	8.1		0.04

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	3.1	***
08.30	3.4	***
08.45	3.5	****
09.00	3.6	****

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	7.1	*****
08.30	9.8	*****
08.45	11.6	*****
09.00	13.0	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.5	*
08.30	0.5	*
08.45	0.5	*
09.00	0.5	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	314.9	I	192.4	I	0.61	I
I	B-A	I	301.9	I	546.4	I	1.81	I
I	C-A	I	412.3	I		I		I
I	C-B	I	157.7	I	22.8	I	0.14	I
I	A-BC	I	900.0	I	32.1	I	0.04	I
I	ALL	I	2086.8	I	793.7	I	0.38	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	666.26		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM
I							C-B	I
I	540.54		0.20		0.08		0.13	I
I							0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	787.00		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2017 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Base AM

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.455	0.545			
			0.0	397.0	476.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM B		0.490	0.000	0.510			
			293.0	0.0	305.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM C		0.723	0.277	0.000			
			400.0	153.0	0.0			
			( 0.0)	( 0.0)	( 0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 60.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Base AM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	5.10	6.86	0.744		0.00	2.56	32.2		0.48
B-A	4.90	5.32	0.921		0.00	5.67	60.2		1.00
C-A	6.65								
C-B	2.55	9.54	0.267		0.00	0.36	5.2		0.14
A-BC	14.50	42.90	0.338	1.0	0.00	0.51	7.5		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	5.10	6.69	0.762		2.56	2.91	41.6		0.60
B-A	4.90	5.31	0.923		5.67	7.17	97.5		1.58
C-A	6.65								
C-B	2.55	9.53	0.267		0.36	0.36	5.4		0.14
A-BC	14.50	42.90	0.338	1.0	0.51	0.51	7.6		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	5.10	6.68	0.764		2.91	3.02	44.6		0.62
B-A	4.90	5.31	0.923		7.17	8.03	114.5		1.76
C-A	6.65								
C-B	2.55	9.53	0.267		0.36	0.36	5.4		0.14
A-BC	14.50	42.90	0.338	1.0	0.51	0.51	7.6		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	5.10	6.68	0.764		3.02	3.08	45.8		0.63
B-A	4.90	5.31	0.923		8.03	8.61	125.1		1.88
C-A	6.65								
C-B	2.55	9.53	0.267		0.36	0.36	5.4		0.14
A-BC	14.50	42.90	0.338	1.0	0.51	0.51	7.7		0.04

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.6	***
08.30	2.9	***
08.45	3.0	***
09.00	3.1	***

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	5.7	*****
08.30	7.2	*****
08.45	8.0	*****
09.00	8.6	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.4	
08.30	0.4	
08.45	0.4	
09.00	0.4	

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.5	*
08.30	0.5	*
08.45	0.5	*
09.00	0.5	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-C	I	306.0	I	306.0	I	164.3	I	0.54	I	165.0	I	0.54	I
I	B-A	I	294.0	I	294.0	I	397.2	I	1.35	I	404.2	I	1.37	I
I	C-A	I	399.3	I	399.3	I		I		I		I		I
I	C-B	I	152.7	I	152.7	I	21.4	I	0.14	I	21.5	I	0.14	I
I	A-BC	I	870.0	I	870.0	I	30.4	I	0.03	I	30.5	I	0.04	I
I	ALL	I	2022.0	I	2022.0	I	613.4	I	0.30	I	621.1	I	0.31	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	666.26		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	540.54		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	787.00		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2017 Base AM + Dev

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY



Demand set: 2017 Base AM + Dev

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.457	0.543			
			0.0	495.0	588.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM B		0.513	0.000	0.487			
			321.0	0.0	305.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM C		0.742	0.258	0.000			
			441.0	153.0	0.0			
			( 0.0)	( 0.0)	( 0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 60.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Base AM + Dev  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	5.09	6.28	0.810		0.00	3.41	40.8		0.63
B-A	5.35	4.71	1.136		0.00	14.23	123.3		2.02
C-A	7.36								
C-B	2.55	8.66	0.295		0.00	0.41	5.9		0.16
A-BC	18.06	42.90	0.421	1.0	0.00	0.72	10.6		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	5.09	6.28	0.810		3.41	3.77	54.3		0.79
B-A	5.35	4.70	1.139		14.23	24.90	294.4		4.63
C-A	7.36								
C-B	2.55	8.65	0.295		0.41	0.42	6.2		0.16
A-BC	18.06	42.90	0.421	1.0	0.72	0.73	10.9		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	5.09	6.28	0.810		3.77	3.91	57.7		0.81
B-A	5.35	4.70	1.139		24.90	35.13	450.5		6.79
C-A	7.36								
C-B	2.55	8.65	0.295		0.42	0.42	6.2		0.16
A-BC	18.06	42.90	0.421	1.0	0.73	0.73	10.9		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	5.09	6.28	0.810		3.91	3.99	59.4		0.82
B-A	5.35	4.70	1.139		35.13	45.21	602.7		8.91
C-A	7.36								
C-B	2.55	8.65	0.295		0.42	0.42	6.2		0.16
A-BC	18.06	42.90	0.421	1.0	0.73	0.73	10.9		0.04

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	3.4	***
08.30	3.8	****
08.45	3.9	****
09.00	4.0	****

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	14.2	*****
08.30	24.9	*****
08.45	35.1	*****
09.00	45.2	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN)
B-C	305.2	212.2	213.4
B-A	321.2	1470.8	1688.3
C-A	441.4		
C-B	153.2	24.6	24.6
A-BC	1083.6	43.3	43.3
ALL	2304.6	1750.9	1969.6

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B
666.26	0.21		0.08

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B	STREAM C-B
540.54	0.20	0.08	0.13		0.29	

Intercept For	Slope For	Opposing	Slope For
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B
787.00	0.25		0.25

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2022 Base AM + Dev

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Base AM + Dev

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.457	0.543			
			0.0	507.0	603.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM B		0.512	0.000	0.488			
			330.0	0.0	315.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM C		0.742	0.258	0.000			
			454.0	158.0	0.0			
			( 0.0)	( 0.0)	( 0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 60.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2022 Base AM + Dev  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	5.25	6.23	0.843		0.00	4.00	46.4		0.70
B-A	5.50	4.60	1.196		0.00	17.28	144.9		2.38
C-A	7.56								
C-B	2.63	8.55	0.308		0.00	0.44	6.2		0.17
A-BC	18.51	42.90	0.431	1.0	0.00	0.76	11.1		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	5.25	6.22	0.843		4.00	4.52	64.6		0.93
B-A	5.50	4.58	1.200		17.28	31.51	366.5		5.77
C-A	7.56								
C-B	2.63	8.54	0.308		0.44	0.44	6.6		0.17
A-BC	18.51	42.90	0.431	1.0	0.76	0.76	11.3		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	5.25	6.22	0.843		4.52	4.76	69.8		0.96
B-A	5.50	4.58	1.200		31.51	45.47	577.5		8.78
C-A	7.56								
C-B	2.63	8.54	0.308		0.44	0.44	6.6		0.17
A-BC	18.51	42.90	0.431	1.0	0.76	0.76	11.4		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	5.25	6.22	0.843		4.76	4.89	72.4		0.98
B-A	5.50	4.58	1.200		45.47	59.34	786.1		11.79
C-A	7.56								
C-B	2.63	8.54	0.308		0.44	0.44	6.6		0.17
A-BC	18.51	42.90	0.431	1.0	0.76	0.76	11.4		0.04

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	4.0	****
08.30	4.5	*****
08.45	4.8	*****
09.00	4.9	*****

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	17.3	*****
08.30	31.5	*****
08.45	45.5	*****
09.00	59.3	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.4	
08.30	0.4	
08.45	0.4	
09.00	0.4	

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.8	*
08.30	0.8	*
08.45	0.8	*
09.00	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * (MIN)	* INCLUSIVE QUEUEING * (MIN/VEH)
B-C	315.0	315.0	253.2	0.80
B-A	330.0	330.0	1875.0	5.68
C-A	453.6	453.6		
C-B	157.8	157.8	26.1	0.17
A-BC	1110.6	1110.6	45.2	0.04
ALL	2367.0	2367.0	2199.5	0.93

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

==== end of file =====

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 4.0 (SEPT 2008)

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-----

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Run with file:-

"N:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Picady\Queens Way Junction\  
Queens Way Junction\_PM.vpi"  
(drive-on-the-left) at 14:17:56 on Monday, 17 December 2012

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Queens Way Junction  
LOCATION : Banbury  
DATE : 31/08/12  
CLIENT :  
ENUMERATOR : jenny.moon [1307LT]  
JOB NUMBER : A053410-1  
STATUS : Preliminary  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)  
I  
I  
I  
I  
I  
I  
MINOR ROAD (ARM B)

ARM A IS Bloxham Road (South)  
ARM B IS Queens Way  
ARM C IS Bloxham Road (North)

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
ETC.

-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 10.40 M.	I
I	CENTRAL RESERVE WIDTH	I	( WCR ) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	( WC-B ) 4.10 M.	I
I	- VISIBILITY	I	( VC-B ) 135.00 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	( VB-C ) 90.0 M.	I
I	- VISIBILITY TO RIGHT	I	( VB-A ) 100.0 M.	I
I	- LANE 1 WIDTH	I	( WB-C ) 2.70 M.	I
I	- LANE 2 WIDTH	I	( WB-A ) 2.70 M.	I

-----  
 .SLOPES AND INTERCEPT  
 -----

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	666.26		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	540.54		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	787.00		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

-----  
 TRAFFIC DEMAND DATA  
 -----

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2012 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Base PM

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
17.00 - 17.15	ARM A		0.000	0.602	0.398			
			0.0	438.0	289.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM B		0.520	0.000	0.480			
			269.0	0.0	248.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM C		0.643	0.357	0.000			
			468.0	260.0	0.0			
			( 0.0)	( 0.0)	( 0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 30.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2012 Base PM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	4.13	7.47	0.552		0.00	1.18	16.1		0.29
B-A	4.47	5.23	0.855		0.00	4.08	46.1		0.83
C-A	7.78								
C-B	4.32	10.13	0.426		0.00	0.73	10.3		0.17
A-BC	12.10	44.17	0.274	0.5	0.00	0.38	5.6		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	4.13	7.34	0.562		1.18	1.25	18.4		0.31
B-A	4.47	5.22	0.858		4.08	4.76	67.1		1.15
C-A	7.78								
C-B	4.32	10.13	0.427		0.73	0.74	11.0		0.17
A-BC	12.10	44.17	0.274	0.5	0.38	0.38	5.6		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	4.13	7.31	0.564		1.25	1.27	18.9		0.31
B-A	4.47	5.22	0.858		4.76	5.09	74.1		1.22
C-A	7.78								
C-B	4.32	10.13	0.427		0.74	0.74	11.1		0.17
A-BC	12.10	44.17	0.274	0.5	0.38	0.38	5.7		0.03



TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	4.13	7.30	0.565		1.27	1.28	19.1		0.31
B-A	4.47	5.22	0.858		5.09	5.28	77.8		1.25
C-A	7.78								
C-B	4.32	10.13	0.427		0.74	0.74	11.1		0.17
A-BC	12.10	44.17	0.274	0.5	0.38	0.38	5.7		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.2	*
17.30	1.2	*
17.45	1.3	*
18.00	1.3	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	4.1	****
17.30	4.8	*****
17.45	5.1	*****
18.00	5.3	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.7	*
17.30	0.7	*
17.45	0.7	*
18.00	0.7	*

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN)
B-C	247.5	72.5	72.6
B-A	268.5	265.2	267.9
C-A	466.7		
C-B	259.3	43.5	43.5
A-BC	726.0	22.5	22.5
ALL	1968.0	403.7	406.5

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept	Slope For Opposing	Slope For Opposing
STREAM B-C	STREAM A-C	STREAM A-B
666.26	0.21	0.08

Intercept	Slope For Opposing	Slope For Opposing	Slope For Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A
540.54	0.20	0.08	0.13

Intercept	Slope For Opposing	Slope For Opposing
STREAM C-B	STREAM A-C	STREAM A-B
787.00	0.25	0.25

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2017 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Base PM

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
17.00 - 17.15	ARM A		0.000	0.603		0.397		
			0.0	460.0		303.0		
			( 0.0)	( 0.0)		( 0.0)		
	ARM B		0.520	0.000		0.480		
			282.0	0.0		260.0		
			( 0.0)	( 0.0)		( 0.0)		
	ARM C		0.644	0.356		0.000		
			491.0	272.0		0.0		
			( 0.0)	( 0.0)		( 0.0)		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 30.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Base PM  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	4.32	7.24	0.597		0.00	1.40	18.9		0.32
B-A	4.68	5.05	0.927		0.00	5.74	60.4		1.06
C-A	8.17								
C-B	4.53	9.99	0.453		0.00	0.81	11.4		0.18
A-BC	12.70	44.17	0.288	0.5	0.00	0.40	6.0		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	4.32	7.06	0.611		1.40	1.51	22.1		0.36
B-A	4.68	5.03	0.931		5.74	7.40	99.9		1.70
C-A	8.17								
C-B	4.53	9.98	0.454		0.81	0.82	12.3		0.18
A-BC	12.70	44.17	0.288	0.5	0.40	0.40	6.0		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	4.32	7.06	0.611		1.51	1.53	22.9		0.36
B-A	4.68	5.03	0.931		7.40	8.38	118.9		1.93
C-A	8.17								
C-B	4.53	9.98	0.454		0.82	0.82	12.3		0.18
A-BC	12.70	44.17	0.288	0.5	0.40	0.40	6.0		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	4.32	7.06	0.611		1.53	1.55	23.1		0.36
B-A	4.68	5.03	0.931		8.38	9.07	131.1		2.07
C-A	8.17								
C-B	4.53	9.98	0.454		0.82	0.83	12.4		0.18
A-BC	12.70	44.17	0.288	0.5	0.40	0.40	6.0		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.4	*
17.30	1.5	**
17.45	1.5	**
18.00	1.5	**

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	5.7	*****
17.30	7.4	*****
17.45	8.4	*****
18.00	9.1	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.8	*
17.30	0.8	*
17.45	0.8	*
18.00	0.8	*

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	259.0	87.0	0.34
B-A	281.0	410.2	1.46
C-A	490.4		
C-B	271.6	48.4	0.18
A-BC	762.0	24.1	0.03
ALL	2064.0	569.7	0.28

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B	
666.26	0.21		0.08	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B	
540.54	0.20		0.08	0.13	0.29	

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B	
787.00	0.25		0.25	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2017 Base PM +Dev

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Base PM +Dev

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
17.00 - 17.15								
	ARM A		0.000	0.600	0.400			
			0.0	509.0	340.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM B		0.567	0.000	0.433			
			340.0	0.0	260.0			
			( 0.0)	( 0.0)	( 0.0)			
	ARM C		0.685	0.315	0.000			
			591.0	272.0	0.0			
			( 0.0)	( 0.0)	( 0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 30.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 Base PM +Dev  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	4.33	6.92	0.626		0.00	1.57	20.9		0.36
B-A	5.67	4.64	1.221		0.00	18.87	156.4		2.52
C-A	9.86								
C-B	4.54	9.63	0.471		0.00	0.87	12.2		0.19
A-BC	14.14	44.17	0.320	0.5	0.00	0.47	6.9		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	4.33	6.91	0.627		1.57	1.62	24.1		0.39
B-A	5.67	4.62	1.226		18.87	34.95	404.2		6.26
C-A	9.86								
C-B	4.54	9.62	0.472		0.87	0.88	13.2		0.20
A-BC	14.14	44.17	0.320	0.5	0.47	0.47	7.0		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	4.33	6.91	0.627		1.62	1.64	24.5		0.39
B-A	5.67	4.62	1.226		34.95	50.80	643.3		9.64
C-A	9.86								
C-B	4.54	9.62	0.472		0.88	0.89	13.3		0.20
A-BC	14.14	44.17	0.320	0.5	0.47	0.47	7.1		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	4.33	6.91	0.627		1.64	1.65	24.7		0.39
B-A	5.67	4.62	1.226		50.80	66.58	880.4		13.03
C-A	9.86								
C-B	4.54	9.62	0.472		0.89	0.89	13.3		0.20
A-BC	14.14	44.17	0.320	0.5	0.47	0.47	7.1		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.6	**
17.30	1.6	**
17.45	1.6	**
18.00	1.7	**

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	18.9	*****
17.30	34.9	*****
17.45	50.8	*****
18.00	66.6	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.9	*
17.30	0.9	*
17.45	0.9	*
18.00	0.9	*

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.5
17.30	0.5
17.45	0.5
18.00	0.5

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-C	I	260.0	I	260.0	I	94.1	I	0.36	I	94.3	I	0.36	I
I	B-A	I	340.0	I	340.0	I	2084.3	I	6.13	I	2564.0	I	7.54	I
I	C-A	I	591.7	I	591.7	I		I		I		I		I
I	C-B	I	272.3	I	272.3	I	51.9	I	0.19	I	52.0	I	0.19	I
I	A-BC	I	848.4	I	848.4	I	28.1	I	0.03	I	28.1	I	0.03	I
I	ALL	I	2312.4	I	2312.4	I	2258.5	I	0.98	I	2738.4	I	1.18	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	666.26		0.21		0.08	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	540.54		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	787.00		0.25		0.25	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2022 Base PM +Dev  
 TIME PERIOD BEGINS 17.00 AND ENDS 18.00  
 LENGTH OF TIME PERIOD - 60 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.  
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY



Demand set: 2022 Base PM +Dev

TURNING PROPORTIONS									
TURNING COUNTS									
(PERCENTAGE OF H.V.S)									
TIME	FROM/TO	ARM	A	ARM	B	ARM	C		
17.00 - 17.15	ARM A		0.000		0.600		0.400		
			0.0		523.0		349.0		
			( 0.0)		( 0.0)		( 0.0)		
	ARM B		0.566		0.000		0.434		
			349.0		0.0		268.0		
			( 0.0)		( 0.0)		( 0.0)		
	ARM C		0.684		0.316		0.000		
			607.0		281.0		0.0		
			( 0.0)		( 0.0)		( 0.0)		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

ARM A: FLOW IS 30.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 1  
 ARM A: FLOW IS 0.0 PEDESTRIANS PER HOUR AND IS CONSTANT  
 THROUGHOUT PERIOD 2

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	10.00		5.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2022 Base PM +Dev  
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	4.47	6.88	0.649		0.00	1.72	22.7		0.38
B-A	5.81	4.52	1.287		0.00	22.34	181.1		2.94
C-A	10.11								
C-B	4.68	9.53	0.491		0.00	0.94	13.1		0.20
A-BC	14.54	44.17	0.329	0.5	0.00	0.49	7.2		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	4.47	6.87	0.650		1.72	1.78	26.4		0.41
B-A	5.81	4.50	1.293		22.34	42.35	485.6		7.60
C-A	10.11								
C-B	4.68	9.52	0.491		0.94	0.95	14.2		0.21
A-BC	14.54	44.17	0.329	0.5	0.49	0.49	7.3		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	4.47	6.87	0.650		1.78	1.81	27.0		0.41
B-A	5.81	4.50	1.293		42.35	62.23	784.4		11.97
C-A	10.11								
C-B	4.68	9.52	0.491		0.95	0.96	14.3		0.21
A-BC	14.54	44.17	0.329	0.5	0.49	0.49	7.4		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	4.47	6.87	0.650		1.81	1.82	27.2		0.41
B-A	5.81	4.50	1.293		62.23	82.05	1082.1		16.35
C-A	10.11								
C-B	4.68	9.52	0.491		0.96	0.96	14.4		0.21
A-BC	14.54	44.17	0.329	0.5	0.49	0.49	7.4		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.7	**
17.30	1.8	**
17.45	1.8	**
18.00	1.8	**

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	22.3	*****
17.30	42.4	*****
17.45	62.2	*****
18.00	82.1	*****

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.9	*
17.30	1.0	*
17.45	1.0	*
18.00	1.0	*

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	0.5
17.30	0.5
17.45	0.5
18.00	0.5

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * * DELAY * (MIN)	* INCLUSIVE QUEUEING * * DELAY * (MIN/VEH)
B-C	267.9	267.9	103.2	0.39
B-A	348.9	348.9	2533.2	7.26
C-A	606.6	606.6		
C-B	280.8	280.8	56.1	0.20
A-BC	872.4	872.4	29.3	0.03
ALL	2376.6	2376.6	2721.8	1.15

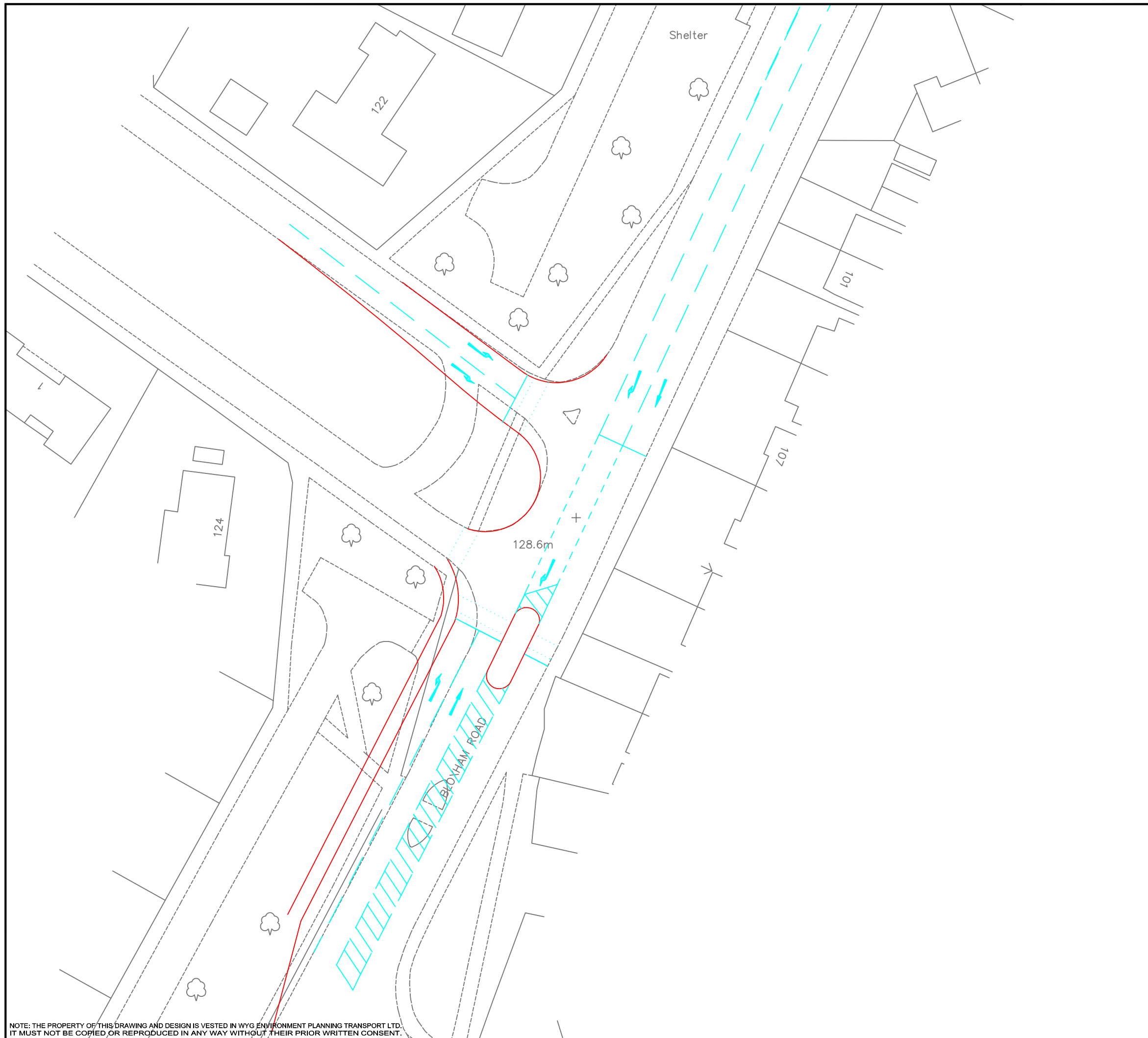
\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

==== end of file =====



## **Appendix X – Bloxham Road / Queensway Improvements Plan**



**Notes:**

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

**Gallagher Estates**

PROJECT:

**Bloxham Road, Banbury**

DRAWING TITLE:

**Proposed Signalised Junction  
Bloxham Road/ Queens Way**

SCALES:

**1:500 at A3**

DRAWN:	JM	CHECKED:	MG	DATE:	3.11.12
--------	----	----------	----	-------	---------

**Savell Bird & Axon**  
part of the WYG group



Ropemaker Court 12 Lower Park Row Bristol BS1 5BN  
t: 0117 311 6387 f: 0117 925 4239 e: sba@sbax.co.uk

DRAWING NUMBER:	<b>A053410-1/TS/1</b>	REVISION:	<b>A</b>
-----------------	-----------------------	-----------	----------

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN WYG ENVIRONMENT PLANNING TRANSPORT LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



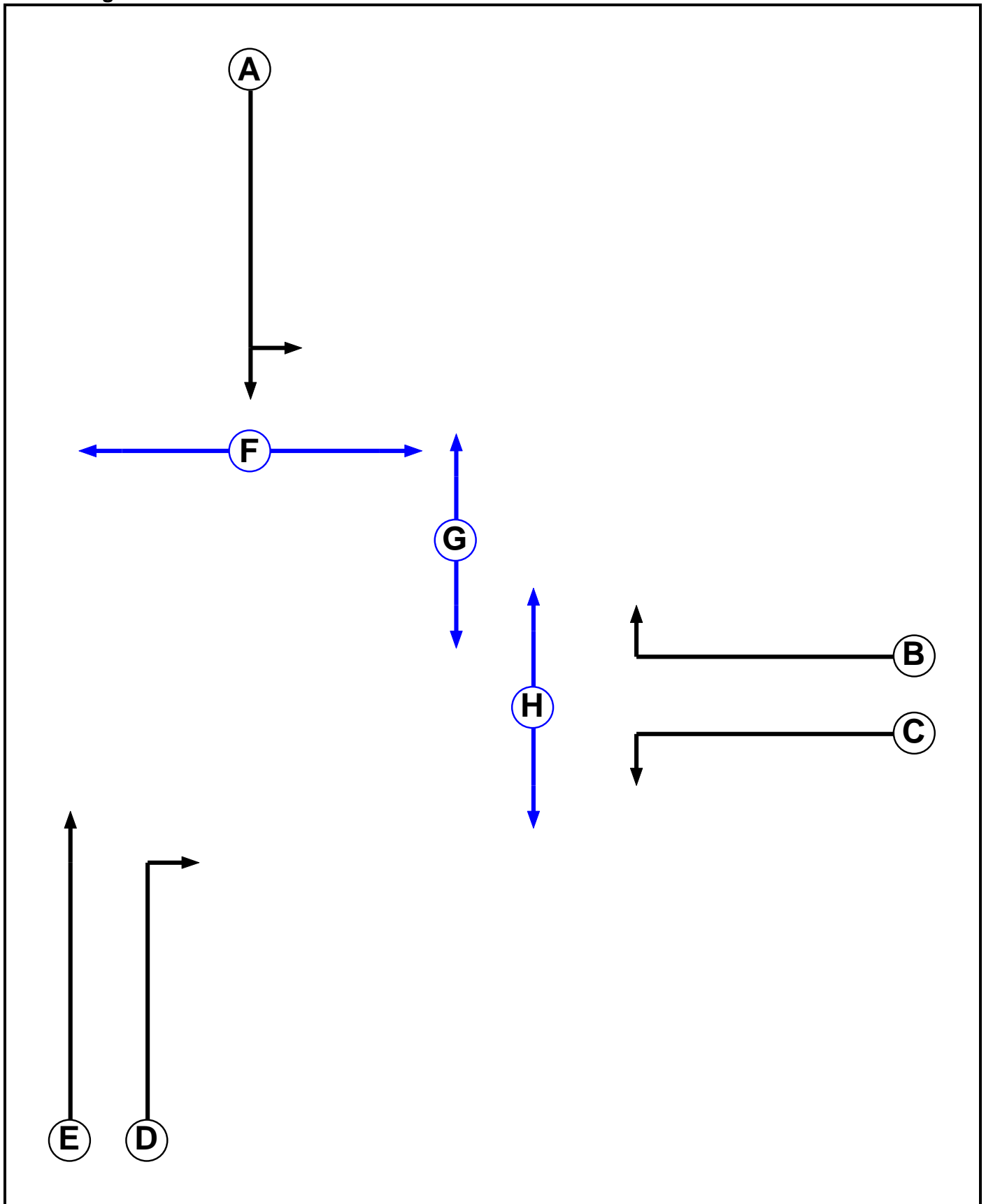
# **Appendix Y – Bloxham Road / Queensway Forecast LINSIG Reports**

Full Results Summary  
**Full Results Summary**

**User and Project Details**

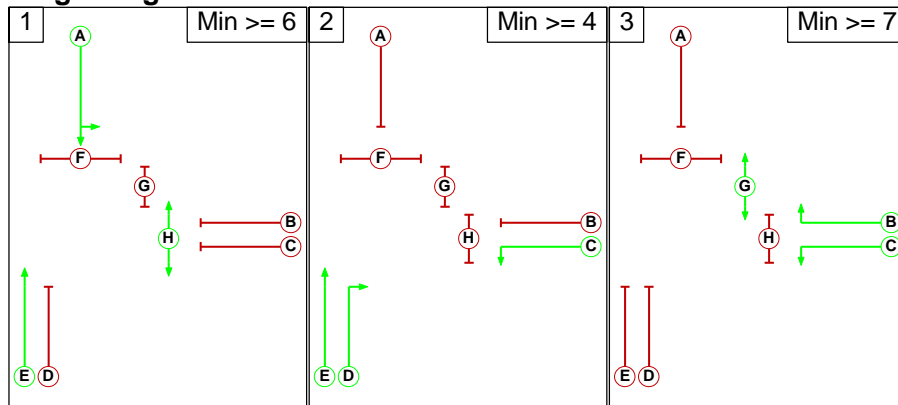
<b>Project:</b>	
<b>Title:</b>	
<b>Location:</b>	
<b>File name:</b>	Bloxham Road - Queensway Proposed (TA - V3) 17-12-12.lsg3x
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	
<b>Notes:</b>	

Phase Diagram



Full Results Summary

Stage Diagram



Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		7	8	5	-	5	5	-
	B	5		-	6	6	8	-	5
	C	5	-		-	-	-	-	5
	D	6	5	-		-	-	7	-
	E	-	5	-	-		8	-	-
	F	13	13	-	-	13		-	-
	G	7	-	-	7	-	-		-
	H	-	8	8	-	-	-	-	

Scenario 1: '2022 AM Base + DEV' (FG1: 'Queens Way - 2022 Base AM+ Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	522	621	1143
	B	326	0	315	641
	C	444	158	0	602
	Tot.	770	680	936	2386

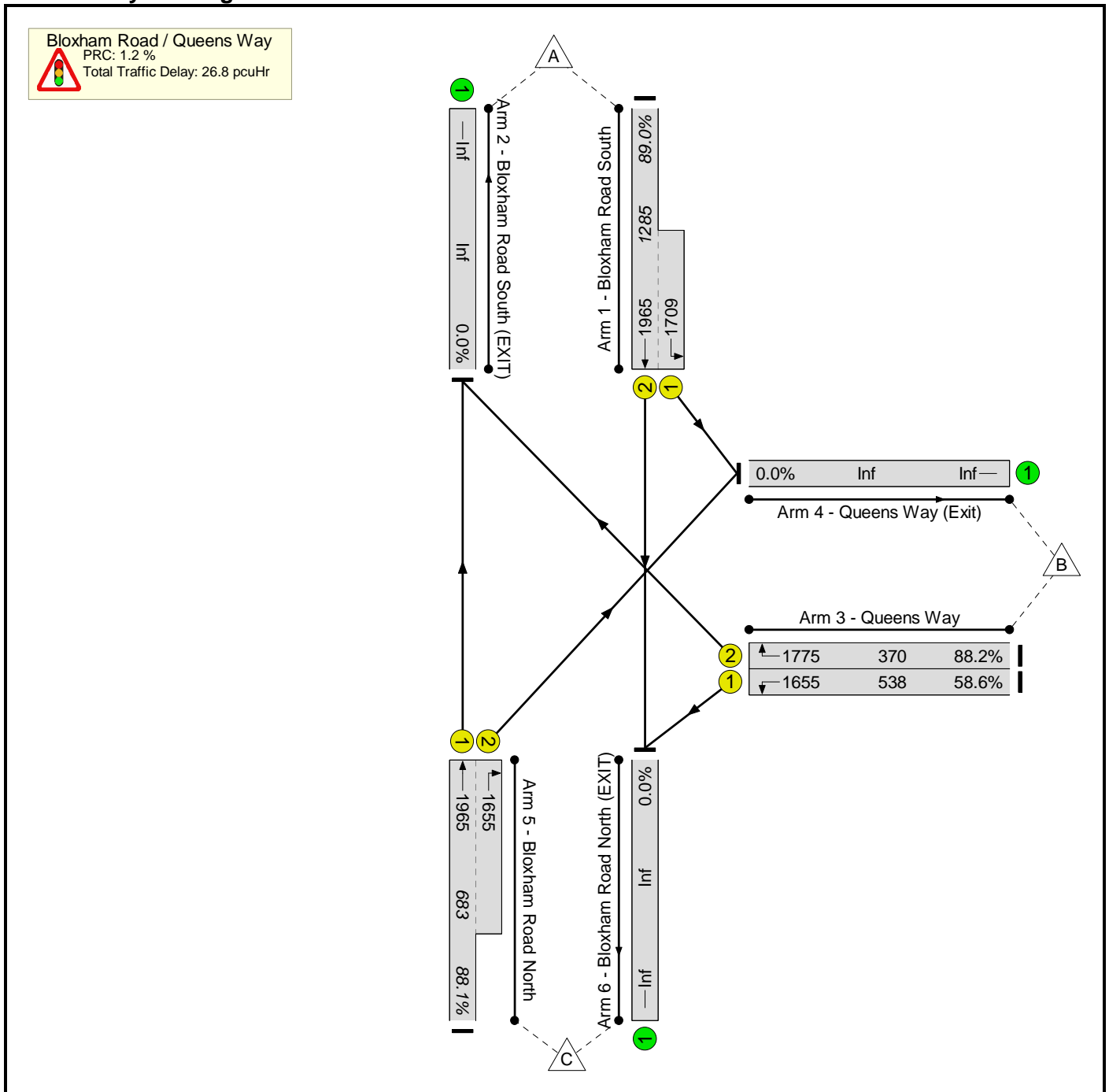


Full Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	89.0%	0	0	0	26.8	-	-
Bloxham Road / Queens Way	-	-	-		-	-	-	-	-	-	89.0%	0	0	0	26.8	-	-
1/2+1/1	Bloxham Road South Left Ahead	U	A		1	69	-	1143	1965:1709	1285	89.0%	-	-	-	9.3	29.2	27.3
3/1	Queens Way Left	U	C		1	38	-	315	1655	538	58.6%	-	-	-	3.7	41.8	9.5
3/2	Queens Way Right	U	B		1	24	-	326	1775	370	88.2%	-	-	-	7.4	81.9	13.7
5/1+5/2	Bloxham Road North Ahead Right	U	E D		1	85:12	-	602	1965:1655	683	88.1%	-	-	-	6.5	38.9	8.7
<p style="text-align: center;">C1                      PRC for Signalled Lanes (%):    1.2                      Total Delay for Signalled Lanes (pcuHr):    26.83                      Cycle Time (s):    120                      PRC Over All Lanes (%):    1.2                      Total Delay Over All Lanes(pcuHr):    26.83</p>																	

Full Results Summary  
**Network Layout Diagram**



**Scenario 2: '2022 PM Base + DEV'** (FG2: 'Queens Way 2022 PM + Dev', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Actual**

Actual Flow :

	Destination				Tot.
	A	B	C	Tot.	
Origin	A	0	520	342	862
	B	358	0	268	626
	C	623	281	0	904
	Tot.	981	801	610	2392

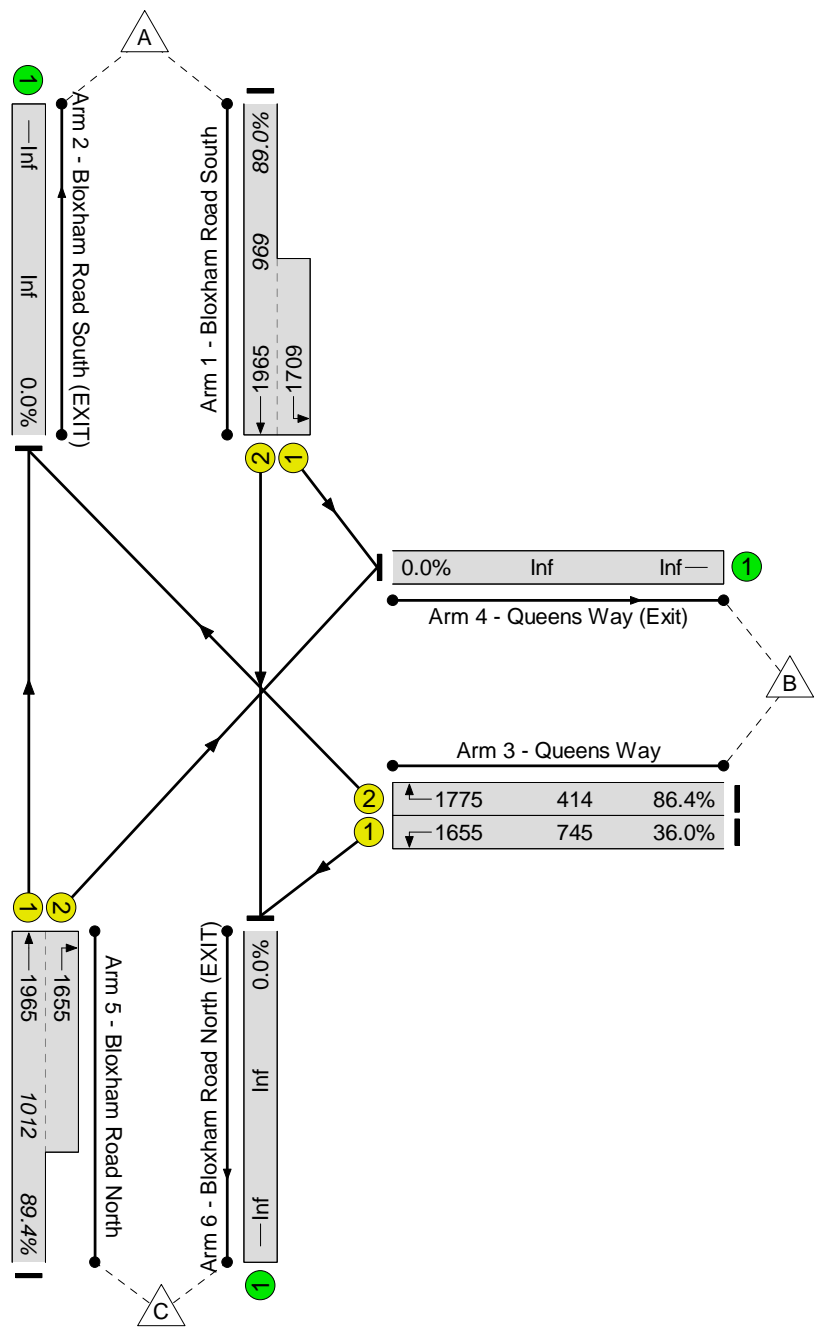
Full Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	89.4%	0	0	0	28.1	-	-
Bloxham Road / Queens Way	-	-	-		-	-	-	-	-	-	89.4%	0	0	0	28.1	-	-
1/2+1/1	Bloxham Road South Left Ahead	U	A		1	54	-	862	1965:1709	969	89.0%	-	-	-	10.0	41.8	23.9
3/1	Queens Way Left	U	C		1	53	-	268	1655	745	36.0%	-	-	-	1.9	25.4	6.1
3/2	Queens Way Right	U	B		1	27	-	358	1775	414	86.4%	-	-	-	7.3	73.2	14.3
5/1+5/2	Bloxham Road North Ahead Right	U	E D		1	82:24	-	904	1965:1655	1012	89.4%	-	-	-	8.9	35.4	13.3
		C1			PRC for Signalled Lanes (%):		0.7	Total Delay for Signalled Lanes (pcuHr):		28.07		Cycle Time (s):		120			
					PRC Over All Lanes (%):		0.7	Total Delay Over All Lanes(pcuHr):		28.07							

Full Results Summary  
**Network Layout Diagram**

**Bloxham Road / Queens Way**  
 PRC: 0.7 %  
 Total Traffic Delay: 28.1 pcuHr





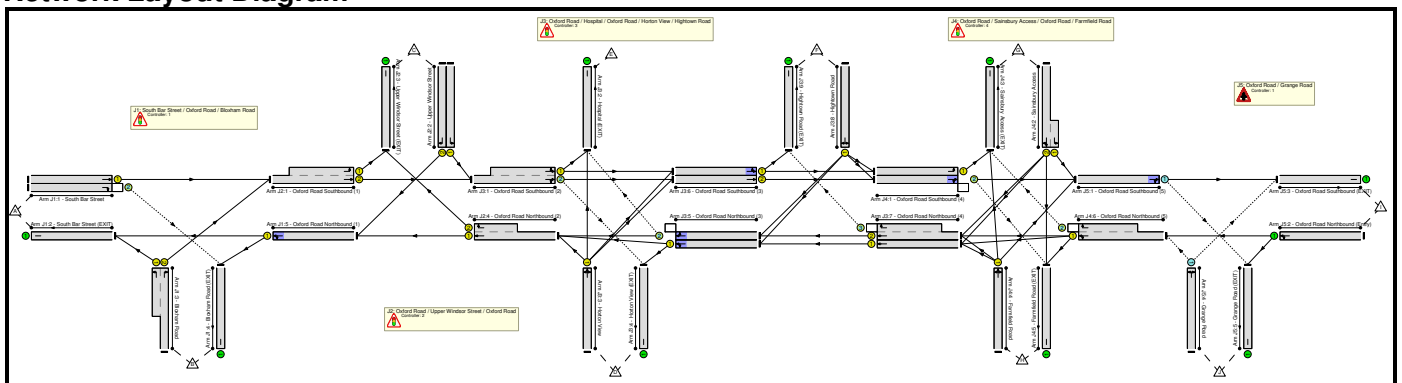
## **Appendix Z – Oxford Road Network Base 2017 & 2022 LINSIG Reports**

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3  
**Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3**

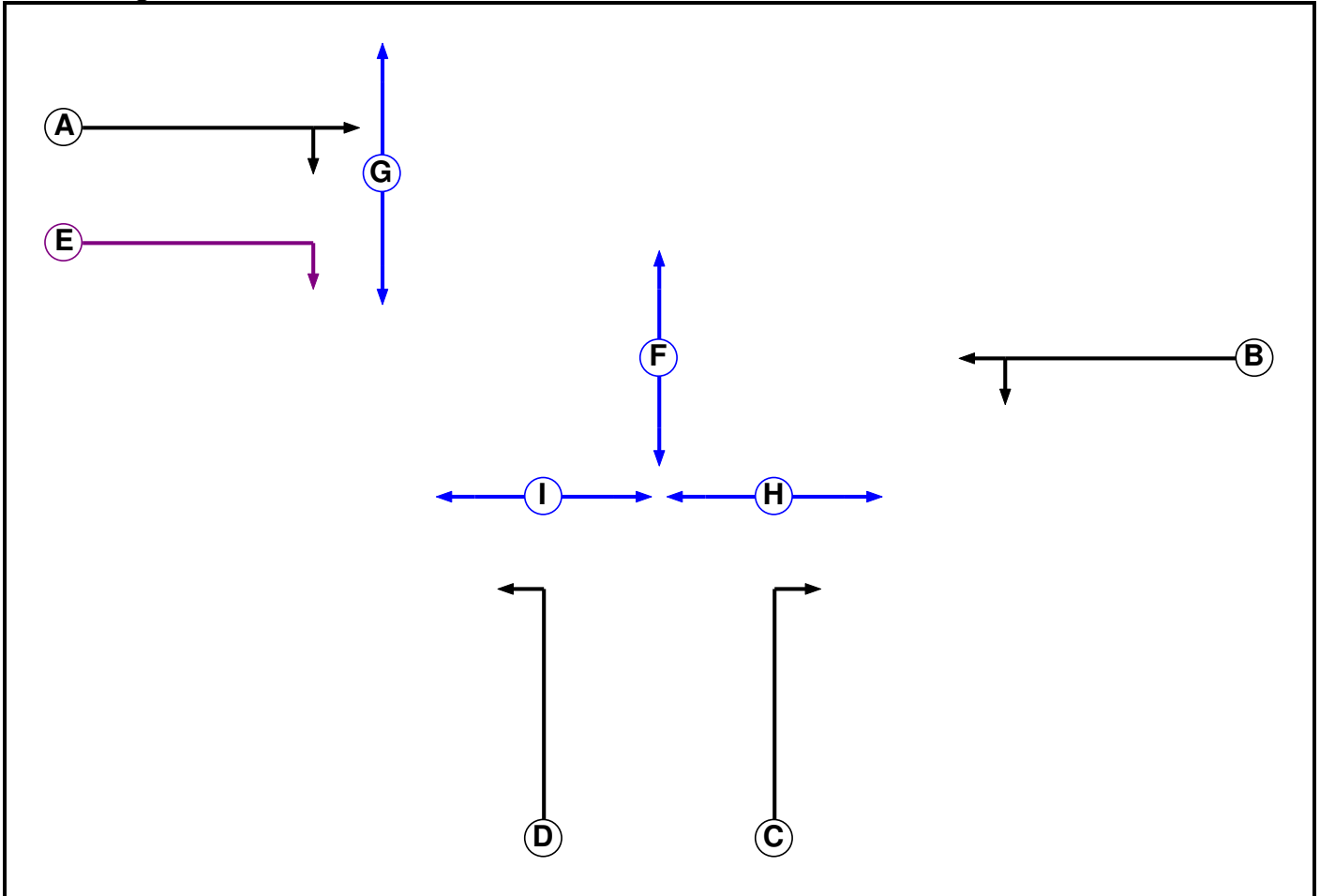
**User and Project Details**

<b>Project:</b>	<b>Land at Wykham Park Farm, Banbury</b>
<b>Title:</b>	<b>Oxford Road Network – Existing Network with College Fields Committed Improvements ONLY. 2017 &amp; 2022 Base with Committed Development Scenarios</b>
<b>Location:</b>	Banbury, Oxfordshire
<b>File name:</b>	Oxford Road Network + CF Improvements TA - V1 13-11-12.lsg3x
<b>Author:</b>	CJL
<b>Company:</b>	SBA
<b>Address:</b>	Lower Park Row, Bristol
<b>Notes:</b>	Oxford Road Network – Existing Network with College Fields Committed Improvements ONLY. 2017 & 2022 Base with Committed Development Scenarios. 90% MOVA/SCOOT traffic flows for direct comparison with proposed model

**Network Layout Diagram**



**C1**  
**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Ind. Arrow	A	4	4
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

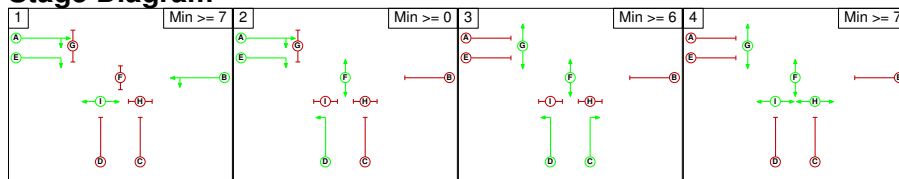
**Phase Intergreens Matrix**

Terminating Phase	Starting Phase								
	A	B	C	D	E	F	G	H	I
A	-	-	5	-	-	5	-	-	-
B	-	-	5	6	-	6	-	5	-
C	6	5	-	-	5	-	-	5	-
D	-	5	-	-	-	-	-	-	5
E	-	-	5	-	-	5	6	-	-
F	-	6	-	-	-	-	-	-	-
G	6	-	-	-	6	-	-	-	-
H	-	8	8	-	8	-	-	-	-
I	-	-	-	6	-	-	-	-	-

**Phases in Stage**

Stage No.	Phases in Stage
1	A B E I
2	A D E F
3	C D F G
4	F G H I

**Stage Diagram**



**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

**Prohibited Stage Change**

From Stage	To Stage			
	1	2	3	4
1	-	6	6	6
2	6	-	5	6
3	6	6	-	5
4	8	8	8	-



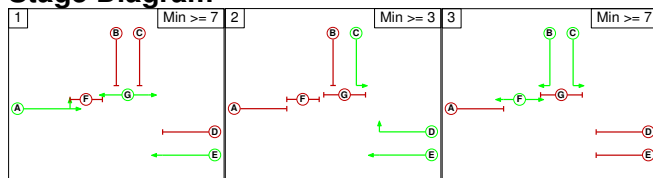
**Phase Intergreens Matrix**

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		6	7	6	-	6	-
	B	6		-	6	7	-	5
	C	6	-		-	-	-	5
	D	6	6	-		-	7	-
	E	-	6	-	-		-	-
	F	10	-	-	10	-		-
	G	-	10	10	-	-	-	

**Phases in Stage**

Stage No.	Phases in Stage
1	A E G
2	C D E
3	B C F

**Stage Diagram**



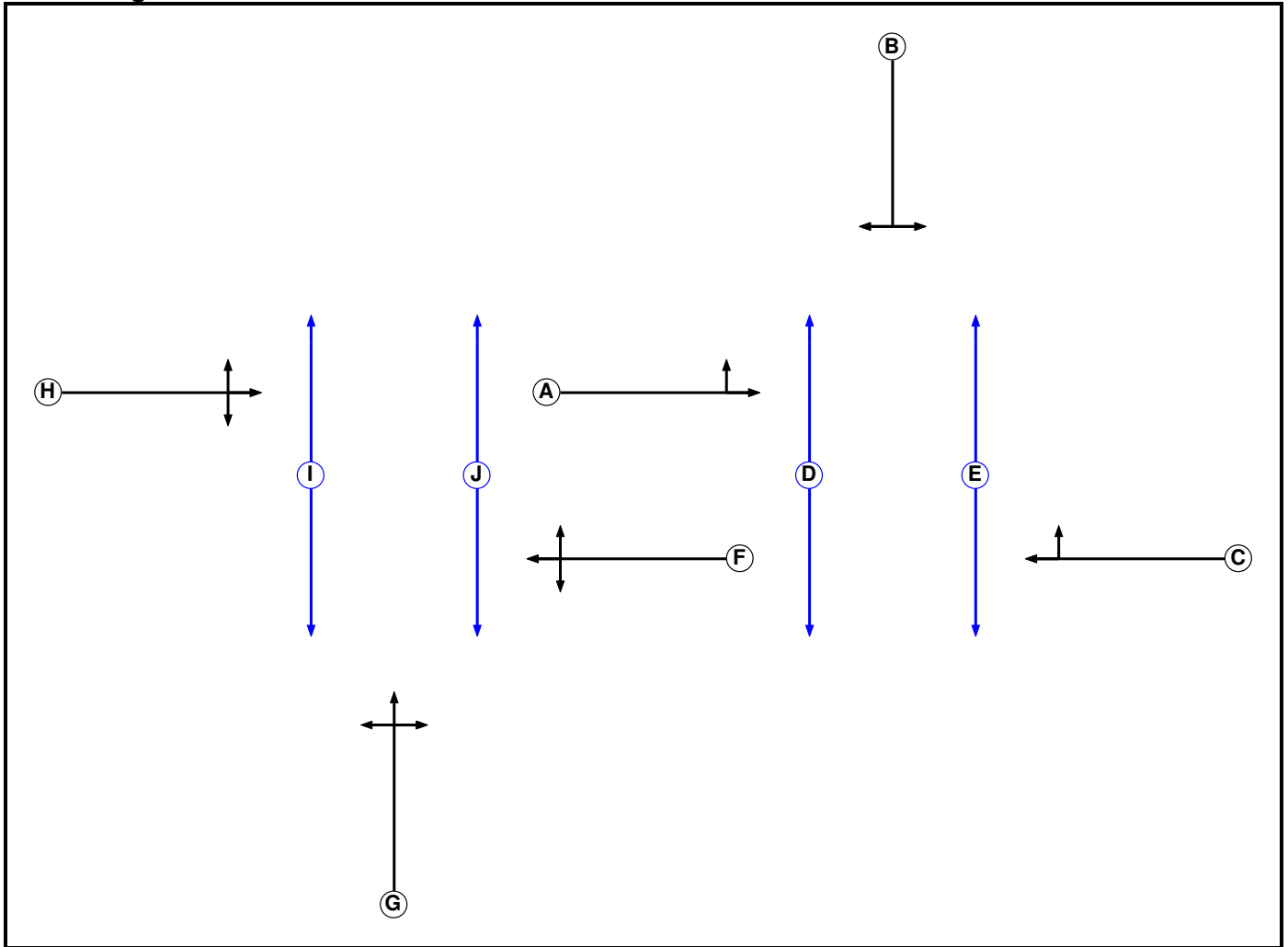
**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

**Prohibited Stage Change**

		To Stage		
		1	2	3
From Stage	1		10	10
	2	6		7
	3	10	10	

**C3**  
**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7

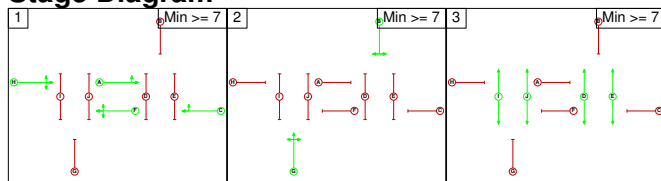
### Phase Intergreens Matrix

Terminating Phase	Starting Phase									
	A	B	C	D	E	F	G	H	I	J
A	6	-	5	7	-	-	-	-	-	-
B	6	6	6	6	-	-	-	-	-	-
C	-	6	7	5	-	-	-	-	-	-
D	13	13	13	-	-	-	-	-	-	-
E	13	13	13	-	-	-	-	-	-	-
F	-	-	-	-	-	6	-	6	5	-
G	-	-	-	-	-	5	6	6	6	-
H	-	-	-	-	-	-	5	5	6	-
I	-	-	-	-	-	13	13	13	-	-
J	-	-	-	-	-	13	13	13	-	-

### Phases in Stage

Stage No.	Phases in Stage
1	A C F H
2	B G
3	D E I J

### Stage Diagram



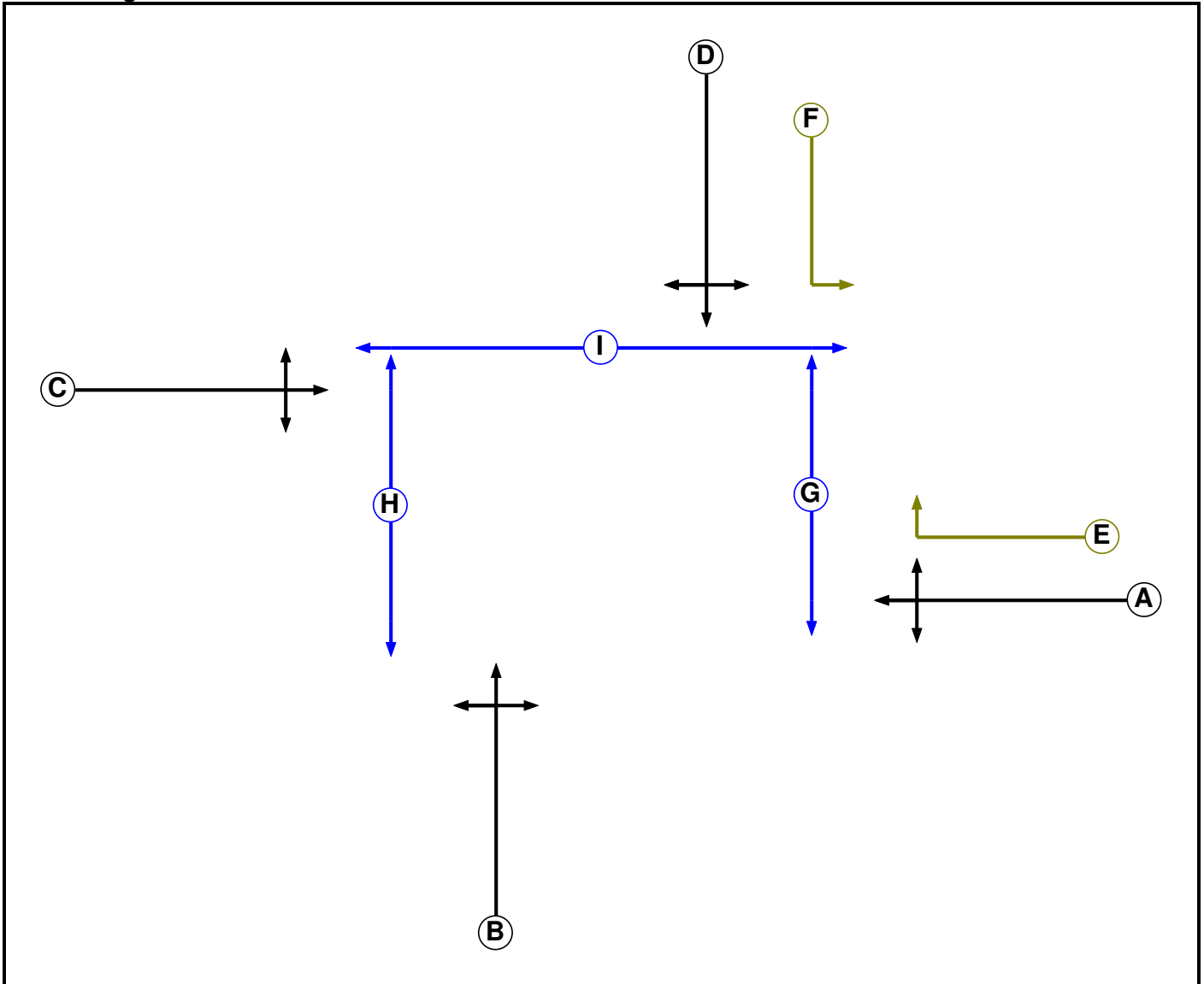
### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

From Stage	To Stage		
	1	2	3
1	6	7	-
2	6	6	-
3	13	13	-

**C4**  
**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Filter	A	4	4
F	Filter	D	4	0
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

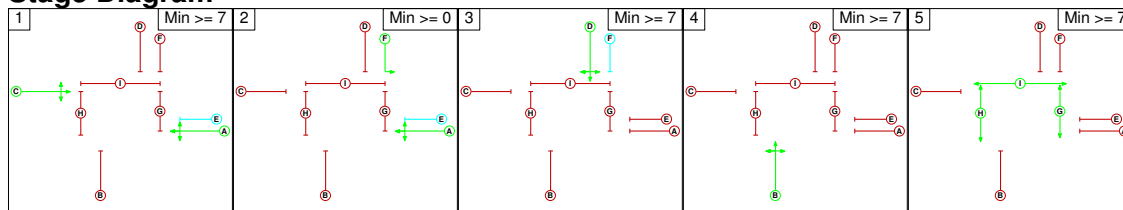
### Phase Intergrens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		7	-	5	-	-	5	10	8
	B	5		5	5	5	6	9	7	8
	C	-	5		6	-	6	9	5	8
	D	5	5	5		5	-	8	8	5
	E	-	7	-	5		-	5	-	8
	F	-	5	5	-	-		8	-	5
	G	12	12	12	12	12	12		-	-
	H	14	14	14	14	-	-	-		-
	I	19	19	19	19	19	19	-	-	

### Phases in Stage

Stage No.	Phases in Stage
1	A C
2	A F
3	D
4	B
5	G H I

### Stage Diagram



### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		6	6	7	10
	2	X		5	X	X
	3	5	5		5	8
	4	5	6	5		9
	5	19	19	19	19	

**Give-Way Lane Input Data**

<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>										
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/2 (South Bar Street)	J1:4/1 (Right)	1439	J1:5/1	1.09	J1:5/1	2.00	-	0.50	2	2.00

<b>Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road</b>
There are no Opposed Lanes in this Junction

<b>Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>										
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:1/2 (Oxford Road Southbound (2))	J3:4/1 (Right)	1439	J3:5/1	1.09	J3:5/1	-	-	-	-	-
			J3:5/2	1.09	J3:5/2	-	-	-	-	-
J3:5/2 (Oxford Road Northbound (3))	J3:2/1 (Right)	1439	J3:1/1	1.09	J3:1/1	2.00	2.00	0.50	2	2.00
			J3:1/2	1.09	J3:1/2	2.00	2.00	0.50	2	2.00
J3:7/3 (Oxford Road Northbound (4))	J3:9/1 (Right)	1439	J3:6/1	1.09	J3:6/1	2.00	-	0.50	2	2.00
			J3:6/2	1.09	J3:6/2	2.00	-	0.50	2	2.00

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road										
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J4:1/2 (Oxford Road Southbound (4))	J4:5/1 (Right)	1439	J4:6/1	1.09	J4:6/1	2.00	2.00	0.50	2	2.00
J4:6/2 (Oxford Road Northbound (5))	J4:3/1 (Right)	1439	J4:1/1	1.09	J4:1/1	2.00	-	0.50	2	2.00
			J4:1/2	1.09	J4:1/2					

Junction: J5: Oxford Road / Grange Road										
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J5:1/1 (Oxford Road Southbound (5))	J5:5/1 (Right)	1439	J5:2/1	1.09	J5:2/1	-	-	-	-	-
J5:4/1 (Grange Road)	J4:6/1 (Left)	1439	J5:2/1	1.09	J5:2/1	-	-	-	-	-
	J5:3/1 (Right)	1439	J5:1/1	1.09	J5:1/1					

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Lane Input Data**

Junction: J1: South Bar Street / Oxford Road / Bloxham Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (South Bar Street)	U	A	2	3	60.0	Geom	-	3.00	6.00	Y	Arm J2:1 Ahead	Inf
J1:1/2 (South Bar Street)	O	A E	2	3	18.0	Geom	-	3.00	6.00	N	Arm J1:4 Right	10.00
J1:2/1 (South Bar Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (Bloxham Road)	U	D	2	3	9.0	Geom	-	3.60	0.00	Y	Arm J1:2 Left	28.80
J1:3/2 (Bloxham Road)	U	C	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J2:1 Right	13.50
J1:4/1 (Bloxham Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Oxford Road Northbound (1))	U	B	2	3	38.0	Geom	-	3.90	0.00	Y	Arm J1:2 Ahead Arm J1:4 Left	Inf 8.00



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Oxford Road Southbound (1))	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J2:3 Left	16.00
J2:1/2 (Oxford Road Southbound (1))	U	A	2	3	39.0	Geom	-	3.00	0.00	N	Arm J3:1 Ahead	Inf
J2:2/1 (Upper Windsor Street)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:1 Left	16.50
J2:2/2 (Upper Windsor Street)	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:5 Right	24.70
J2:3/1 (Upper Windsor Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Oxford Road Northbound (2))	U	E	2	3	40.0	Geom	-	3.00	0.00	Y	Arm J1:5 Ahead	Inf
J2:4/2 (Oxford Road Northbound (2))	U	D	2	3	8.0	Geom	-	3.00	0.00	N	Arm J2:3 Right	18.60

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Oxford Road Southbound (2))	U	H	2	3	13.0	Geom	-	3.00	0.00	Y	Arm J3:2 Left	3.00
											Arm J3:6 Ahead	Inf
J3:1/2 (Oxford Road Southbound (2))	O	H	2	3	42.0	Geom	-	3.10	0.00	N	Arm J3:4 Right	19.90
											Arm J3:6 Ahead	Inf
J3:2/1 (Hospital (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
											Arm J2:4 Left	7.00
J3:3/1 (Horton View)	U	G	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J3:2 Ahead	Inf
											Arm J3:6 Right	18.70
J3:4/1 (Horton View (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
											Arm J2:4 Ahead	Inf
J3:5/1 (Oxford Road Northbound (3))	U	F	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J3:4 Left	9.60
											Arm J2:4 Ahead	Inf
J3:5/2 (Oxford Road Northbound (3))	O	F	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J3:2 Right	11.00
											Arm J3:9 Left	8.00
J3:6/1 (Oxford Road Southbound (3))	U	A	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J4:1 Ahead	Inf
											Arm J4:1 Ahead	Inf
J3:6/2 (Oxford Road Southbound (3))	U	A	2	3	6.0	Geom	-	3.00	0.00	N	Arm J3:5 Ahead	Inf
J3:7/1 (Oxford Road Northbound (4))	U	C	2	3	24.0	Geom	-	2.80	0.00	Y	Arm J3:5 Ahead	Inf



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (Oxford Road Southbound (4))	U	C	2	3	23.0	Geom	-	3.00	0.00	Y	Arm J4:3 Left	9.30
J4:1/2 (Oxford Road Southbound (4))	O	C	2	3	23.0	Geom	-	3.00	0.00	N	Arm J4:5 Right Arm J5:1 Ahead	11.00 Inf
J4:2/1 (Sainsbury Access)	U	D F	2	3	5.0	Geom	-	3.10	0.00	Y	Arm J5:1 Left	16.00
J4:2/2 (Sainsbury Access)	U	D	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J3:7 Right	11.40
J4:3/1 (Sainsbury Access (EXIT))	U		2	3	60.0	Inf	-	-	-	-	Arm J4:5 Ahead	Inf
J4:4/1 (Farmfield Road)	U	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm J3:7 Left	9.70
J4:5/1 (Farmfield Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	Arm J4:3 Ahead	Inf
J4:6/1 (Oxford Road Northbound (5))	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J5:1 Right	14.00
J4:5/1 (Farmfield Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	Arm J3:7 Ahead	Inf
J4:6/2 (Oxford Road Northbound (5))	O	A E	2	3	11.0	Geom	-	3.20	0.00	Y	Arm J4:5 Left	8.80
J4:6/2 (Oxford Road Northbound (5))	O	A E	2	3	11.0	Geom	-	3.20	0.00	Y	Arm J4:3 Right	12.00

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Junction: J5: Oxford Road / Grange Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J5:1/1 (Oxford Road Southbound (5))	O		2	3	15.0	Geom	-	3.00	0.00	Y	Arm J5:3 Ahead Arm J5:5 Right	Inf 12.00
J5:2/1 (Oxford Road Northbound (Entry))	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J4:6 Ahead Arm J5:5 Left	Inf 9.30
J5:3/1 (Oxford Road Southbound (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:4/1 (Grange Road)	O		2	3	60.0	Geom	-	2.80	0.00	Y	Arm J4:6 Left Arm J5:3 Right	14.00 9.40
J5:5/1 (Grange Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
13: '2017 Base AM (90%)'	08:00	09:00	01:00	F3*0.9
14: '2017 Base PM (90%)'	17:00	18:00	01:00	F4*0.9
15: '2022 Base AM (90%)'	08:00	09:00	01:00	F5*0.9
16: '2022 Base PM (90%)'	17:00	18:00	01:00	F6*0.9

**Scenario 13: '2017 Base AM (90%)' (FG13: '2017 Base AM (90%)', Plan 1: 'Network Control Plan 1')**  
**Traffic Flows, Desired**  
**Desired Flow :**

	Destination											Tot.
	A	B	C	D	E	F	G	H	I	J		
A	0	274	112	33	6	48	38	6	203	14	734	
B	481	0	50	15	3	22	17	3	92	6	689	
C	100	49	0	23	5	33	26	5	141	10	392	
D	51	24	29	0	13	27	21	4	113	8	290	
E	0	0	0	0	0	0	0	0	0	0	0	
F	43	21	24	12	1	0	20	4	108	8	241	
G	22	11	13	6	1	10	0	49	45	4	161	
H	30	14	17	8	1	14	14	0	82	6	186	
I	199	96	113	54	6	89	71	2	0	21	651	
J	23	12	14	6	1	11	8	1	33	0	109	
Tot.	949	501	372	157	37	254	215	74	817	77	3453	

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Traffic Lane Flows**

Lane	Scenario 13: 2017 Base AM (90%)
<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>	
J1:1/1	460
J1:1/2	274
J1:2/1	949
J1:3/1 (short)	481
J1:3/2 (with short)	689(In) 208(Out)
J1:4/1	501
J1:5/1	695
<b>Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	
J2:1/1 (short)	162
J2:1/2 (with short)	668(In) 506(Out)
J2:2/1	243
J2:2/2	149
J2:3/1	372
J2:4/1 (with short)	756(In) 546(Out)
J2:4/2 (short)	210
<b>Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	
J3:1/1 (short)	198
J3:1/2 (with short)	749(In) 551(Out)
J3:2/1	37
J3:3/1	290
J3:4/1	157
J3:5/1	411
J3:5/2	337
J3:6/1	232
J3:6/2	605
J3:7/1	355
J3:7/2 (with short)	416(In) 292(Out)
J3:7/3 (short)	124
J3:8/1	241
J3:9/1	254
<b>Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	
J4:1/1	122
J4:1/2	725
J4:2/1 (short)	49

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

J4:2/2 (with short)	161(In) 112(Out)
J4:3/1	215
J4:4/1	186
J4:5/1	74
J4:6/1 (with short)	706(In) 627(Out)
J4:6/2 (short)	79
<b>Junction: J5: Oxford Road / Grange Road</b>	
J5:1/1	840
J5:2/1	651
J5:3/1	817
J5:4/1	109
J5:5/1	77

Lane Saturation Flows

<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	67.3 %	1889	1889
				Arm J1:4 Left	8.00	32.7 %		



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	7.1 %	1850	1850
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:6 Ahead	Inf	92.9 %		
				Arm J3:4 Right	19.90	12.9 %		
J3:2/1 (Hospital (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	35.9 %	1756	1756
				Arm J3:2 Ahead	Inf	4.5 %		
				Arm J3:6 Right	18.70	59.7 %		
J3:4/1 (Horton View (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	79.1 %	1854	1854
				Arm J3:4 Left	9.60	20.9 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	97.0 %	1907	1907
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:2 Right	11.00	3.0 %	1733	1733
				Arm J3:9 Left	8.00	56.0 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J4:1 Ahead	Inf	44.0 %	1733	1733
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	41.9 %	1627	1627
				Arm J4:1 Left	6.20	58.1 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	100.0 %	1649	1649
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	3.0 %	2047	2047
				Arm J5:1 Ahead	Inf	97.0 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	56.3 %	1792	1792
				Arm J4:5 Ahead	Inf	43.8 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	45.2 %	1727	1727
				Arm J4:3 Ahead	Inf	7.5 %		
				Arm J5:1 Right	14.00	47.3 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	99.5 %	1913	1913
				Arm J4:5 Left	8.80	0.5 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	93.3 %	1899	1899
				Arm J5:5 Right	12.00	6.7 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	96.8 %	1905	1905
				Arm J5:5 Left	9.30	3.2 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	69.7 %	1687	1687
				Arm J5:3 Right	9.40	30.3 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Scenario 14: '2017 Base PM (90%)'** (FG14: '2017 Base PM (90%)', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination											
	A	B	C	D	E	F	G	H	I	J	Tot.	
Origin	A	0	387	88	36	2	49	86	4	237	22	911
B	313	0	33	14	1	18	32	2	88	8	509	
C	123	86	0	15	1	22	39	2	104	9	401	
D	41	28	28	0	13	21	38	2	104	9	284	
E	0	0	0	0	0	0	0	0	0	0	0	
F	39	27	27	19	1	0	47	2	127	12	301	
G	5	4	4	3	0	3	0	64	27	3	113	
H	63	44	43	32	1	29	78	0	145	13	448	
I	185	130	127	92	3	84	106	7	0	41	775	
J	10	6	6	5	0	5	5	0	18	0	55	
Tot.	779	712	356	216	22	231	431	83	850	117	3797	

**Traffic Lane Flows**

Lane	Scenario 14: 2017 Base PM (90%)
<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>	
J1:1/1	524
J1:1/2	387
J1:2/1	779
J1:3/1 (short)	313
J1:3/2 (with short)	509(In) 196(Out)
J1:4/1	712
J1:5/1	791
<b>Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	
J2:1/1 (short)	121
J2:1/2 (with short)	720(In) 599(Out)
J2:2/1	192
J2:2/2	209
J2:3/1	356
J2:4/1 (with short)	817(In) 582(Out)
J2:4/2 (short)	235
<b>Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	
J3:1/1 (short)	250
J3:1/2 (with short)	791(In) 541(Out)
J3:2/1	22
J3:3/1	284
J3:4/1	216
J3:5/1	510
J3:5/2	366
J3:6/1	305
J3:6/2	591
J3:7/1	444
J3:7/2 (with short)	440(In) 319(Out)
J3:7/3 (short)	121
J3:8/1	301
J3:9/1	231
<b>Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	
J4:1/1	242
J4:1/2	732
J4:2/1 (short)	30

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J4:2/2 (with short)	113(In) 83(Out)
J4:3/1	431
J4:4/1	448
J4:5/1	83
J4:6/1 (with short)	771(In) 660(Out)
J4:6/2 (short)	111
<b>Junction: J5: Oxford Road / Grange Road</b>	
J5:1/1	908
J5:2/1	775
J5:3/1	850
J5:4/1	55
J5:5/1	117

**Lane Saturation Flows**

<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	58.9 %	1862	1862
				Arm J1:4 Left	8.00	41.1 %		

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	1.6 %	1900	1900
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:6 Ahead	Inf	98.4 %		
				Arm J3:4 Right	19.90	12.0 %		
J3:2/1 (Hospital (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	34.2 %	1760	1760
				Arm J3:2 Ahead	Inf	4.6 %		
				Arm J3:6 Right	18.70	61.3 %		
J3:4/1 (Horton View (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	70.4 %	1830	1830
				Arm J3:4 Left	9.60	29.6 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	98.6 %	1911	1911
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:2 Right	11.00	1.4 %		
				Arm J3:9 Left	8.00	36.1 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	1794	1794
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J4:1 Ahead	Inf	63.9 %	2055	2055
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	37.5 %	1619	1619
				Arm J4:1 Left	6.20	62.5 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf



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Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	100.0 %	1649	1649
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	1.6 %	2050	2050
				Arm J5:1 Ahead	Inf	98.4 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	22.9 %	1869	1869
				Arm J4:5 Ahead	Inf	77.1 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	47.3 %	1742	1742
				Arm J4:3 Ahead	Inf	17.4 %		
				Arm J5:1 Right	14.00	35.3 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	98.9 %	1912	1912
				Arm J4:5 Left	8.80	1.1 %	1720	1720
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %		

Junction: J5: Oxford Road / Grange Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	91.6 %	1895	1895
				Arm J5:5 Right	12.00	8.4 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	94.7 %	1899	1899
				Arm J5:5 Left	9.30	5.3 %	Inf	Inf
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)				Infinite Saturation Flow				
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	67.3 %		
				Arm J5:3 Right	9.40	32.7 %	Inf	Inf
J5:5/1 (Grange Road (EXIT) Lane 1)				Infinite Saturation Flow				

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Scenario 15: '2022 Base AM (90%)' (FG15: '2022 Base AM (90%)', Plan 1: 'Network Control Plan 1')**

**Traffic Flows, Desired**

**Desired Flow :**

	Destination											
	A	B	C	D	E	F	G	H	I	J	Tot.	
Origin	A	0	283	114	35	7	50	39	6	210	15	759
B	496	0	52	15	3	23	18	3	95	7	712	
C	104	50	0	24	5	34	27	5	146	11	406	
D	52	25	30	0	13	28	22	4	117	9	300	
E	0	0	0	0	0	0	0	0	0	0	0	
F	44	22	25	12	1	0	21	4	111	8	248	
G	23	11	13	6	1	10	0	50	46	4	164	
H	31	15	17	8	1	14	14	0	85	6	191	
I	205	99	117	56	6	92	74	2	0	22	673	
J	24	12	14	6	1	11	9	1	34	0	112	
Tot.	979	517	382	162	38	262	224	75	844	82	3565	

**Traffic Lane Flows**

Lane	Scenario 15: 2022 Base AM (90%)
<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>	
J1:1/1	476
J1:1/2	283
J1:2/1	979
J1:3/1 (short)	496
J1:3/2 (with short)	712(In) 216(Out)
J1:4/1	517
J1:5/1	717
<b>Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	
J2:1/1 (short)	166
J2:1/2 (with short)	692(In) 526(Out)
J2:2/1	252
J2:2/2	154
J2:3/1	382
J2:4/1 (with short)	779(In) 563(Out)
J2:4/2 (short)	216
<b>Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	
J3:1/1 (short)	206
J3:1/2 (with short)	778(In) 572(Out)
J3:2/1	38
J3:3/1	300
J3:4/1	162
J3:5/1	422
J3:5/2	348
J3:6/1	241
J3:6/2	628
J3:7/1	364
J3:7/2 (with short)	429(In) 302(Out)
J3:7/3 (short)	127
J3:8/1	248
J3:9/1	262
<b>Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	
J4:1/1	127
J4:1/2	751
J4:2/1 (short)	50

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J4:2/2 (with short)	164(In) 114(Out)
J4:3/1	224
J4:4/1	191
J4:5/1	75
J4:6/1 (with short)	729(In) 646(Out)
J4:6/2 (short)	83
<b>Junction: J5: Oxford Road / Grange Road</b>	
J5:1/1	870
J5:2/1	673
J5:3/1	844
J5:4/1	112
J5:5/1	82

Lane Saturation Flows

<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	67.4 %	1889	1889
				Arm J1:4 Left	8.00	32.6 %		

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	7.3 %	1848	1848
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:6 Ahead	Inf	92.7 %		
				Arm J3:4 Right	19.90	12.9 %		
J3:2/1 (Hospital (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	35.7 %	1756	1756
				Arm J3:2 Ahead	Inf	4.3 %		
				Arm J3:6 Right	18.70	60.0 %		
J3:4/1 (Horton View (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	79.1 %	1855	1855
				Arm J3:4 Left	9.60	20.9 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	97.1 %	1908	1908
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:2 Right	11.00	2.9 %		
				Arm J3:9 Left	8.00	56.0 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	1733	1733
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J4:1 Ahead	Inf	44.0 %	2055	2055
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/3 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	41.9 %	1627	1627
				Arm J4:1 Left	6.20	58.1 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	100.0 %	1649	1649
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	2.9 %	2047	2047
				Arm J5:1 Ahead	Inf	97.1 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	56.1 %	1793	1793
				Arm J4:5 Ahead	Inf	43.9 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	45.0 %	1727	1727
				Arm J4:3 Ahead	Inf	7.3 %		
				Arm J5:1 Right	14.00	47.6 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	99.5 %	1913	1913
				Arm J4:5 Left	8.80	0.5 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	93.1 %	1899	1899
				Arm J5:5 Right	12.00	6.9 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	96.7 %	1905	1905
				Arm J5:5 Left	9.30	3.3 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	69.6 %	1687	1687
				Arm J5:3 Right	9.40	30.4 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Scenario 16: '2022 Base PM (90%)' (FG16: '2022 Base PM (90%)', Plan 1: 'Network Control Plan 1')**

**Traffic Flows, Desired**

**Desired Flow :**

	Destination											
	A	B	C	D	E	F	G	H	I	J	Tot.	
Origin	A	0	400	91	37	2	50	89	4	244	22	939
B	323	0	34	14	1	19	33	2	91	8	525	
C	127	88	0	16	1	23	40	2	108	10	415	
D	41	29	28	0	13	22	39	2	106	10	290	
E	0	0	0	0	0	0	0	0	0	0	0	
F	41	28	28	20	1	0	48	2	131	12	311	
G	5	4	4	3	0	3	0	66	28	3	116	
H	66	46	45	32	1	30	81	0	149	14	464	
I	191	133	131	95	3	86	110	7	0	42	798	
J	10	7	7	5	0	5	5	0	19	0	58	
Tot.	804	735	368	222	22	238	445	85	876	121	3916	



**Traffic Lane Flows**

Lane	Scenario 16: 2022 Base PM (90%)
<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>	
J1:1/1	539
J1:1/2	400
J1:2/1	804
J1:3/1 (short)	323
J1:3/2 (with short)	525(In) 202(Out)
J1:4/1	735
J1:5/1	816
<b>Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	
J2:1/1 (short)	125
J2:1/2 (with short)	741(In) 616(Out)
J2:2/1	200
J2:2/2	215
J2:3/1	368
J2:4/1 (with short)	844(In) 601(Out)
J2:4/2 (short)	243
<b>Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	
J3:1/1 (short)	258
J3:1/2 (with short)	816(In) 558(Out)
J3:2/1	22
J3:3/1	290
J3:4/1	222
J3:5/1	527
J3:5/2	379
J3:6/1	315
J3:6/2	609
J3:7/1	459
J3:7/2 (with short)	453(In) 329(Out)
J3:7/3 (short)	124
J3:8/1	311
J3:9/1	238
<b>Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	
J4:1/1	249
J4:1/2	754
J4:2/1 (short)	31

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J4:2/2 (with short)	116(In) 85(Out)
J4:3/1	445
J4:4/1	464
J4:5/1	85
J4:6/1 (with short)	795(In) 680(Out)
J4:6/2 (short)	115
<b>Junction: J5: Oxford Road / Grange Road</b>	
J5:1/1	936
J5:2/1	798
J5:3/1	876
J5:4/1	58
J5:5/1	121

**Lane Saturation Flows**

<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	58.9 %	1862	1862
				Arm J1:4 Left	8.00	41.1 %		

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	1.6 %	1900	1900
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:6 Ahead	Inf	98.4 %		
				Arm J3:4 Right	19.90	12.0 %		
J3:2/1 (Hospital (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	33.8 %	1760	1760
				Arm J3:2 Ahead	Inf	4.5 %		
				Arm J3:6 Right	18.70	61.7 %		
J3:4/1 (Horton View (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	70.6 %	1831	1831
				Arm J3:4 Left	9.60	29.4 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	98.7 %	1912	1912
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:2 Right	11.00	1.3 %		
				Arm J3:9 Left	8.00	36.2 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	1793	1793
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J4:1 Ahead	Inf	63.8 %	2055	2055
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/3 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	37.9 %	1620	1620
				Arm J4:1 Left	6.20	62.1 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

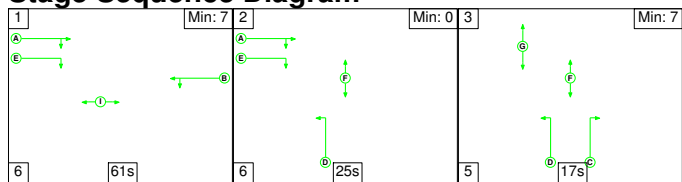
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	100.0 %	1649	1649
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	1.6 %	2051	2051
				Arm J5:1 Ahead	Inf	98.4 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	22.4 %	1870	1870
				Arm J4:5 Ahead	Inf	77.6 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	47.4 %	1742	1742
				Arm J4:3 Ahead	Inf	17.5 %		
				Arm J5:1 Right	14.00	35.1 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	99.0 %	1912	1912
				Arm J4:5 Left	8.80	1.0 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	91.6 %	1895	1895
				Arm J5:5 Right	12.00	8.4 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	94.7 %	1899	1899
				Arm J5:5 Left	9.30	5.3 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	67.2 %	1685	1685
				Arm J5:3 Right	9.40	32.8 %		
J5:5/1 (Grange Road (EXIT) Lane 1)				Infinite Saturation Flow			Inf	Inf

**Scenario 13: '2017 Base AM (90%)'** (FG13: '2017 Base AM (90%)', Plan 1: 'Network Control Plan 1')

**C1**

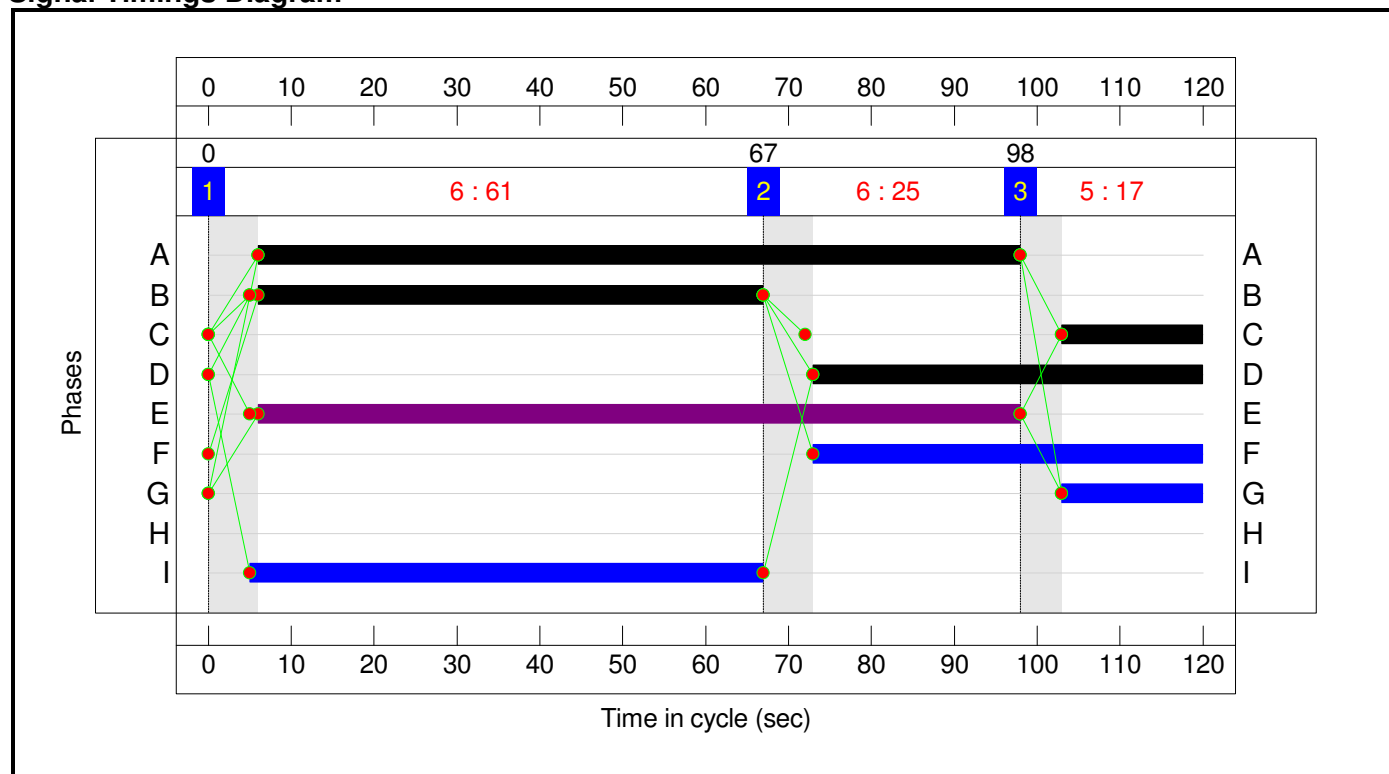
**Stage Sequence Diagram**



**Stage Timings**

Stage	1	2	3
Duration	61	25	17
Change Point	0	67	98

**Signal Timings Diagram**



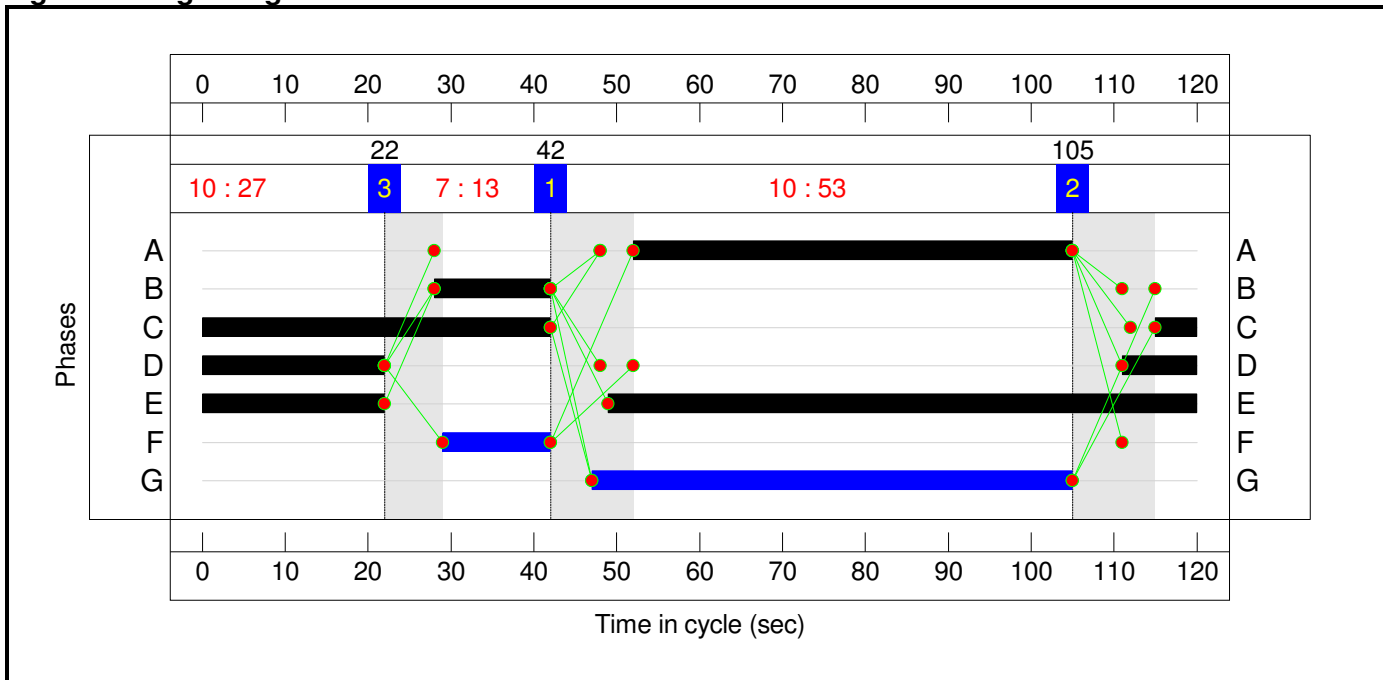
**C2**

**Stage Sequence Diagram**

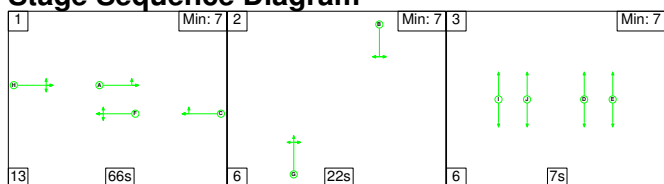
**Stage Timings**

Stage	1	2	3
Duration	53	27	13
Change Point	42	105	22

### Signal Timings Diagram



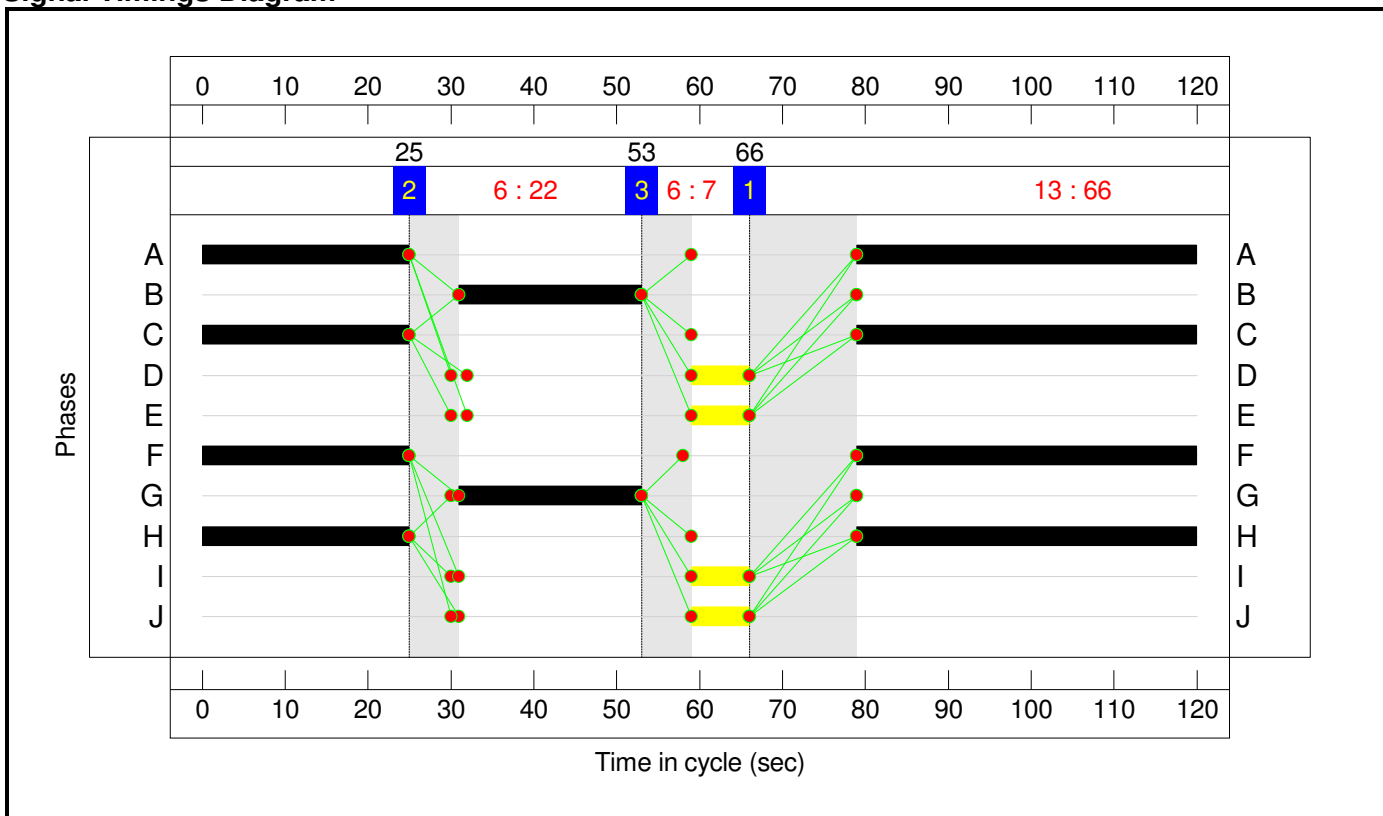
### C3 Stage Sequence Diagram



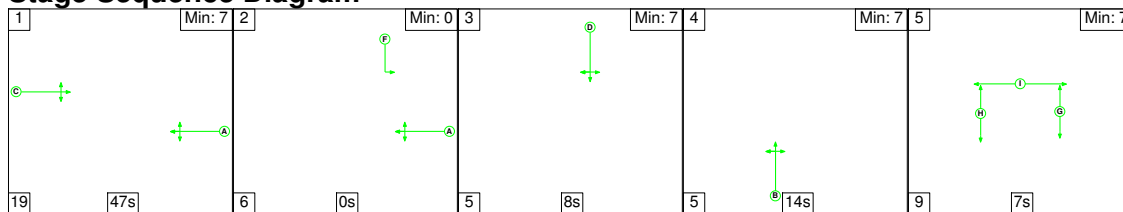
### Stage Timings

Stage	1	2	3
Duration	66	22	7
Change Point	66	25	53

### Signal Timings Diagram



### C4 Stage Sequence Diagram

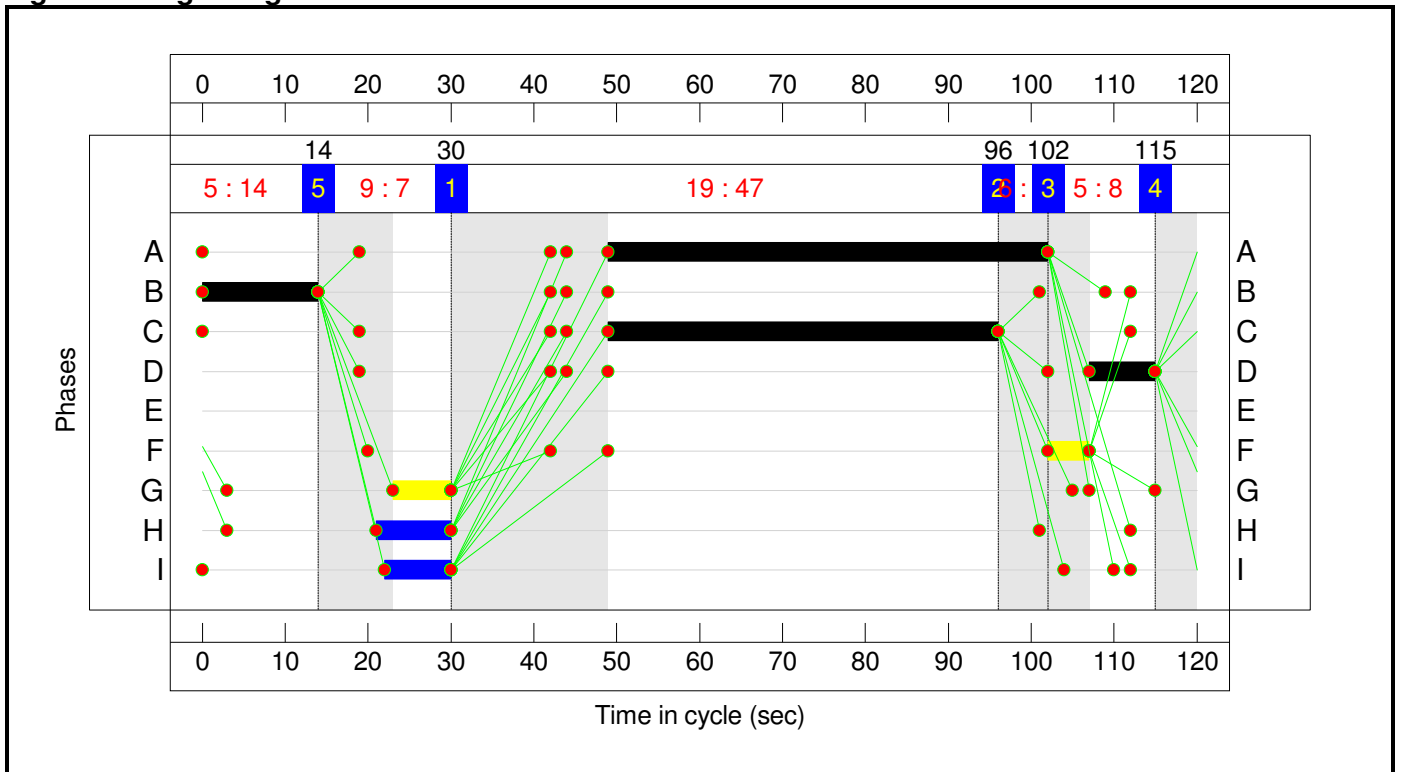


### Stage Timings

Stage	1	2	3	4	5
Duration	47	0	8	14	7
Change Point	30	96	102	115	14

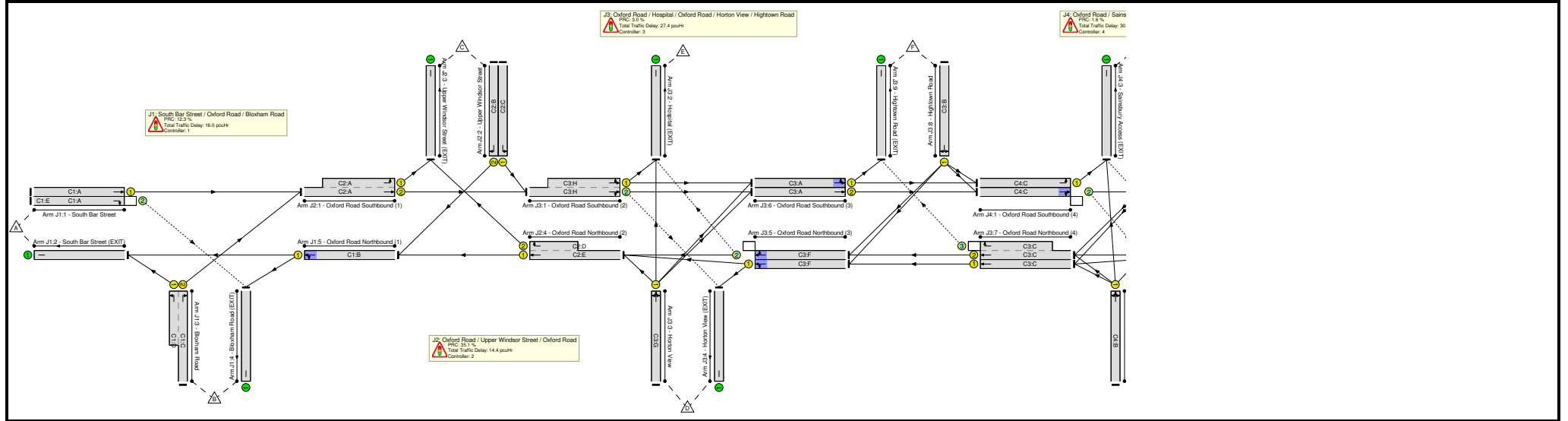


**Signal Timings Diagram**



# Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

## Network Layout Diagram



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>88.5%</b>
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.1%</b>
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	92	-	460	1663	1289	35.7%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	92	92	274	1568	594	46.1%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	17:47	-	689	1733:1877	860	80.1%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	61	-	695	1889	976	71.2%
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>66.6%</b>
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	53	-	668	2055:1751	1054	63.4%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	47	-	243	1801	720	33.7%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	14	-	149	1984	248	60.1%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	93:31	-	756	1915:1902	1135	66.6%

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>87.4%</b>
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H	1	66	-	749	2045:1850	857	87.4%	
2/1	Hospital (EXIT)	U	N/A	N/A	-	-	-	-	37	Inf	Inf	0.0%	
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G	1	22	-	290	1756	337	86.2%	
4/1	Horton View (EXIT)	U	N/A	N/A	-	-	-	-	157	Inf	Inf	0.0%	
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F	1	66	-	411	1854	1035	39.7%	
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F	1	66	-	337	1907	1065	31.7%	
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A	1	66	-	232	1733	968	24.0%	
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A	1	66	-	605	2055	1147	52.7%	
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C	1	66	-	355	1895	1058	33.6%	
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C	1	66	-	416	2035:1740	1117	37.2%	
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B	1	22	-	241	1627	312	77.3%	
9/1	Hightown Road (EXIT)	U	N/A	N/A	-	-	-	-	254	Inf	Inf	0.0%	
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>88.5%</b>	
1/1	Oxford Road Southbound (4) Left	U	N/A	N/A	C4:C	1	47	-	122	1649	660	18.5%	

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	47	-	725	2047	819	88.5%
2/2+2/1	Sainsbury Access Right Ahead Left	U	N/A	N/A	C4:D	C4:F	1	8:13	5	161	1792:1760	193	83.3%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	U	N/A	N/A	C4:B		1	14	-	186	1727	216	86.2%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	74	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A	C4:E	1	53	0	706	1913:1720	891	79.2%
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>49.0%</b>
1/1	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	840	1899	1716	49.0%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	651	1905	1905	34.2%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	109	1687	316	34.5%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	77	Inf	Inf	0.0%

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

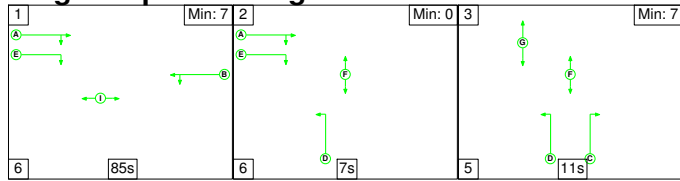
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	563	157	25	60.6	27.7	2.1	90.4	-	-	-	-
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	156	114	5	11.2	3.9	0.9	16.0	-	-	-	-
1/1	460	460	-	-	-	0.5	0.3	-	0.8	6.4	4.7	0.3	5.0
1/2	274	274	156	114	5	1.0	0.4	0.9	2.3	30.3	6.2	0.4	6.6
2/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	689	689	-	-	-	6.8	2.0	-	8.8	45.8	15.6	2.0	17.6
4/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	695	695	-	-	-	2.9	1.2	-	4.1	21.2	15.2	1.2	16.4
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	0	0	0	11.6	2.8	0.0	14.4	-	-	-	-
1/2+1/1	668	668	-	-	-	6.0	0.9	-	6.8	36.8	14.0	0.9	14.8
2/1	243	243	-	-	-	1.7	0.3	-	1.9	28.7	5.6	0.3	5.9
2/2	149	149	-	-	-	2.1	0.7	-	2.8	67.6	4.7	0.7	5.4
3/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	756	756	-	-	-	1.9	1.0	-	2.9	13.6	20.9	1.0	21.9
<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	181	4	20	17.4	9.5	0.5	27.4	-	-	-	-
1/2+1/1	749	749	67	4	0	4.9	3.3	-	8.1	39.1	18.1	3.3	21.3
2/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	290	290	-	-	-	3.8	2.8	-	6.6	81.5	9.3	2.8	12.1
4/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	411	411	-	-	-	0.8	0.3	-	1.1	9.8	2.6	0.3	2.9
5/2	337	337	10	0	0	0.7	0.2	0.0	0.9	10.0	2.3	0.2	2.5
6/1	232	232	-	-	-	0.6	0.2	-	0.8	11.7	2.1	0.2	2.2

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

6/2	605	605	-	-	-	2.2	0.6	-	2.8	16.7	7.2	0.6	7.8
7/1	355	355	-	-	-	0.7	0.3	-	1.0	9.8	7.9	0.3	8.2
7/2+7/3	416	416	104	0	20	0.6	0.3	0.5	1.4	12.1	5.2	0.3	5.5
8/1	241	241	-	-	-	3.1	1.6	-	4.7	70.3	7.6	1.6	9.2
9/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>61</b>	<b>38</b>	<b>1</b>	<b>19.7</b>	<b>10.4</b>	<b>0.7</b>	<b>30.8</b>	-	-	-	-
1/1	122	122	-	-	-	1.2	0.1	-	1.3	38.9	3.0	0.1	3.1
1/2	725	725	22	0	0	7.9	3.6	0.1	11.6	57.6	20.0	3.6	23.6
2/2+2/1	161	161	-	-	-	2.4	2.2	-	4.6	101.9	3.7	2.2	5.9
3/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	186	186	-	-	-	2.7	2.6	-	5.3	102.7	6.0	2.6	8.7
5/1	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	706	706	39	38	1	5.6	1.9	0.6	8.1	41.0	19.0	1.9	20.9
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>165</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>1.0</b>	<b>0.0</b>	<b>1.8</b>	-	-	-	-
1/1	840	840	56	0	0	0.3	0.5	-	0.8	3.3	9.7	0.5	10.2
2/1	651	651	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	109	109	109	0	0	0.5	0.3	-	0.7	24.2	2.0	0.3	2.3
5/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	C1	PRC for Signalled Lanes (%)	12.3	Total Delay for Signalled Lanes (pcuHr):		15.98	Cycle Time (s):		120				
	C2	PRC for Signalled Lanes (%)	35.1	Total Delay for Signalled Lanes (pcuHr):		14.42	Cycle Time (s):		120				
	C3	PRC for Signalled Lanes (%)	3.0	Total Delay for Signalled Lanes (pcuHr):		27.38	Cycle Time (s):		120				
	C4	PRC for Signalled Lanes (%)	1.6	Total Delay for Signalled Lanes (pcuHr):		30.83	Cycle Time (s):		120				
		PRC Over All Lanes (%)	1.6	Total Delay Over All Lanes (pcuHr):		90.37							

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3  
**Scenario 14: '2017 Base PM (90%)'** (FG14: '2017 Base PM (90%)', Plan 1: 'Network Control Plan 1')  
**C1**

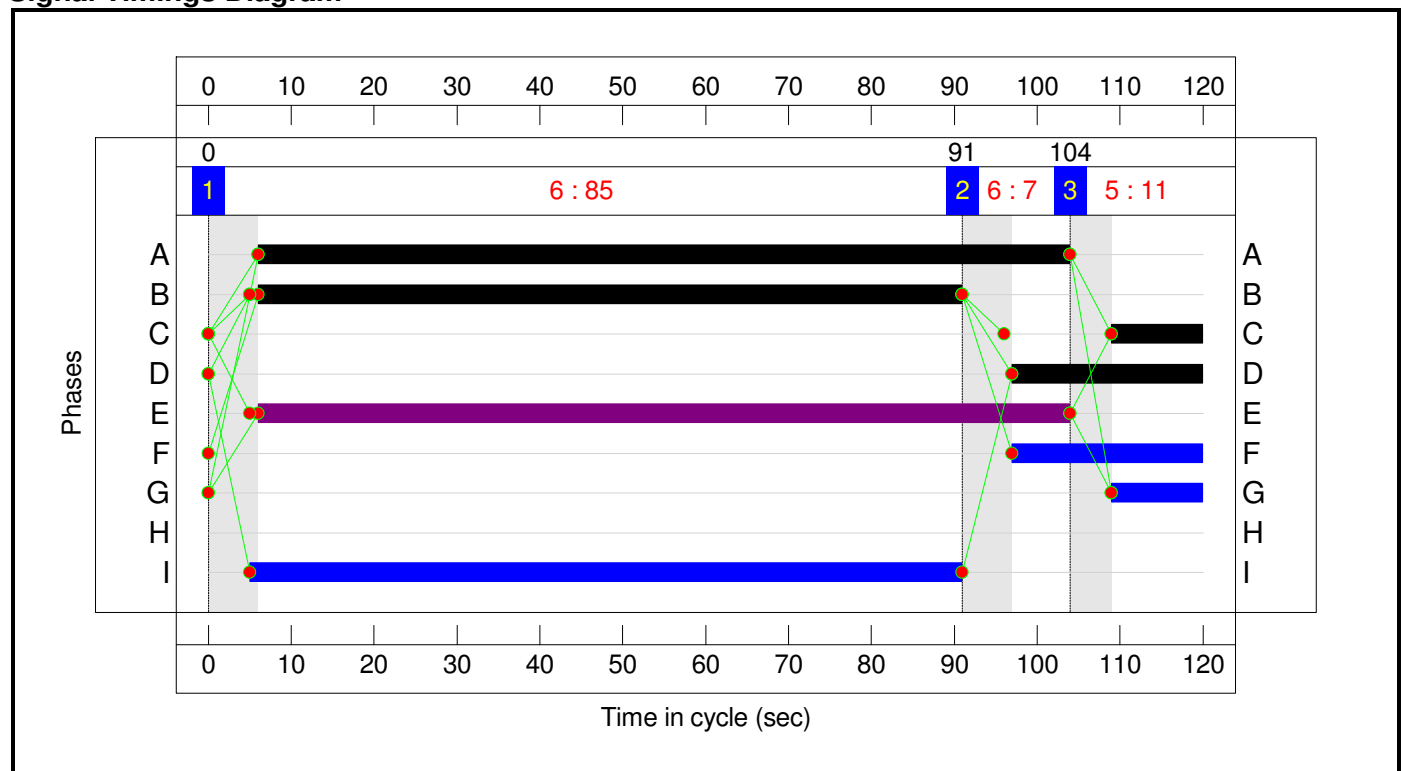
**Stage Sequence Diagram**



**Stage Timings**

Stage	1	2	3
Duration	85	7	11
Change Point	0	91	104

**Signal Timings Diagram**



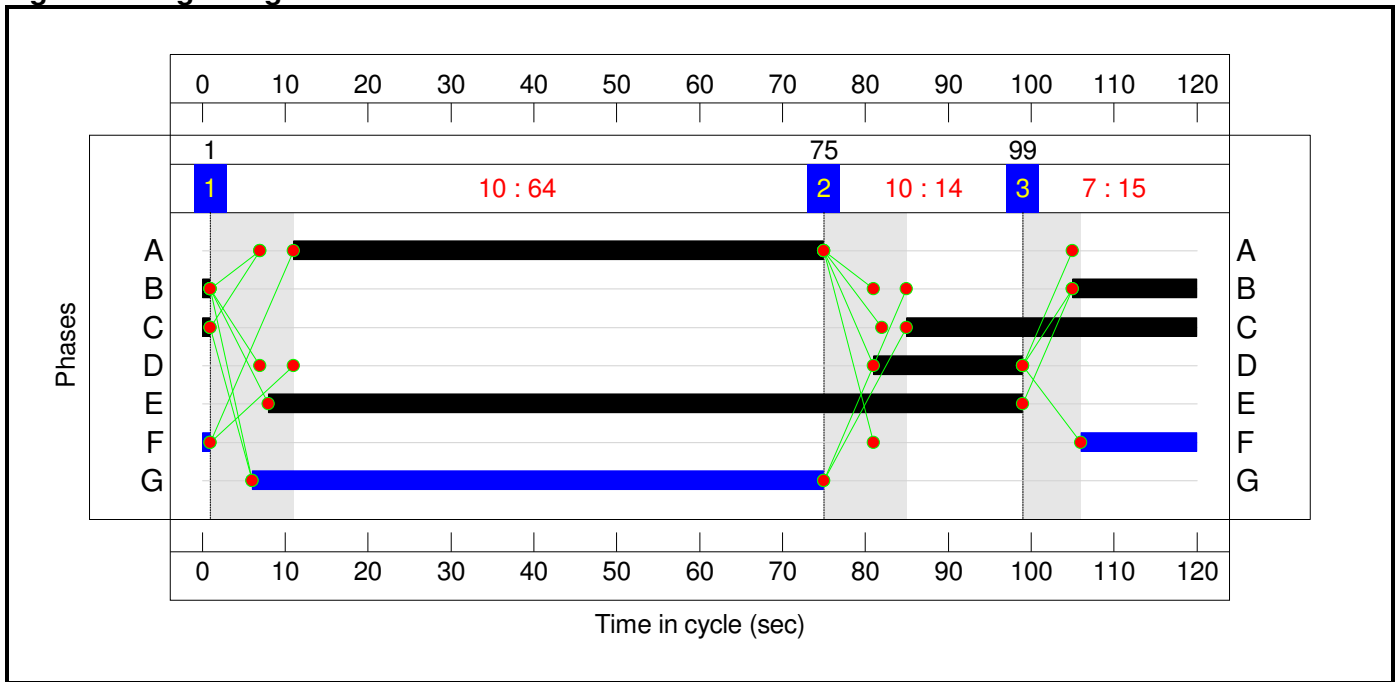
**C2**  
**Stage Sequence Diagram**

**Stage Timings**

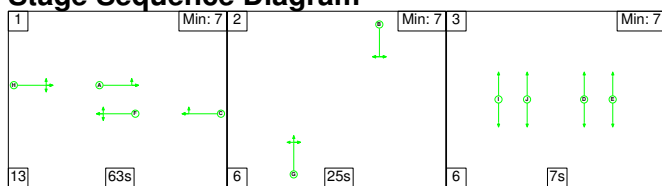
Stage	1	2	3
Duration	64	14	15
Change Point	1	75	99



### Signal Timings Diagram



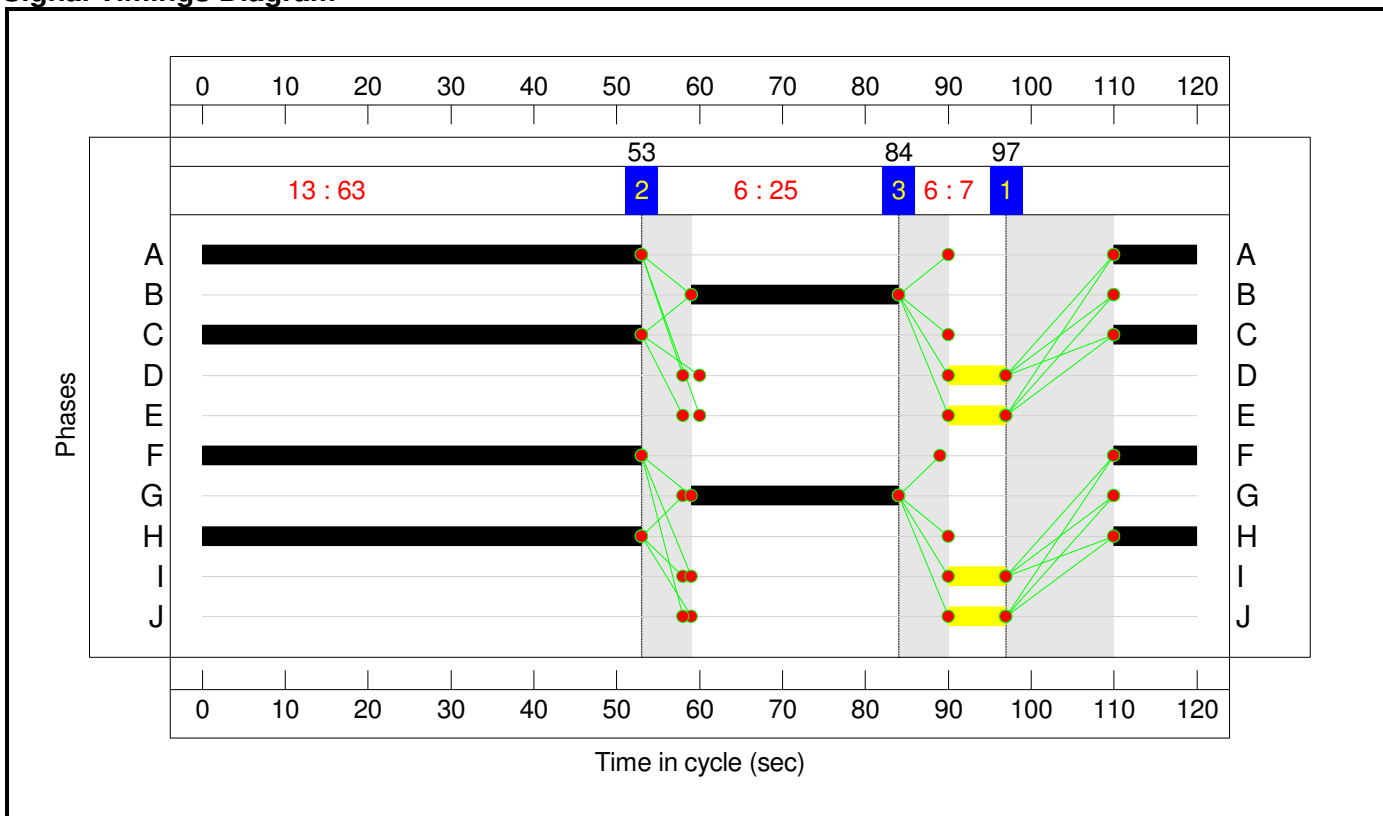
### C3 Stage Sequence Diagram



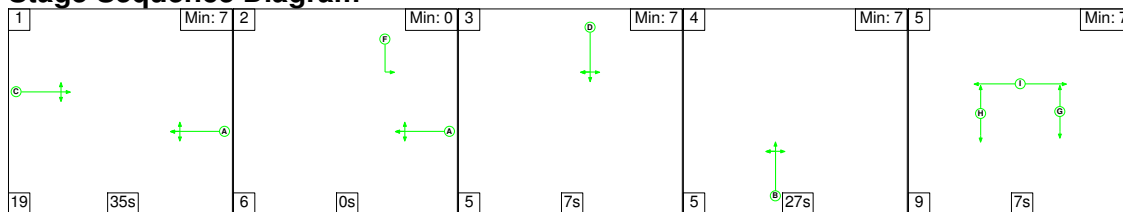
### Stage Timings

Stage	1	2	3
Duration	63	25	7
Change Point	97	53	84

### Signal Timings Diagram



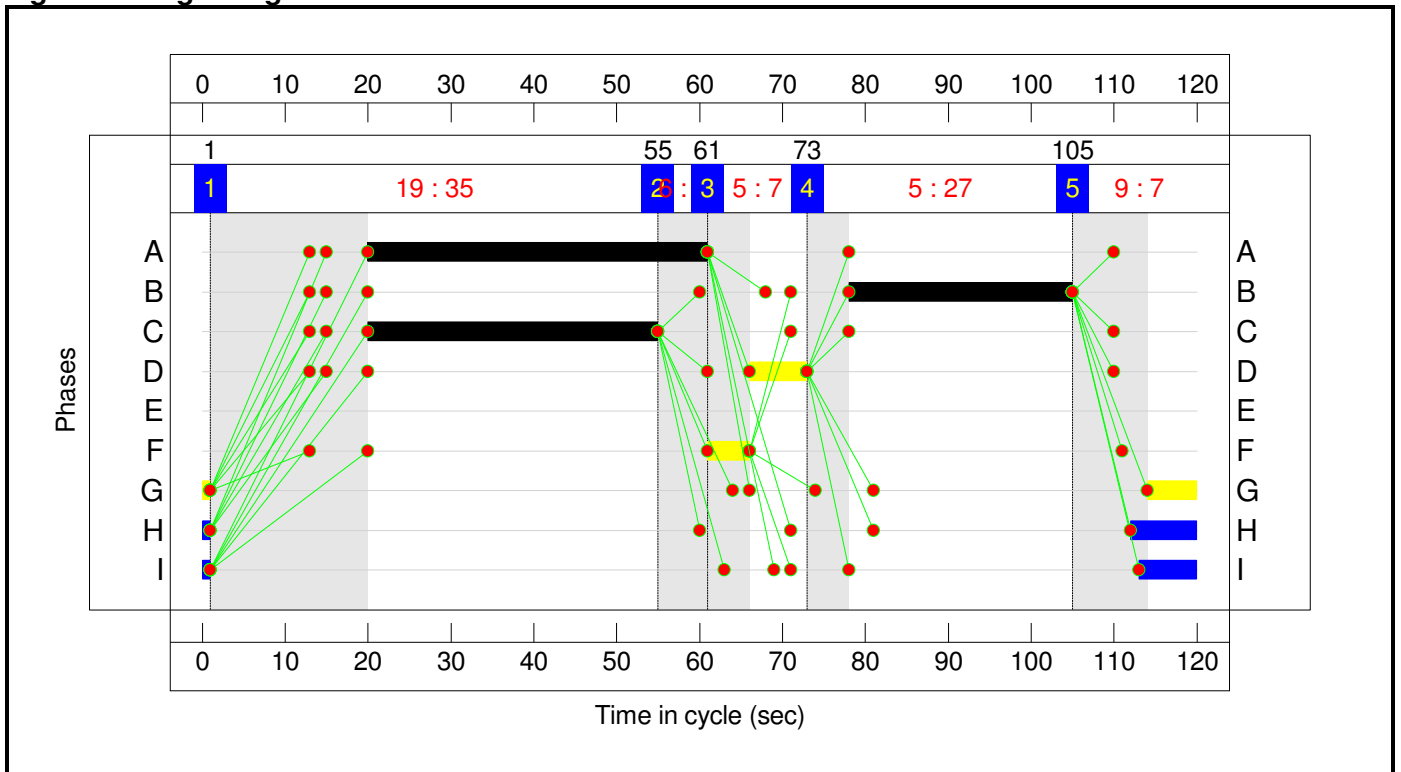
### C4 Stage Sequence Diagram



### Stage Timings

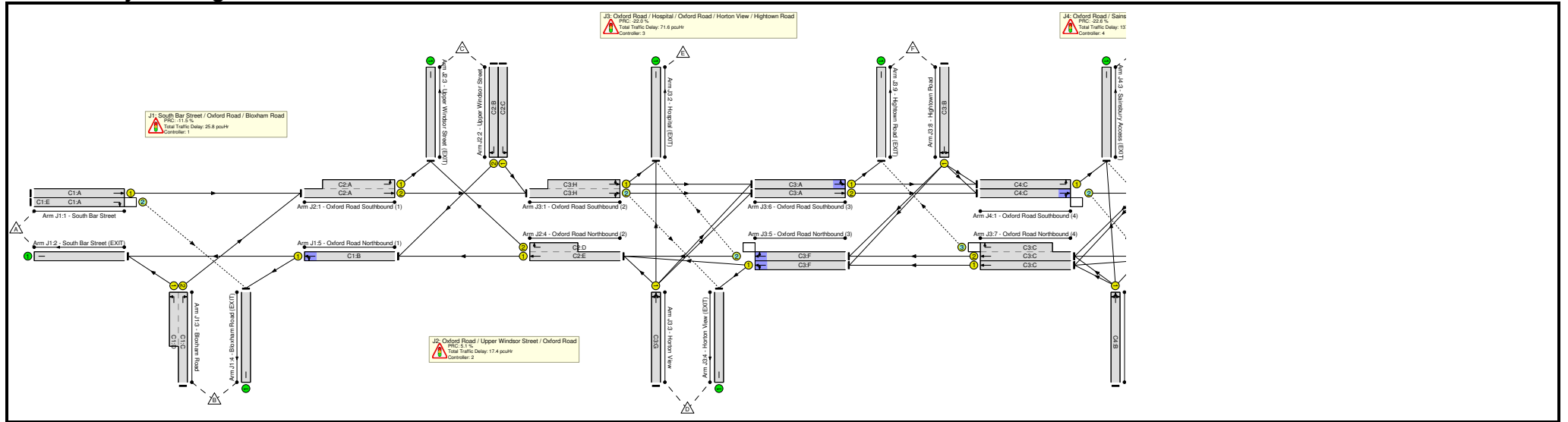
Stage	1	2	3	4	5
Duration	35	0	7	27	7
Change Point	1	55	61	73	105

**Signal Timings Diagram**



# Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

## Network Layout Diagram



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>110.4%</b>
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>100.4%</b>
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	98	-	524	1663	1372	38.2%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	98	98	387	1568	595	65.0%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	11:23	-	509	1733:1877	507	<b>100.4%</b>
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	85	-	791	1862	1334	56.7%
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>85.7%</b>
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	64	-	720	2055:1751	1190	58.6%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	36	-	192	1801	555	34.6%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	16	-	209	1984	281	74.4%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	91:18	-	817	1915:1902	898	85.7%

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>109.8%</b>
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H	1	63	-	791	2046:1900	703	<b>109.8%</b>	
2/1	Hospital (EXIT)	U	N/A	N/A	-	-	-	-	22	Inf	Inf	0.0%	
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G	1	25	-	284	1760	381	74.5%	
4/1	Horton View (EXIT)	U	N/A	N/A	-	-	-	-	216	Inf	Inf	0.0%	
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F	1	63	-	510	1830	976	48.8%	
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F	1	63	-	366	1911	1019	33.5%	
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A	1	63	-	305	1794	957	31.3%	
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A	1	63	-	591	2055	1096	49.1%	
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C	1	63	-	444	1895	1011	40.6%	
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C	1	63	-	440	2035:1740	1166	34.9%	
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B	1	25	-	301	1619	351	85.8%	
9/1	Hightown Road (EXIT)	U	N/A	N/A	-	-	-	-	231	Inf	Inf	0.0%	
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>110.4%</b>	
1/1	Oxford Road Southbound (4) Left	U	N/A	N/A	C4:C	1	35	-	242	1649	495	48.2%	

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	35	-	732	2050	615	110.4%
2/2+2/1	Sainsbury Access Right Ahead Left	U	N/A	N/A	C4:D	C4:F	1	7:12	5	113	1869:1760	170	66.6%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	U	N/A	N/A	C4:B		1	27	-	448	1742	406	110.2%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A	C4:E	1	41	0	771	1912:1720	701	110.1%
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>48.6%</b>
1/1	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	908	1895	1602	48.6%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	775	1899	1899	40.8%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	55	1685	241	22.9%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	599	97	84	83.4	168.5	2.1	254.0	-	-	-	-
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	345	35	6	11.1	13.6	1.0	25.8	-	-	-	-
1/1	524	524	-	-	-	0.4	0.3	-	0.7	4.8	4.4	0.3	4.7
1/2	387	387	345	35	6	1.5	0.9	1.0	3.5	32.1	9.7	0.9	10.6
2/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	509	486	-	-	-	8.1	11.7	-	19.8	140.4	10.8	11.7	22.5
4/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	757	757	-	-	-	1.1	0.7	-	1.8	8.5	16.9	0.7	17.6
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	0	0	0	12.2	5.2	0.0	17.4	-	-	-	-
1/2+1/1	697	697	-	-	-	3.0	0.7	-	3.7	18.9	14.5	0.7	15.2
2/1	192	192	-	-	-	1.7	0.3	-	2.0	37.1	4.9	0.3	5.2
2/2	209	209	-	-	-	2.9	1.4	-	4.3	73.5	6.7	1.4	8.1
3/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	769	769	-	-	-	4.6	2.9	-	7.5	35.1	17.5	2.9	20.3
<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	133	4	37	25.7	45.5	0.4	71.6	-	-	-	-
1/2+1/1	772	725	54	4	0	7.7	39.3	-	46.9	218.9	28.6	39.3	67.9
2/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	284	284	-	-	-	3.5	1.4	-	4.9	61.9	8.8	1.4	10.3
4/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	476	476	-	-	-	1.8	0.5	-	2.3	17.5	5.0	0.5	5.5
5/2	342	342	5	0	0	1.3	0.3	0.0	1.5	16.3	3.5	0.3	3.8
6/1	299	299	-	-	-	1.3	0.2	-	1.6	18.9	3.7	0.2	4.0

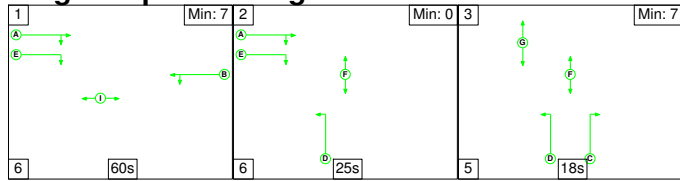


Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

6/2	538	538	-	-	-	1.6	0.5	-	2.1	13.9	4.9	0.5	5.3
7/1	410	410	-	-	-	2.4	0.3	-	2.7	23.8	7.7	0.3	8.1
7/2+7/3	407	407	75	0	37	2.3	0.3	0.4	3.0	26.8	5.7	0.3	6.0
8/1	301	301	-	-	-	3.8	2.7	-	6.5	77.8	9.6	2.7	12.3
9/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>0</b>	<b>57</b>	<b>41</b>	<b>33.6</b>	<b>103.2</b>	<b>0.7</b>	<b>137.5</b>	-	-	-	-
1/1	238	238	-	-	-	1.9	0.5	-	2.4	35.8	6.8	0.5	7.3
1/2	679	615	0	0	10	10.6	36.6	0.1	47.3	250.7	24.8	36.6	61.3
2/2+2/1	113	113	-	-	-	1.7	1.0	-	2.6	83.8	2.7	1.0	3.7
3/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	448	406	-	-	-	7.4	25.2	-	32.6	262.2	16.3	25.2	41.5
5/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	771	701	0	57	31	12.0	40.0	0.6	52.6	245.7	27.8	40.0	67.8
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>120</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>1.0</b>	<b>0.0</b>	<b>1.7</b>	-	-	-	-
1/1	778	778	65	0	0	0.6	0.5	-	1.1	4.9	14.4	0.5	14.9
2/1	775	775	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
3/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	55	55	55	0	0	0.2	0.1	-	0.3	22.1	0.8	0.1	0.9
5/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	C1	PRC for Signalled Lanes (%):	-11.5			Total Delay for Signalled Lanes (pcuHr):	25.79			Cycle Time (s):	120		
	C2	PRC for Signalled Lanes (%):	5.1			Total Delay for Signalled Lanes (pcuHr):	17.41			Cycle Time (s):	120		
	C3	PRC for Signalled Lanes (%):	-22.0			Total Delay for Signalled Lanes (pcuHr):	71.59			Cycle Time (s):	120		
	C4	PRC for Signalled Lanes (%):	-22.6			Total Delay for Signalled Lanes (pcuHr):	137.52			Cycle Time (s):	120		
		PRC Over All Lanes (%):	-22.6			Total Delay Over All Lanes(pcuHr):	254.04						

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3  
**Scenario 15: '2022 Base AM (90%)'** (FG15: '2022 Base AM (90%)', Plan 1: 'Network Control Plan 1')  
**C1**

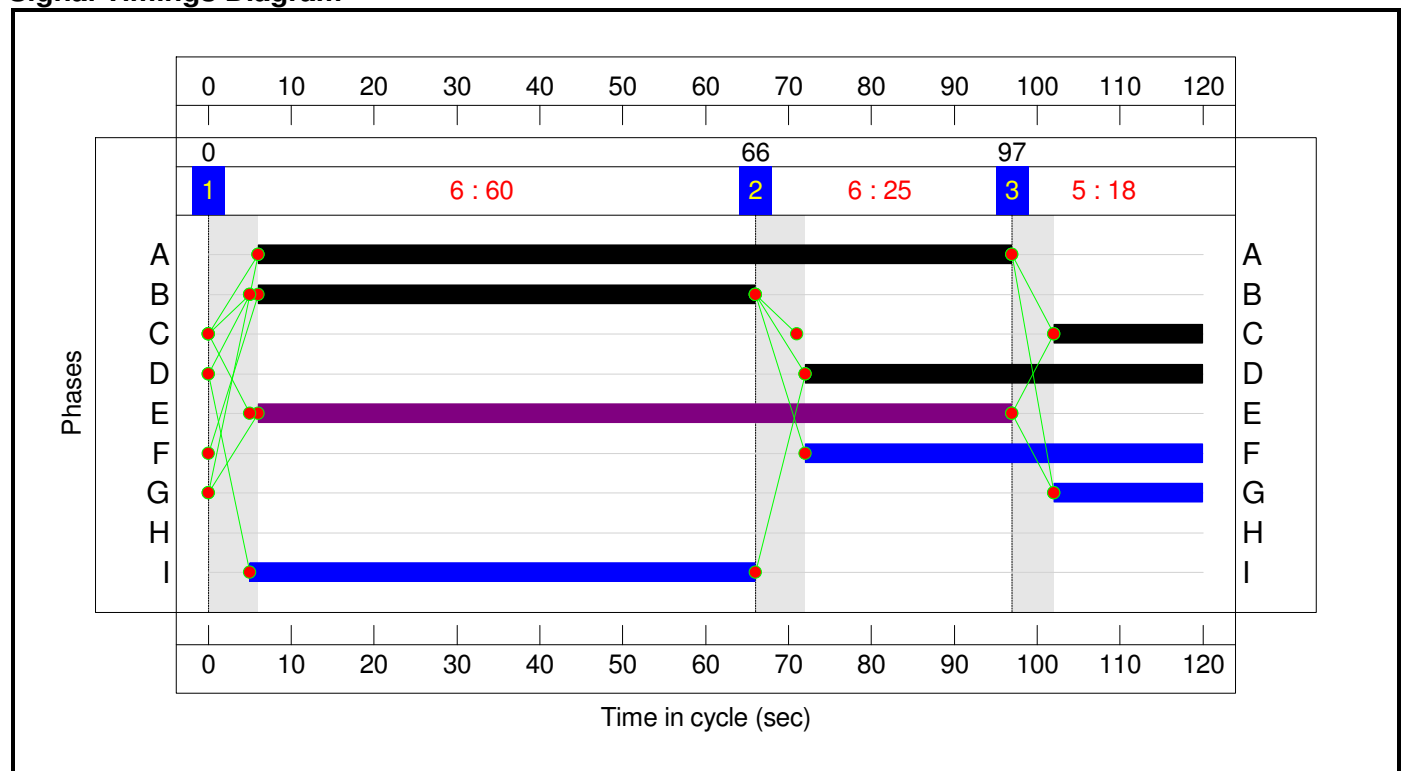
**Stage Sequence Diagram**



**Stage Timings**

Stage	1	2	3
Duration	60	25	18
Change Point	0	66	97

**Signal Timings Diagram**

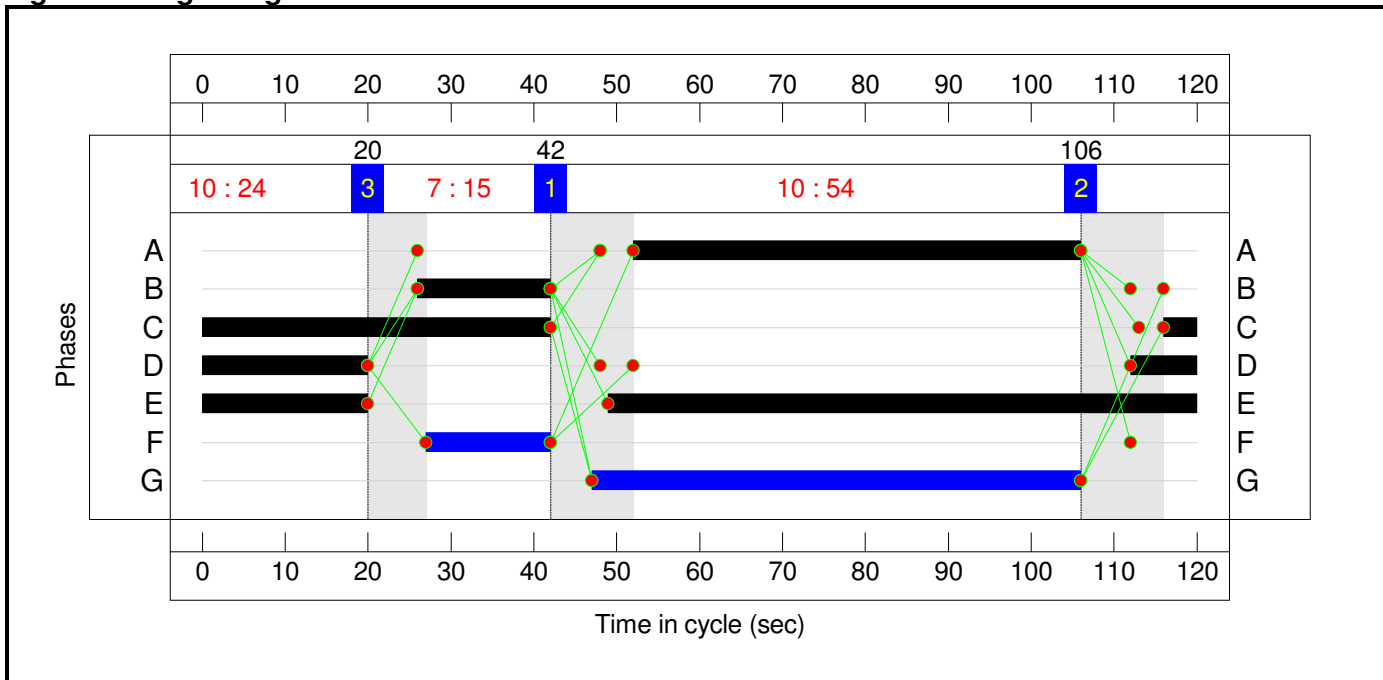


**C2**  
**Stage Sequence Diagram**

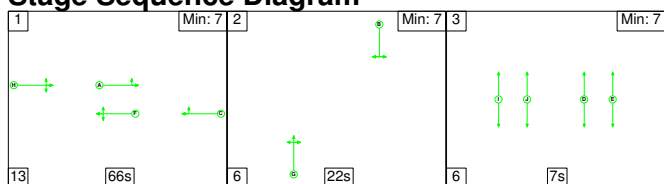
**Stage Timings**

Stage	1	2	3
Duration	54	24	15
Change Point	42	106	20

### Signal Timings Diagram



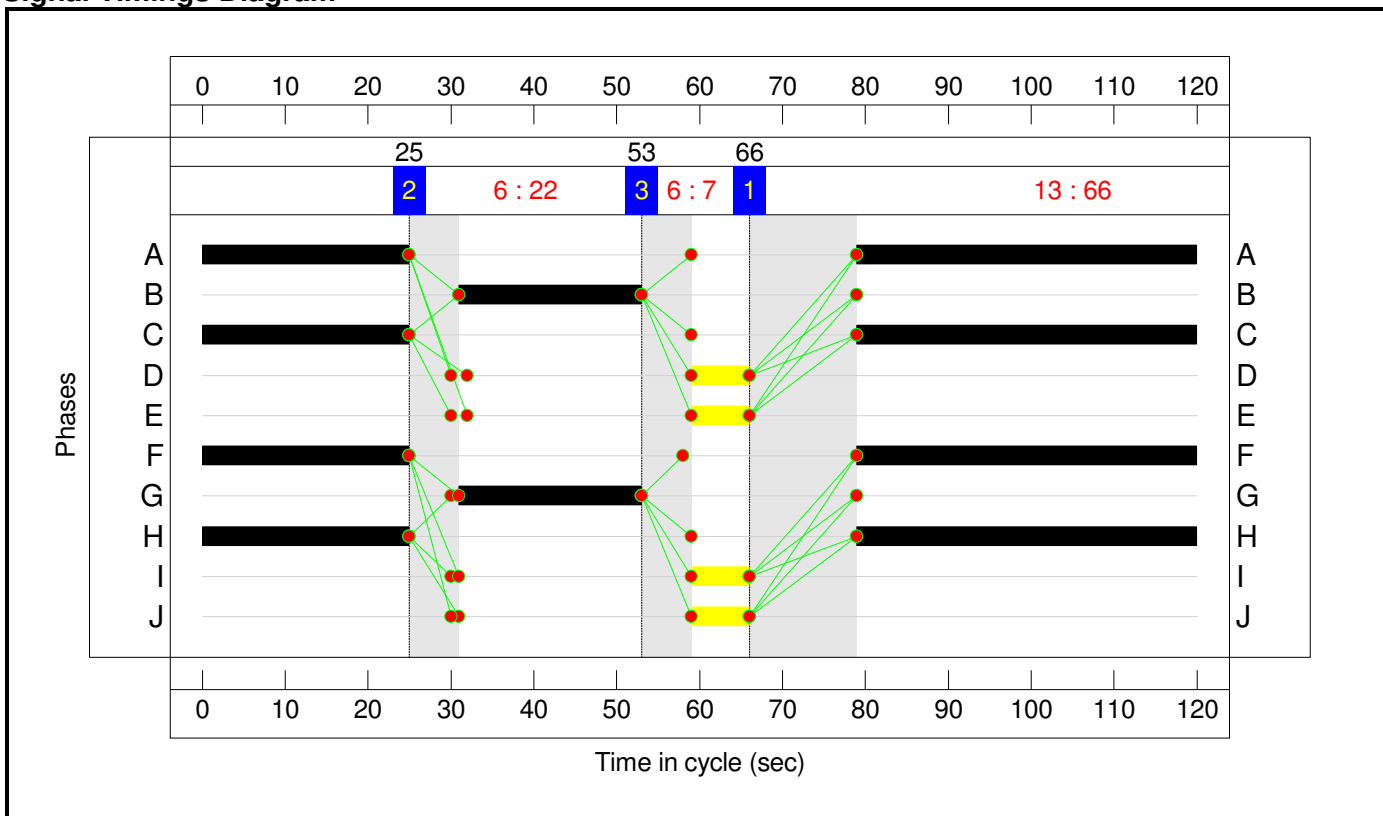
### C3 Stage Sequence Diagram



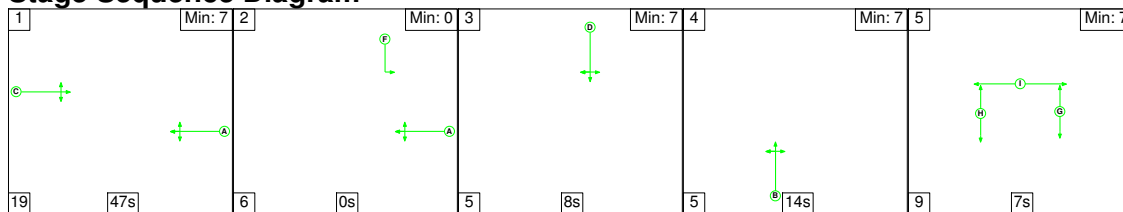
### Stage Timings

Stage	1	2	3
Duration	66	22	7
Change Point	66	25	53

### Signal Timings Diagram



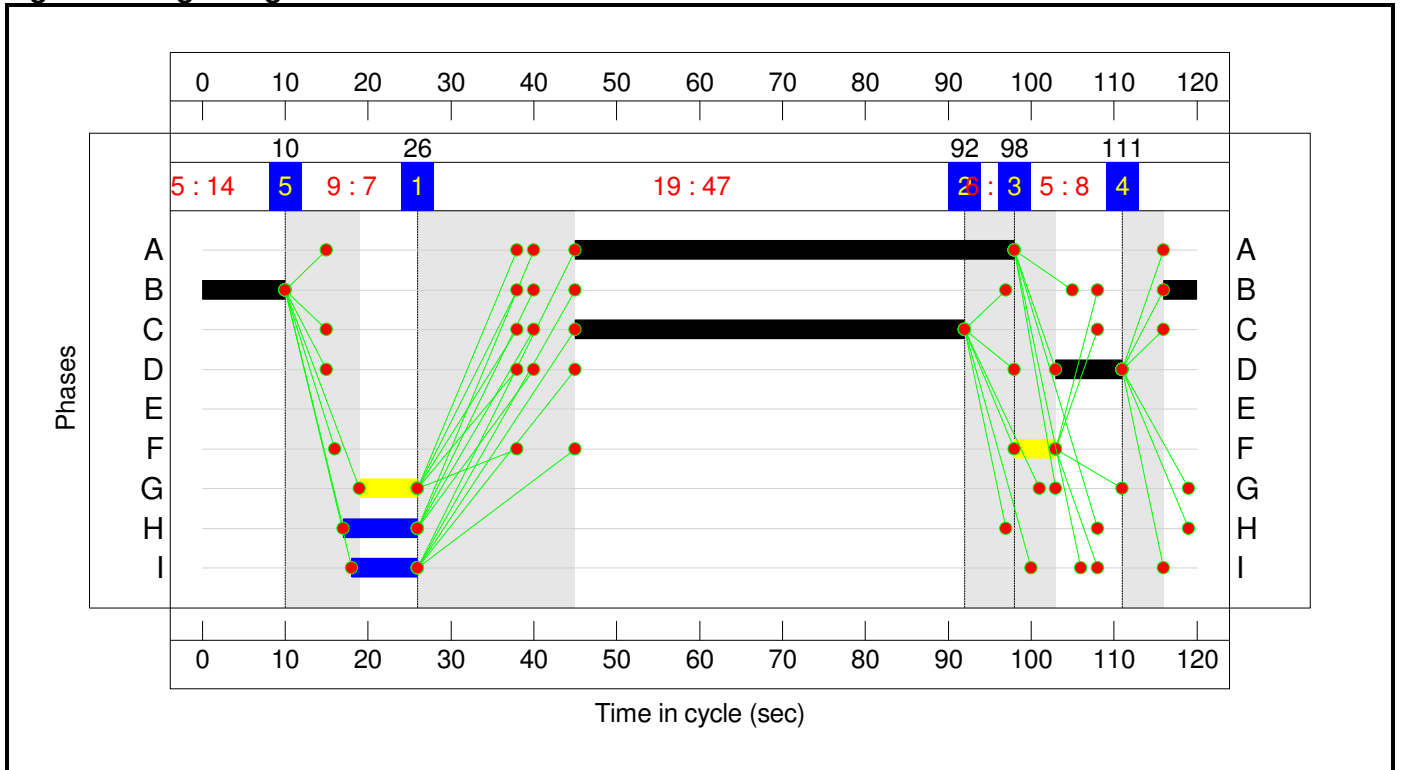
### C4 Stage Sequence Diagram



### Stage Timings

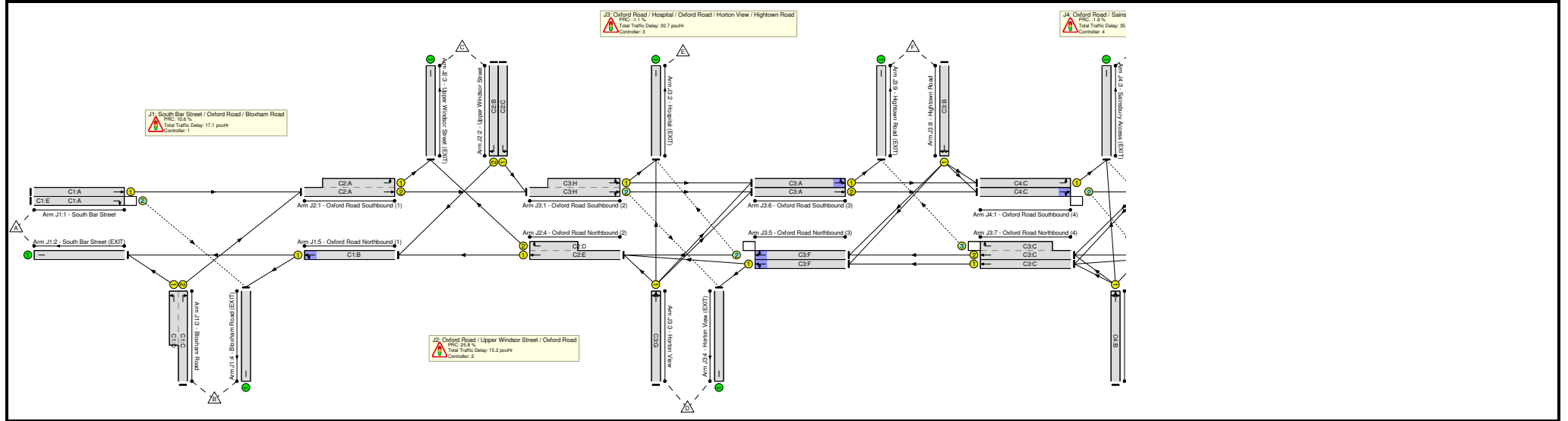
Stage	1	2	3	4	5
Duration	47	0	8	14	7
Change Point	26	92	98	111	10

**Signal Timings Diagram**



# Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

## Network Layout Diagram



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>91.7%</b>
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.4%</b>
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	91	-	476	1663	1275	37.3%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	91	91	283	1568	579	48.8%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	979	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	18:48	-	712	1733:1877	875	81.4%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	60	-	717	1889	960	74.7%
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>71.6%</b>
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	54	-	692	2055:1751	1069	64.7%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	46	-	252	1801	705	35.7%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	16	-	154	1984	281	54.8%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	91:28	-	779	1915:1902	1089	71.6%

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>91.0%</b>
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H	1	66	-	778	2045:1848	855	<b>91.0%</b>	
2/1	Hospital (EXIT)	U	N/A	N/A	-	-	-	-	38	Inf	Inf	0.0%	
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G	1	22	-	300	1756	337	89.1%	
4/1	Horton View (EXIT)	U	N/A	N/A	-	-	-	-	162	Inf	Inf	0.0%	
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F	1	66	-	422	1855	1036	40.7%	
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F	1	66	-	348	1908	1065	32.7%	
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A	1	66	-	241	1733	968	24.9%	
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A	1	66	-	628	2055	1147	54.7%	
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C	1	66	-	364	1895	1058	34.4%	
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C	1	66	-	429	2035:1740	1139	37.7%	
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B	1	22	-	248	1627	312	79.5%	
9/1	Hightown Road (EXIT)	U	N/A	N/A	-	-	-	-	262	Inf	Inf	0.0%	
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>91.7%</b>	
1/1	Oxford Road Southbound (4) Left	U	N/A	N/A	C4:C	1	47	-	127	1649	660	19.3%	



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	47	-	751	2047	819	91.7%
2/2+2/1	Sainsbury Access Right Ahead Left	U	N/A	N/A	C4:D	C4:F	1	8:13	5	164	1793:1760	193	84.8%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	U	N/A	N/A	C4:B		1	14	-	191	1727	216	88.5%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A	C4:E	1	53	0	729	1913:1720	892	81.7%
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>51.2%</b>
1/1	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	870	1899	1701	51.2%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	673	1905	1905	35.3%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	112	1687	293	38.2%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%

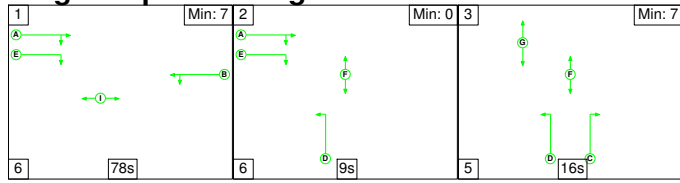
Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	544	199	27	65.6	32.9	2.2	100.7	-	-	-	-
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	141	138	5	11.8	4.4	1.0	17.1	-	-	-	-
1/1	476	476	-	-	-	0.6	0.3	-	0.9	6.8	5.2	0.3	5.5
1/2	283	283	141	138	5	1.2	0.5	1.0	2.6	33.1	7.2	0.5	7.7
2/1	979	979	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	712	712	-	-	-	6.9	2.1	-	9.0	45.7	16.3	2.1	18.4
4/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	717	717	-	-	-	3.1	1.5	-	4.5	22.8	16.2	1.5	17.6
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	0	0	0	12.1	3.0	0.0	15.2	-	-	-	-
1/2+1/1	692	692	-	-	-	6.1	0.9	-	7.1	36.7	14.5	0.9	15.4
2/1	252	252	-	-	-	1.8	0.3	-	2.1	29.8	5.9	0.3	6.2
2/2	154	154	-	-	-	2.1	0.6	-	2.7	62.0	4.7	0.6	5.3
3/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	779	779	-	-	-	2.1	1.2	-	3.4	15.6	22.0	1.2	23.3
<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	186	4	20	18.5	11.7	0.5	30.7	-	-	-	-
1/2+1/1	778	778	70	4	0	5.0	4.5	-	9.5	44.1	18.8	4.5	23.3
2/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	300	300	-	-	-	3.9	3.5	-	7.4	88.7	9.7	3.5	13.1
4/1	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	422	422	-	-	-	0.7	0.3	-	1.0	8.7	2.4	0.3	2.7
5/2	348	348	10	0	0	0.6	0.2	0.0	0.8	8.8	2.0	0.2	2.3
6/1	241	241	-	-	-	0.7	0.2	-	0.9	12.7	2.3	0.2	2.5



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3  
**Scenario 16: '2022 Base PM (90%)'** (FG16: '2022 Base PM (90%)', Plan 1: 'Network Control Plan 1')  
**C1**

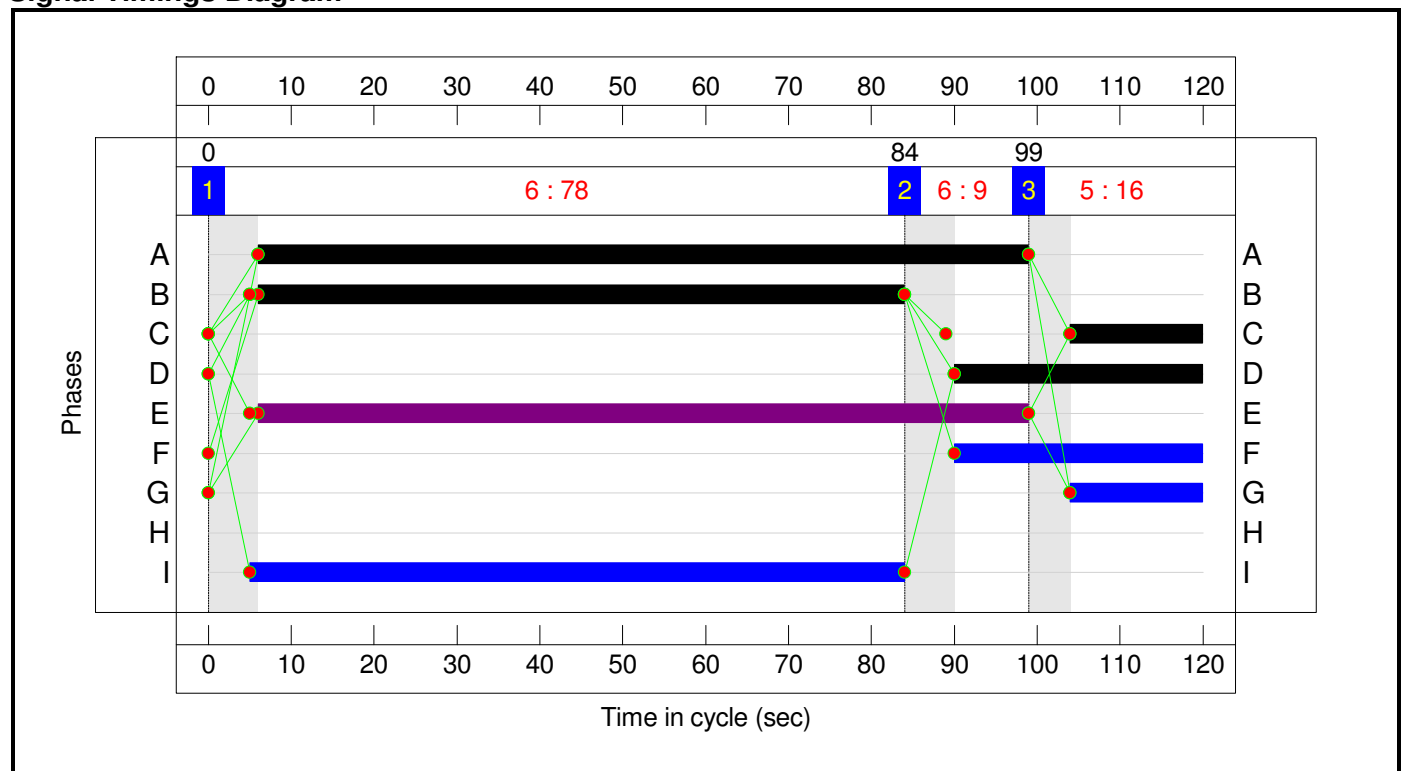
**Stage Sequence Diagram**



**Stage Timings**

Stage	1	2	3
Duration	78	9	16
Change Point	0	84	99

**Signal Timings Diagram**

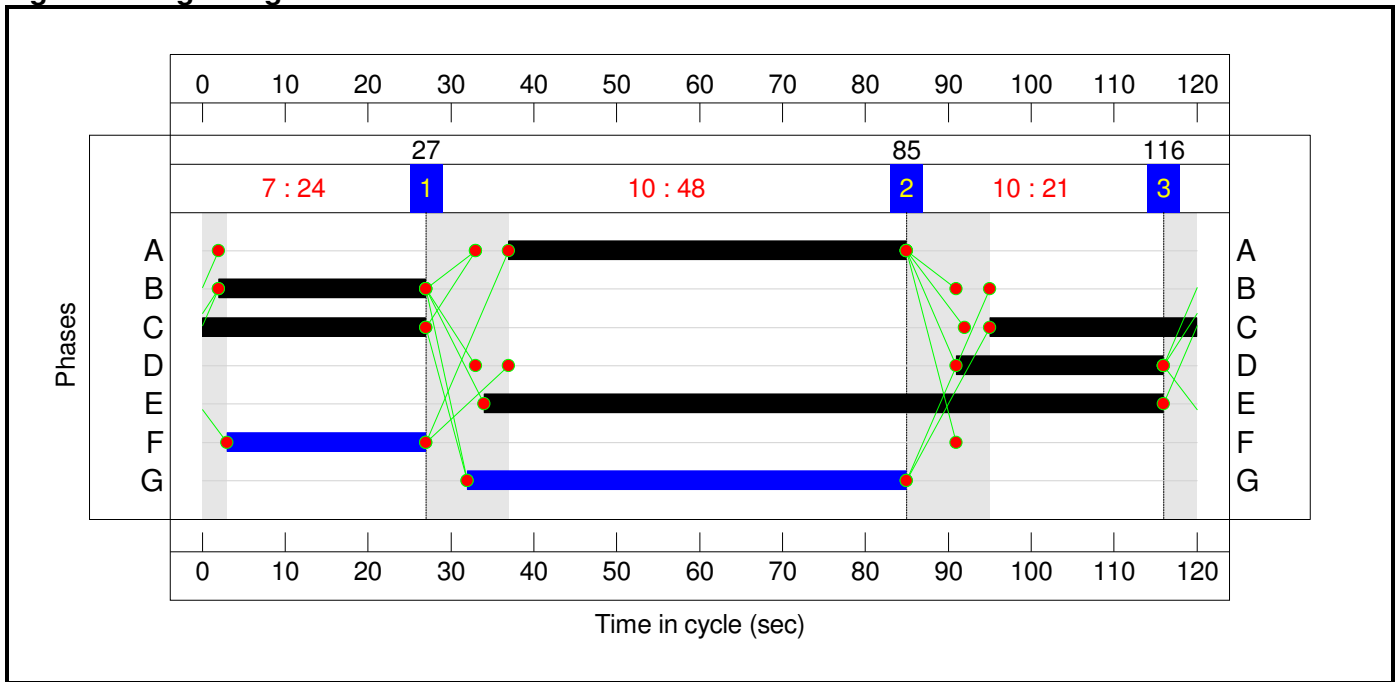


**C2**  
**Stage Sequence Diagram**

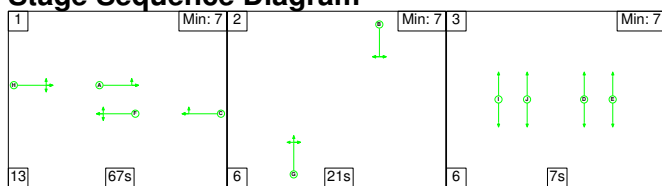
**Stage Timings**

Stage	1	2	3
Duration	48	21	24
Change Point	27	85	116

### Signal Timings Diagram



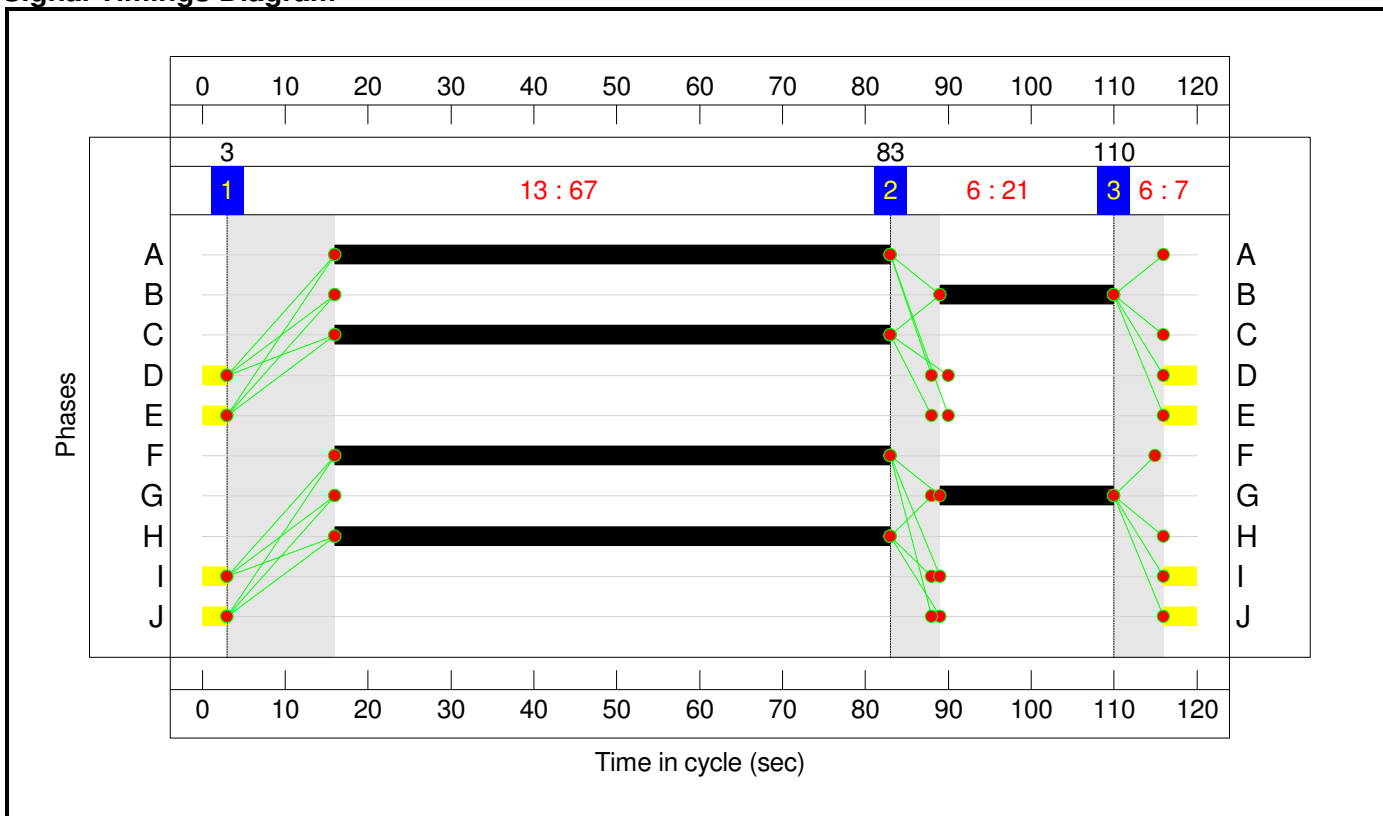
### C3 Stage Sequence Diagram



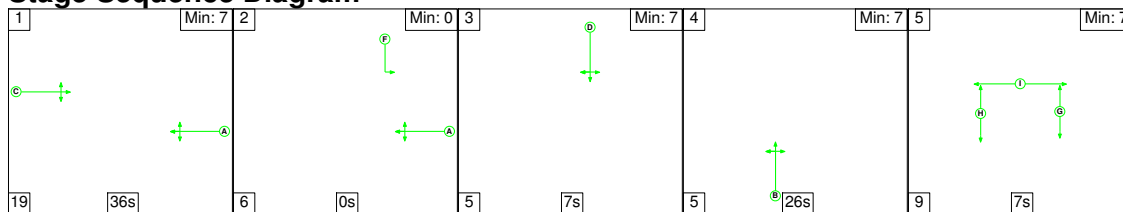
### Stage Timings

Stage	1	2	3
Duration	67	21	7
Change Point	3	83	110

### Signal Timings Diagram



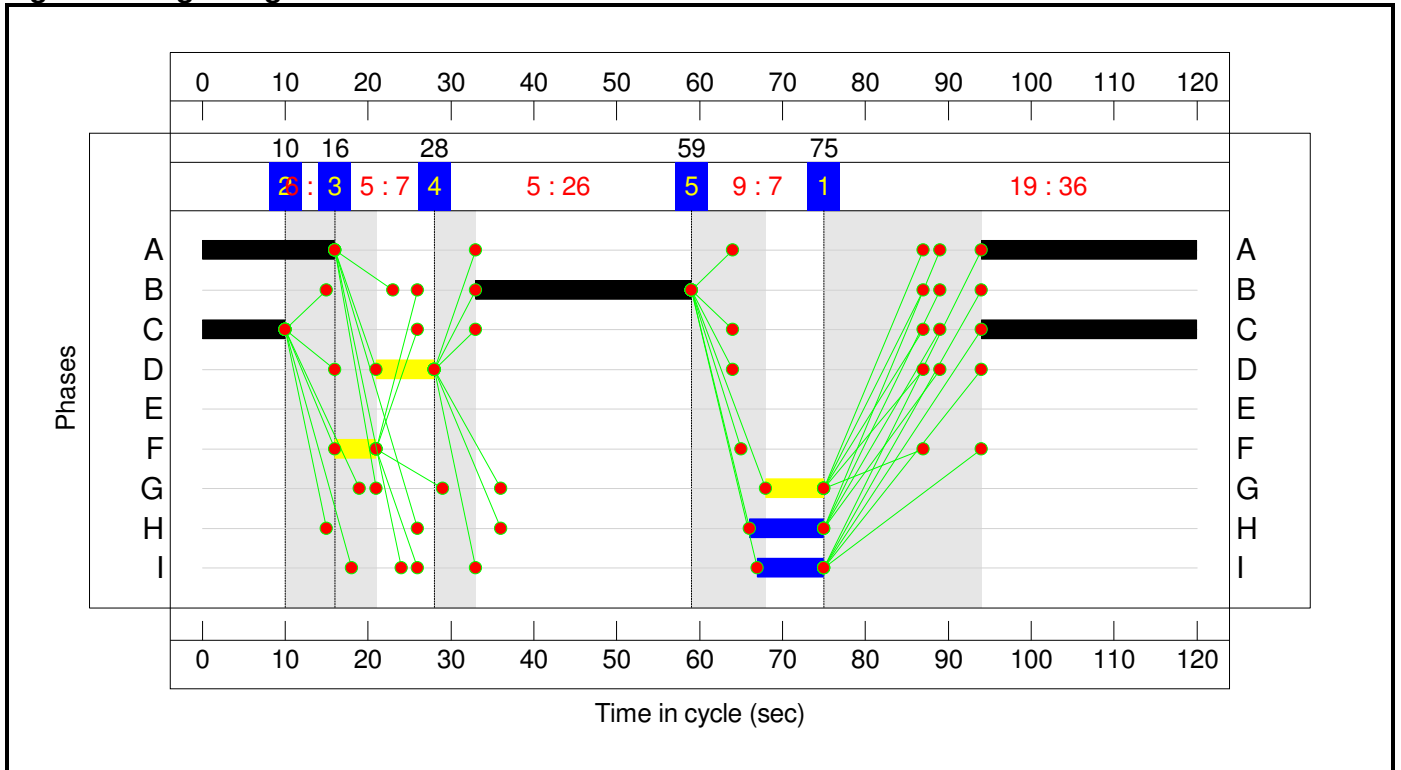
### C4 Stage Sequence Diagram



### Stage Timings

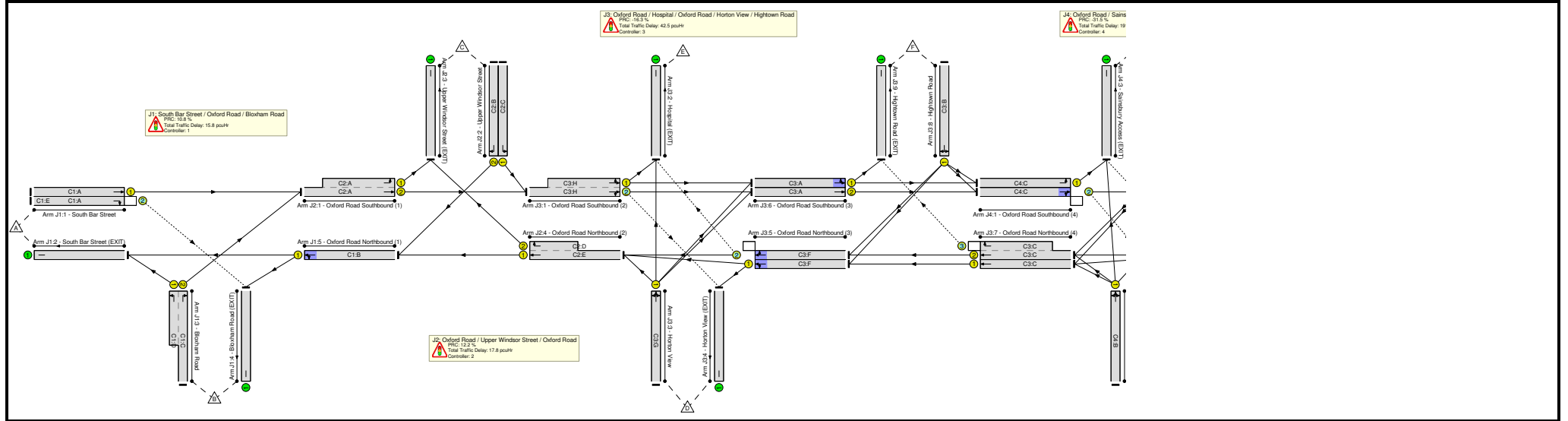
Stage	1	2	3	4	5
Duration	36	0	7	26	7
Change Point	75	10	16	28	59

**Signal Timings Diagram**



# Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

## Network Layout Diagram





Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>118.4%</b>
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.3%</b>
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	93	-	539	1663	1303	41.4%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	93	93	400	1568	500	80.1%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	804	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	16:30	-	525	1733:1877	646	81.3%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	78	-	816	1862	1226	62.7%
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.2%</b>
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	48	-	741	2055:1751	924	80.2%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	52	-	200	1801	795	25.1%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	25	-	215	1984	430	50.0%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	82:25	-	844	1915:1902	1009	77.0%

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>104.7%</b>
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H	1	67	-	816	2046:1900	896	<b>91.1%</b>	
2/1	Hospital (EXIT)	U	N/A	N/A	-	-	-	-	22	Inf	Inf	0.0%	
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G	1	21	-	290	1760	323	89.9%	
4/1	Horton View (EXIT)	U	N/A	N/A	-	-	-	-	222	Inf	Inf	0.0%	
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F	1	67	-	527	1831	1038	46.2%	
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F	1	67	-	379	1912	1083	31.8%	
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A	1	67	-	315	1793	1016	31.0%	
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A	1	67	-	609	2055	1164	52.3%	
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C	1	67	-	459	1895	1074	38.6%	
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C	1	67	-	453	2035:1740	1236	33.1%	
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B	1	21	-	311	1620	297	<b>104.7%</b>	
9/1	Hightown Road (EXIT)	U	N/A	N/A	-	-	-	-	238	Inf	Inf	0.0%	
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>118.4%</b>	
1/1	Oxford Road Southbound (4) Left	U	N/A	N/A	C4:C	1	36	-	249	1649	508	48.5%	

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	36	-	754	2051	632	118.2%
2/2+2/1	Sainsbury Access Right Ahead Left	U	N/A	N/A	C4:D	C4:F	1	7:12	5	116	1870:1760	170	68.2%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	U	N/A	N/A	C4:B		1	26	-	464	1742	392	118.4%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	85	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A	C4:E	1	42	0	795	1912:1720	714	111.4%
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>50.0%</b>
1/1	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	936	1895	1584	50.0%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	798	1899	1899	42.0%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	876	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	58	1685	224	25.9%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

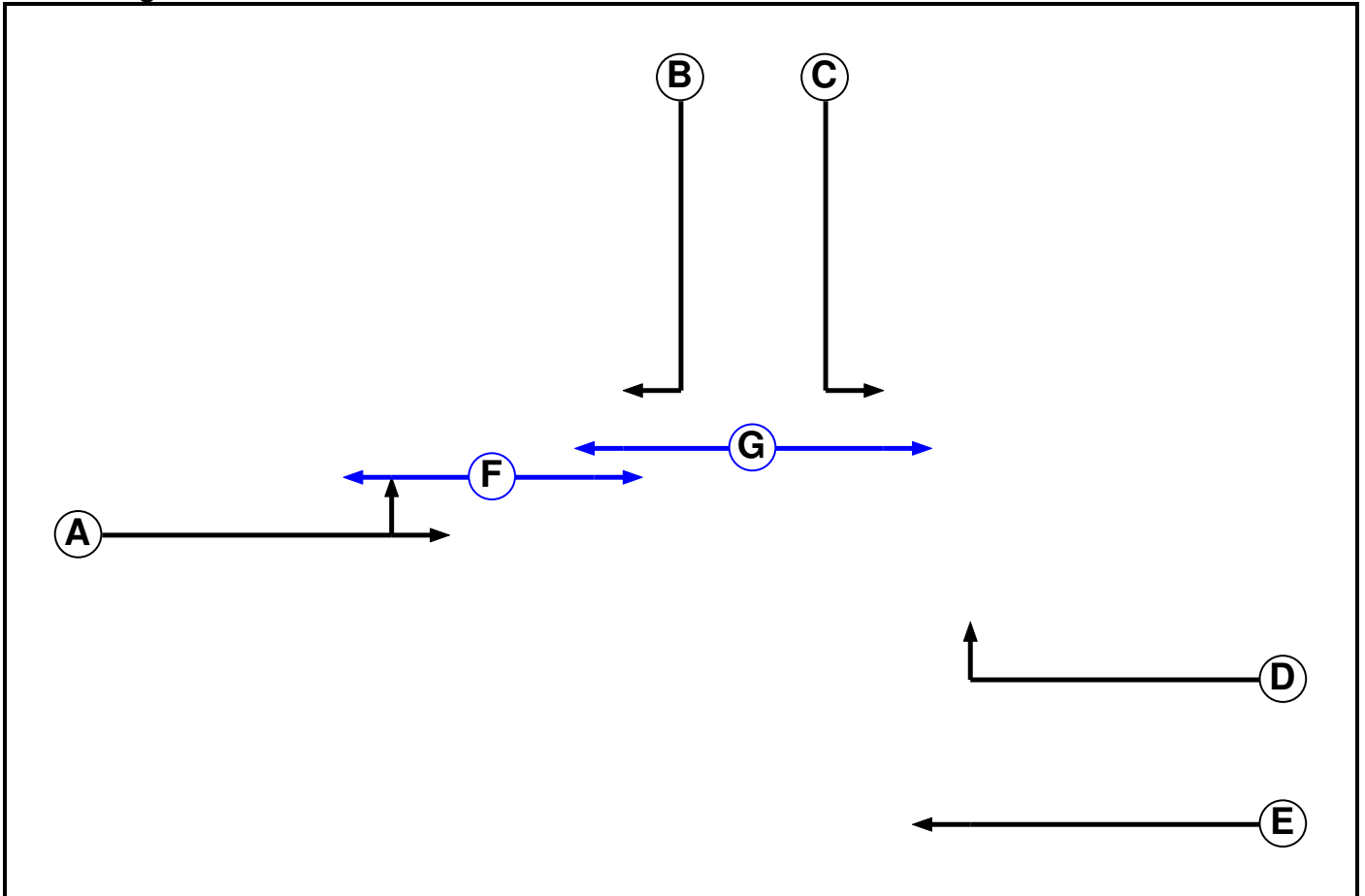
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	557	185	65	87.5	179.9	2.3	269.7	-	-	-	-
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	270	124	7	9.4	5.2	1.2	15.8	-	-	-	-
1/1	539	539	-	-	-	0.6	0.4	-	1.0	6.5	5.7	0.4	6.0
1/2	400	400	270	124	7	1.5	1.9	1.2	4.6	41.5	7.0	1.9	8.9
2/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	525	525	-	-	-	6.4	2.1	-	8.5	58.2	10.2	2.1	12.3
4/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	768	768	-	-	-	0.9	0.8	-	1.7	8.1	6.1	0.8	6.9
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	0	0	0	13.5	4.3	0.0	17.8	-	-	-	-
1/2+1/1	741	741	-	-	-	6.5	2.0	-	8.5	41.4	19.3	2.0	21.2
2/1	200	200	-	-	-	1.2	0.2	-	1.3	24.1	4.2	0.2	4.3
2/2	215	215	-	-	-	2.5	0.5	-	3.0	49.6	6.3	0.5	6.8
3/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	777	777	-	-	-	3.3	1.6	-	5.0	23.1	19.5	1.6	21.1
<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	163	4	17	18.8	23.2	0.5	42.5	-	-	-	-
1/2+1/1	816	816	63	4	0	2.6	4.6	-	7.2	31.8	30.8	4.6	35.3
2/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	290	290	-	-	-	3.9	3.6	-	7.5	93.0	9.4	3.6	13.1
4/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	479	479	-	-	-	0.5	0.4	-	1.0	7.3	2.3	0.4	2.7
5/2	345	345	5	0	0	0.4	0.2	0.0	0.6	6.5	1.7	0.2	1.9
6/1	315	315	-	-	-	1.2	0.2	-	1.4	16.3	3.7	0.2	3.9

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

6/2	609	609	-	-	-	2.3	0.5	-	2.9	17.1	7.6	0.5	8.1
7/1	414	414	-	-	-	1.8	0.3	-	2.1	18.2	10.6	0.3	10.9
7/2+7/3	409	409	95	0	17	1.3	0.2	0.5	2.0	17.6	7.4	0.2	7.7
8/1	311	297	-	-	-	4.8	13.0	-	17.8	205.6	10.8	13.0	23.8
9/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>0</b>	<b>57</b>	<b>41</b>	<b>44.9</b>	<b>146.2</b>	<b>0.7</b>	<b>191.7</b>	-	-	-	-
1/1	247	247	-	-	-	2.7	0.5	-	3.2	46.0	7.4	0.5	7.9
1/2	747	632	0	0	10	16.9	60.6	0.1	77.6	373.6	31.8	60.6	92.4
2/2+2/1	116	116	-	-	-	1.7	1.0	-	2.7	85.1	2.8	1.0	3.8
3/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	464	392	-	-	-	9.8	39.0	-	48.8	378.9	17.9	39.0	56.9
5/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	795	714	0	57	31	13.8	45.0	0.6	59.4	269.1	28.9	45.0	73.9
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>125</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>1.0</b>	<b>0.0</b>	<b>1.9</b>	-	-	-	-
1/1	791	791	67	0	0	0.7	0.5	-	1.2	5.3	15.6	0.5	16.1
2/1	798	798	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	58	58	58	0	0	0.2	0.2	-	0.4	24.4	0.9	0.2	1.1
5/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	C1		PRC for Signalled Lanes (%)	10.8		Total Delay for Signalled Lanes (pcuHr)	15.78		Cycle Time (s)	120			
	C2		PRC for Signalled Lanes (%)	12.2		Total Delay for Signalled Lanes (pcuHr)	17.80		Cycle Time (s)	120			
	C3		PRC for Signalled Lanes (%)	-16.3		Total Delay for Signalled Lanes (pcuHr)	42.48		Cycle Time (s)	120			
	C4		PRC for Signalled Lanes (%)	-31.5		Total Delay for Signalled Lanes (pcuHr)	191.73		Cycle Time (s)	120			
			PRC Over All Lanes (%)	-31.5		Total Delay Over All Lanes (pcuHr)	269.72						

**C2**

**Phase Diagram**



**Phase Input Data**

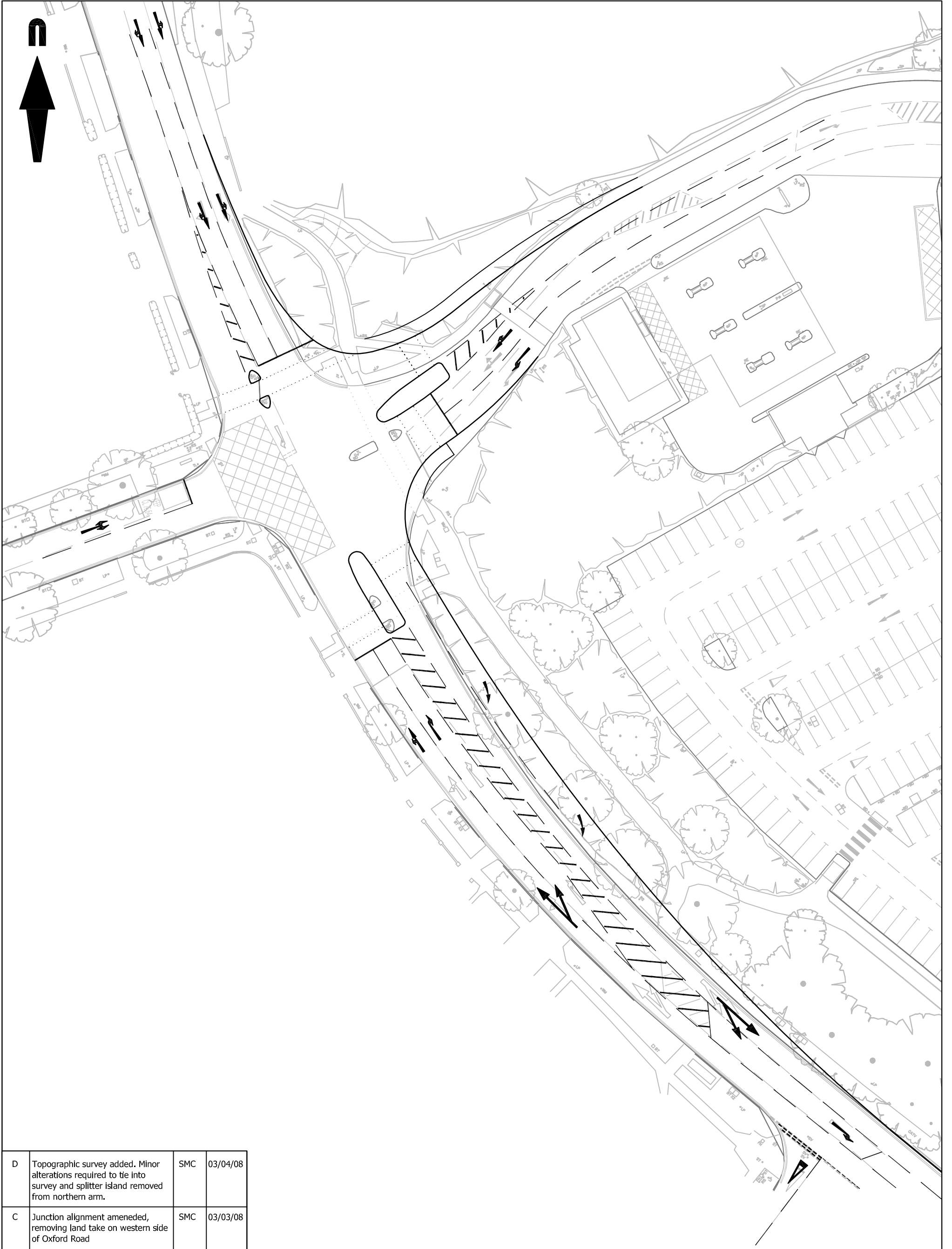
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

Land at Wykham Park Farm, Banbury

Transport Assessment



Appendix AA – Oxford Road / Farmfield Road Junction Improvements Plan



D	Topographic survey added. Minor alterations required to tie into survey and splitter island removed from northern arm.	SMC	03/04/08
C	Junction alignment amended, removing land take on western side of Oxford Road	SMC	03/03/08
B	Pedestrian refuges reduced in length	SMC	28/02/08
A	Right turn lane into Grange Road added. Amendment to proposed northbound alignment on Oxford Road and tie-in points at Farmfield Road and Sainbury's Access.	SMC	27/02/08
rev.	amendment	checked	date



Sainsbury's Supermarkets Limited  
 Banbury Store  
 A4260 Oxford Road / Farmfield Road  
 Proposed Junction Improvements

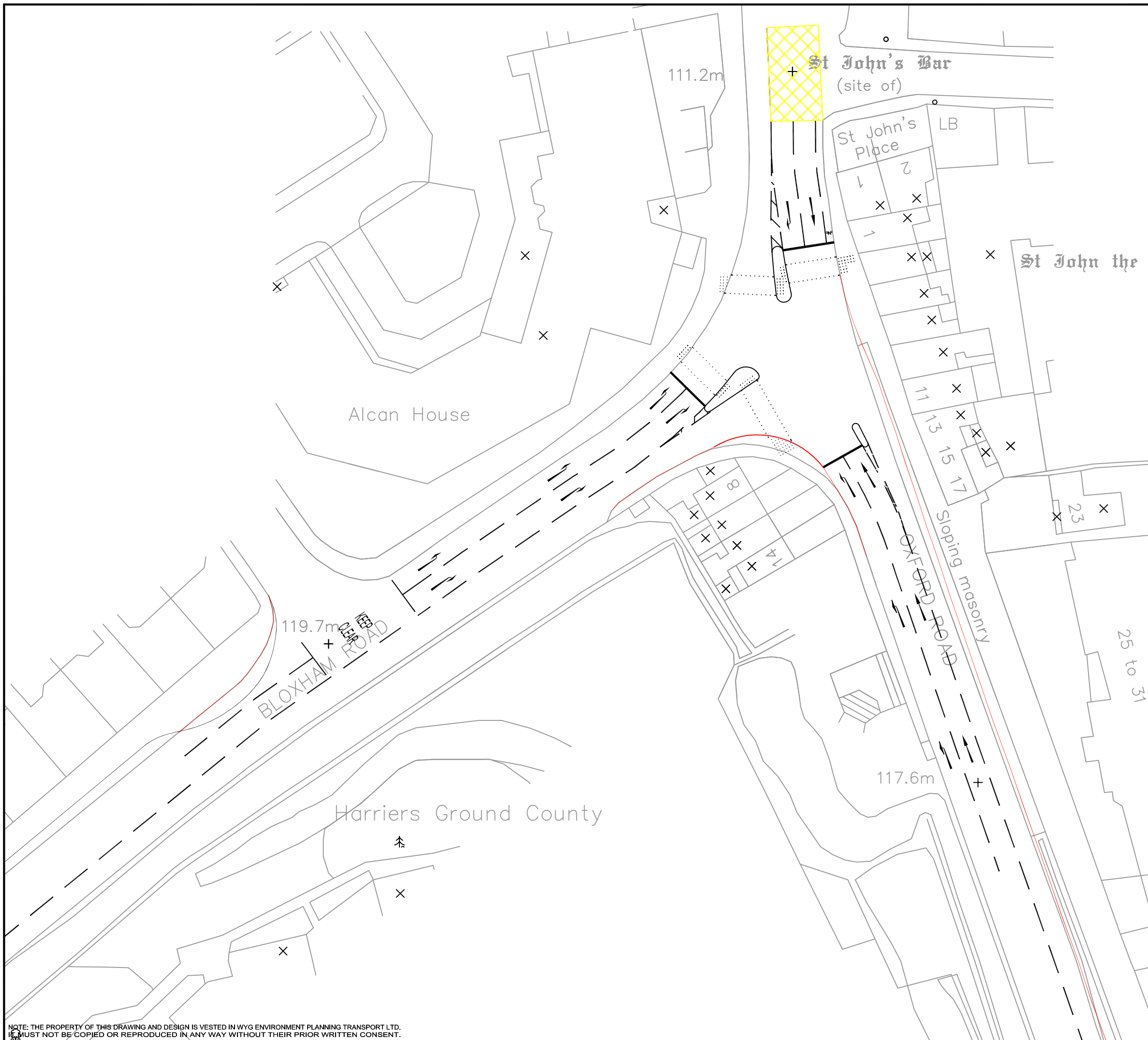
Scale: 1:500

Figure No. 8.1 D





# **Appendix AB – Bloxham Road / South Bar Street / Oxford Road Junction Improvements Plan**



**Notes:**  
 1. This is not a construction drawing and is intended for illustrative purposes only.  
 2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:  
**Gallagher Estates**

PROJECT:  
**Land at Wykham Park Farm, Banbury**

DRAWING TITLE:  
**Proposed Junction Improvements Oxford Road/ Bloxham Road**

SCALES:  
**1:500 at A3**

DRAWN: JM      CHECKED: MG      DATE: 16.11.12

**Savell Bird & Axon**  
 part of the WYG group



Ropemaker Court 12 Lower Park Row Bristol BS1 5BN  
 t: 0117 311 6387 f: 0117 925 4239 e: sba@sbax.co.uk

DRAWING NUMBER: **A053410-1/TS/2**      REVISION: **A**

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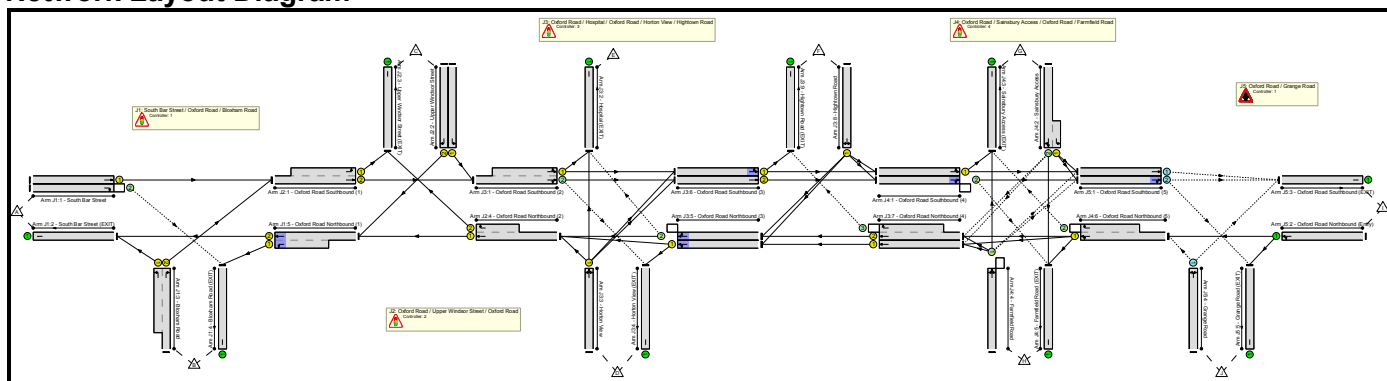
## **Appendix AC – Oxford Road Network Forecast 2017 & 2022 LINSIG Reports**

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3  
**Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3**

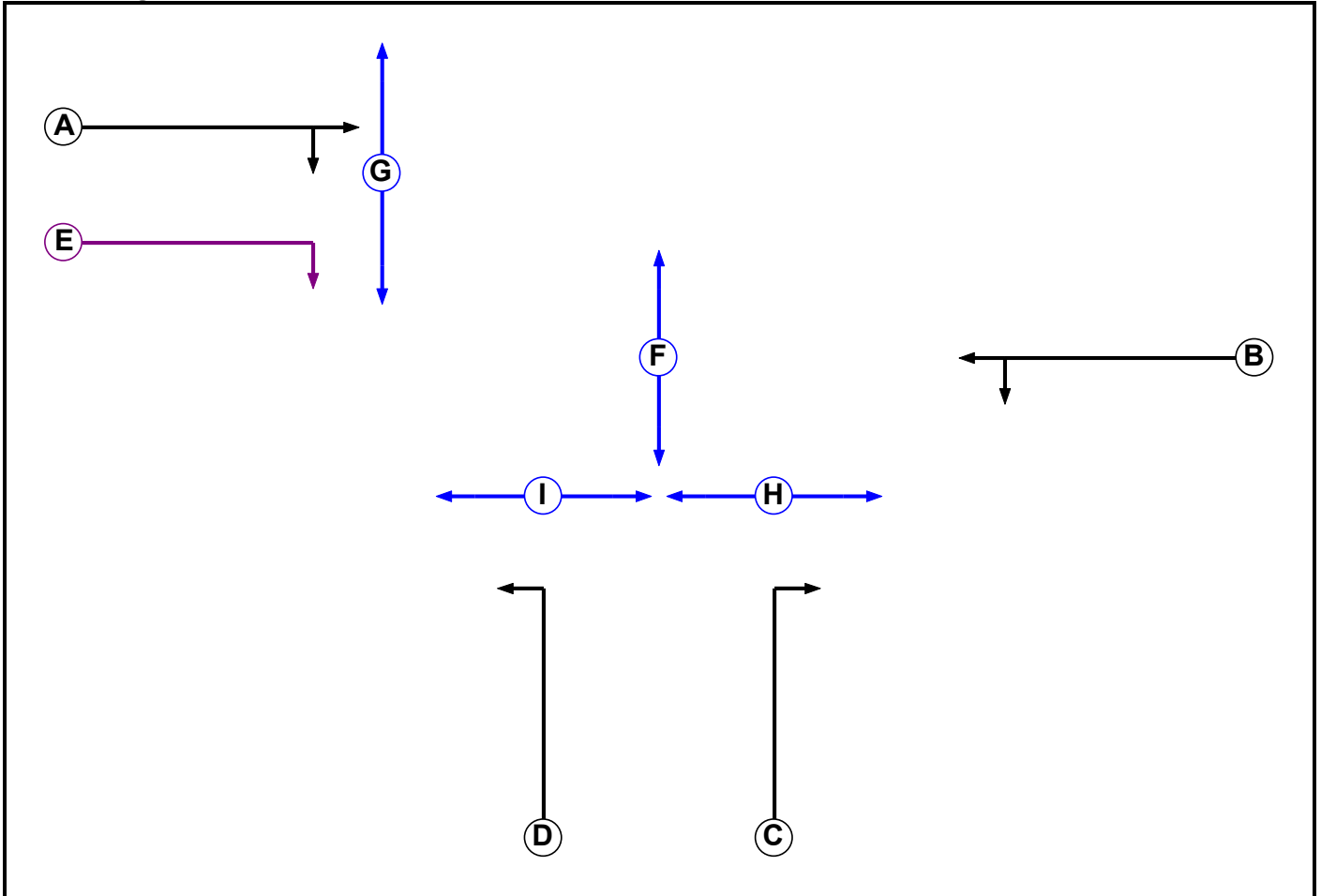
**User and Project Details**

<b>Project:</b>	<b>Land at Wykham Park Farm, Banbury</b>
<b>Title:</b>	<b>Oxford Road Network – Proposed Layout with College Fields Committed Improvements and proposed Bloxham Road Improvements + Committed Sainsbury Improvement</b>
<b>Location:</b>	Banbury, Oxfordshire
<b>File name:</b>	Oxford Road Network + Improvements + SBA + Sainsbury - TA-V2 (Short) - 17-12-12-12.lsg3x
<b>Author:</b>	CJL
<b>Company:</b>	SBA
<b>Address:</b>	Lower Park Row, Bristol
<b>Notes:</b>	Proposed Network model with Brookbanks (Committed College Fields Improvements), SBA proposals for Bloxham Road and Committed Sainsbury Improvement. All Scenarios 2012, 2017 & 2022. 120 Second CT (Brookbanks proposed staging & Optimised). MOVA 90% Traffic Flows

**Network Layout Diagram**



**C1**  
**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Ind. Arrow	A	4	4
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

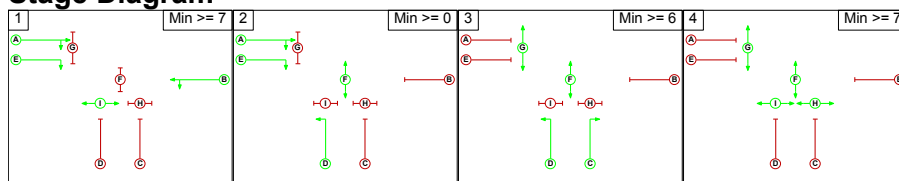
### Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A	-	-	5	-	-	-	5	-	-
	B	-	-	5	6	-	6	-	5	-
	C	6	5	-	-	5	-	-	5	-
	D	-	5	-	-	-	-	-	-	5
	E	-	-	5	-	-	-	5	6	-
	F	-	6	-	-	-	-	-	-	-
	G	6	-	-	-	6	-	-	-	-
	H	-	8	8	-	8	-	-	-	-
I	-	-	-	6	-	-	-	-	-	

### Phases in Stage

Stage No.	Phases in Stage
1	A B E I
2	A D E F
3	C D F G
4	F G H I

### Stage Diagram



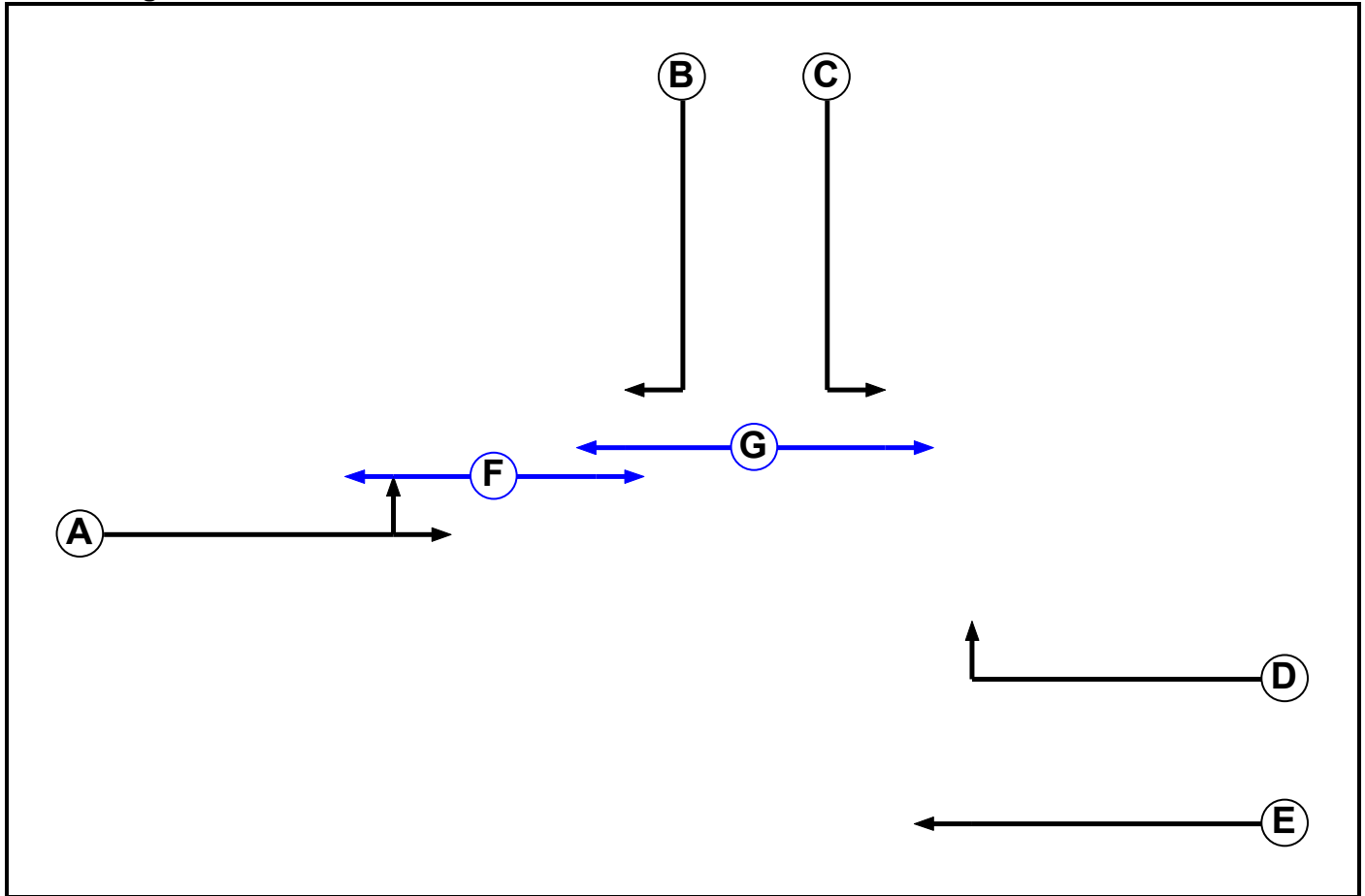
### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1	-	6	6	6
	2	6	-	5	6
	3	6	6	-	5
4	8	8	8	-	

**C2**  
**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

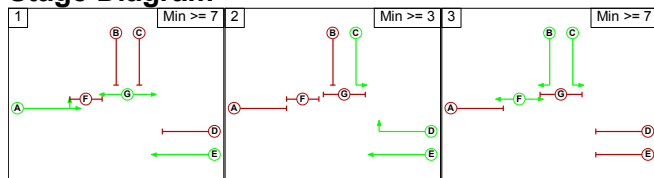
### Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		6	7	6	-	6	-
	B	6		-	6	7	-	5
	C	6	-		-	-	-	5
	D	6	6	-		-	7	-
	E	-	6	-	-		-	-
	F	10	-	-	10	-		-
	G	-	10	10	-	-	-	

### Phases in Stage

Stage No.	Phases in Stage
1	A E G
2	C D E
3	B C F

### Stage Diagram



### Phase Delays

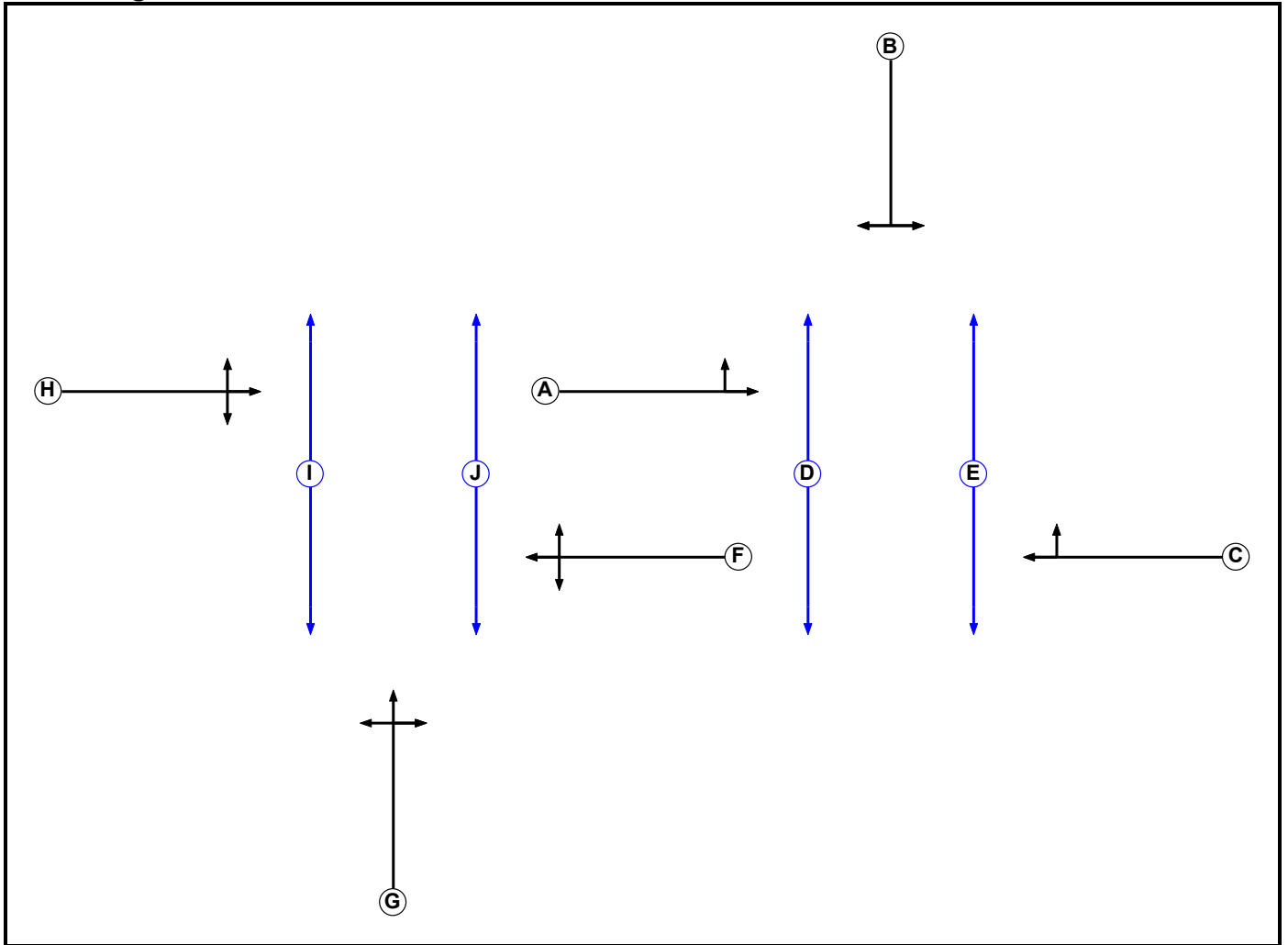
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		10	10
	2	6		7
	3	10	10	



**C3**  
**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7

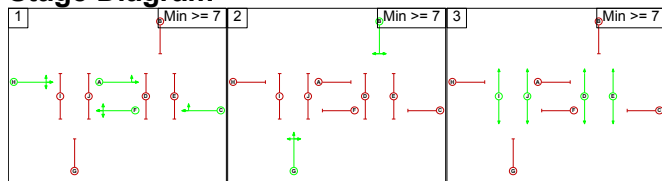
### Phase Intergreens Matrix

Terminating Phase	Starting Phase									
	A	B	C	D	E	F	G	H	I	J
A	6	-	5	7	-	-	-	-	-	-
B	6	6	6	6	-	-	-	-	-	-
C	-	6	7	5	-	-	-	-	-	-
D	13	13	13	-	-	-	-	-	-	-
E	13	13	13	-	-	-	-	-	-	-
F	-	-	-	-	-	6	-	6	5	-
G	-	-	-	-	-	5	6	6	6	-
H	-	-	-	-	-	5	5	6	6	-
I	-	-	-	-	-	13	13	13	-	-
J	-	-	-	-	-	13	13	13	-	-

### Phases in Stage

Stage No.	Phases in Stage
1	A C F H
2	B G
3	D E I J

### Stage Diagram



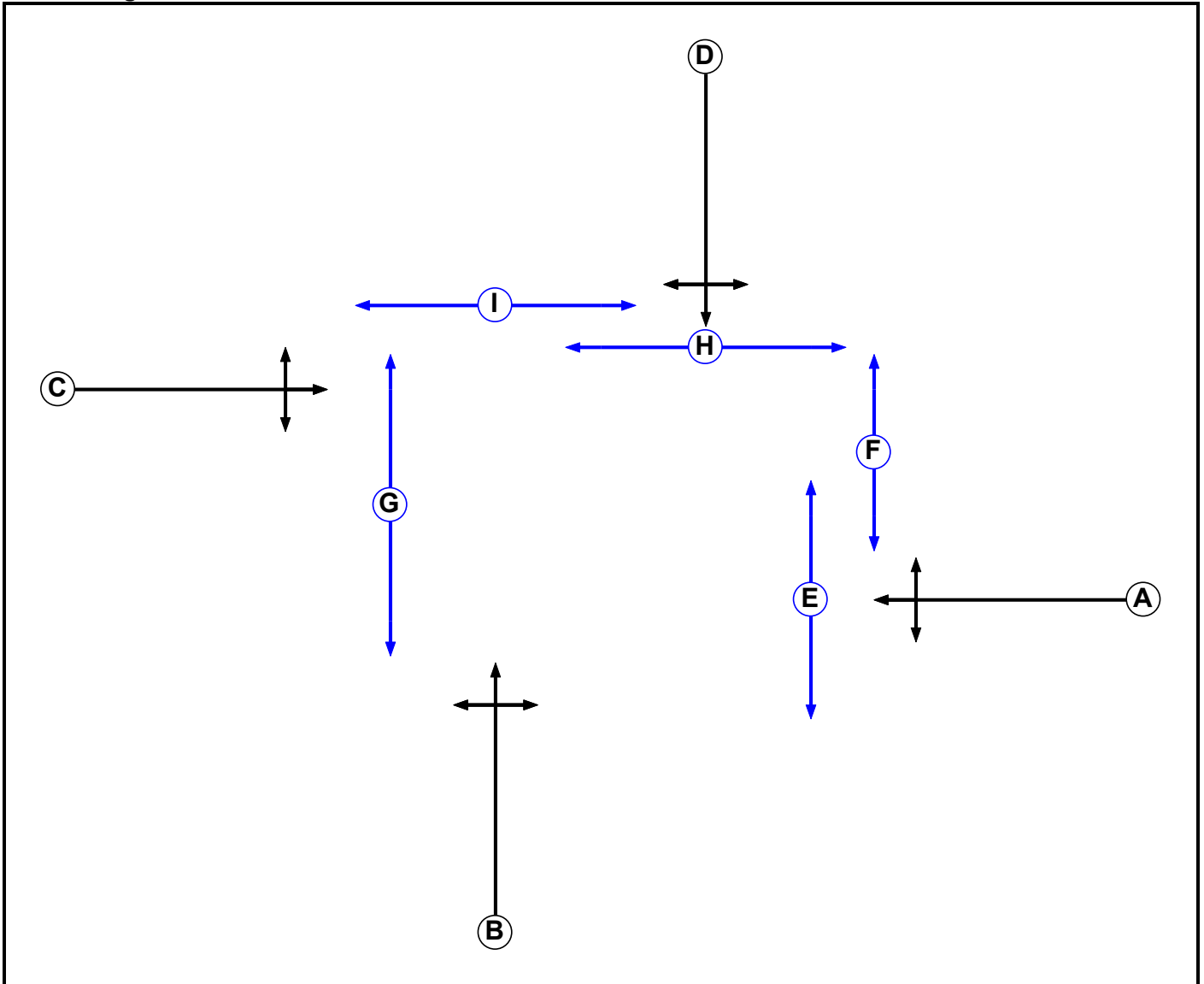
### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

From Stage	To Stage		
	1	2	3
1	6	7	-
2	6	6	-
3	13	13	-

**C4**  
**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

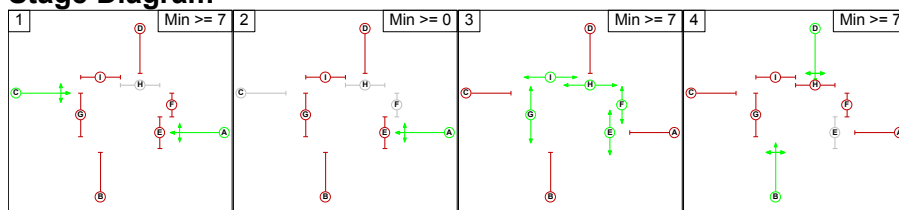
### Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		6	-	6	5	-	9	-	10
	B	5		5	-	-	8	5	-	8
	C	-	5		5	-	8	5	-	5
	D	5	-	5		-	7	5	8	-
	E	7	-	-	-		-	-	-	-
	F	-	7	7	7	-		-	-	-
	G	17	17	17	17	-	-		-	-
	H	-	-	-	8	-	-	-		-
I	6	6	6	-	-	-	-	-		

### Phases in Stage

Stage No.	Phases in Stage
1	A C
2	A
3	E F G H I
4	B D

### Stage Diagram



### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

	To Stage				
	1	2	3	4	
From Stage	1		0	10	6
	2	2		10	6
	3	17	17		17
	4	5	5	8	

**Give-Way Lane Input Data**

Junction: J1: South Bar Street / Oxford Road / Bloxham Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/2 (South Bar Street)	J1:4/1 (Right)	1439	0	J1:5/2	1.09	All	2.00	-	0.50	2	2.00

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road
There are no Opposed Lanes in this Junction

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road												
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)	
J3:1/2 (Oxford Road Southbound (2))	J3:4/1 (Right)	1439	0	J3:5/1	1.09	All	-	-	-	-	-	
				J3:5/2	1.09	To J2:4/1 (Ahead)						
J3:5/2 (Oxford Road Northbound (3))	J3:2/1 (Right)	1439	0	J3:1/1	1.09	All	2.00	2.00	0.50	2	2.00	
				J3:1/2	1.09	To J3:6/2 (Ahead)						
J3:7/3 (Oxford Road Northbound (4))	J3:9/1 (Right)	1439	0	J3:6/1	1.09	All	2.00	-	0.50	2	2.00	
				J3:6/2	1.09	All						

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Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J4:1/2 (Oxford Road Southbound (4))	J4:5/1 (Right)	1439	0	J4:6/1	1.09	All	2.00	2.00	0.50	2	2.00
J4:2/2 (Sainsbury Access)	J3:7/1 (Right)	1439	0	J4:1/1	1.09	To J5:1/1 (Ahead)	-	-	-	-	-
				J4:2/1	1.09	All					
				J4:6/1	1.09	To J3:7/1 (Ahead) To J3:7/2 (Ahead)					
				J4:6/2	1.09	All					
	J3:7/2 (Right)	1439	0	J4:1/1	1.09	To J5:1/1 (Ahead)					
				J4:1/2	1.09	All					
				J4:6/1	1.09	To J3:7/1 (Ahead) To J3:7/2 (Ahead)					
				J4:6/2	1.09	All					
J4:4/1 (Farmfield Road)	J5:1/1 (Right)	1439	0	J4:6/1	1.09	To J3:7/1 (Ahead) To J3:7/2 (Ahead)	2.00	2.00	0.50	2	2.00
				J4:6/2	1.09	All					
				J4:1/1	1.09	To J5:1/1 (Ahead)					
				J4:1/2	1.09	All					
	J5:1/2 (Right)	1439	0	J4:6/1	1.09	To J3:7/1 (Ahead) To J3:7/2 (Ahead)					
				J4:6/2	1.09	All					
				J4:1/1	1.09	To J5:1/1 (Ahead)					
				J4:1/2	1.09	All					
J4:6/2 (Oxford Road Northbound (5))	J4:3/1 (Right)	1439	0	J4:1/1	1.09	All	2.00	-	0.50	2	2.00
				J4:1/2	1.09	To J5:1/2 (Ahead)					

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Junction: J5: Oxford Road / Grange Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J5:1/1 (Oxford Road Southbound (5))	J5:3/1 (Ahead)	1439	0	J5:1/2	1.09	To J5:3/1 (Ahead)	-	-	-	-	-
J5:1/2 (Oxford Road Southbound (5))	J5:3/1 (Ahead)	1439	0	J5:1/1	1.09	All	-	-	-	-	-
	J5:5/1 (Right)	1439	0	J5:2/1	1.09	All					
	J4:6/1 (Left)	1439	0	J5:2/1	1.09	To J4:6/1 (Ahead)					
J5:4/1 (Grange Road)	J5:3/1 (Right)	1439	0	J5:2/1	1.09	To J4:6/1 (Ahead)	-	-	-	-	-
				J5:1/2	1.09	All					

**Lane Input Data**

Junction: J1: South Bar Street / Oxford Road / Bloxham Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (South Bar Street)	U	A	2	3	60.0	Geom	-	3.00	6.00	Y	Arm J2:1 Ahead	Inf
J1:1/2 (South Bar Street)	O	A E	2	3	18.0	Geom	-	3.00	6.00	N	Arm J1:4 Right	10.00
J1:2/1 (South Bar Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (Bloxham Road)	U	D	2	3	14.0	Geom	-	3.60	0.00	Y	Arm J1:2 Left	28.80
J1:3/2 (Bloxham Road)	U	C	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J2:1 Right	13.50
J1:4/1 (Bloxham Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Oxford Road Northbound (1))	U	B	2	3	10.0	Geom	-	3.00	0.00	Y	Arm J1:4 Left	8.00
J1:5/2 (Oxford Road Northbound (1))	U	B	2	3	38.0	Geom	-	3.90	0.00	Y	Arm J1:2 Ahead	Inf



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Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Oxford Road Southbound (1))	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J2:3 Left	16.00
J2:1/2 (Oxford Road Southbound (1))	U	A	2	3	39.0	Geom	-	3.00	0.00	N	Arm J3:1 Ahead	Inf
J2:2/1 (Upper Windsor Street)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:1 Left	16.50
J2:2/2 (Upper Windsor Street)	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:5 Right	24.70
J2:3/1 (Upper Windsor Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Oxford Road Northbound (2))	U	E	2	3	40.0	Geom	-	3.00	0.00	Y	Arm J1:5 Ahead	Inf
J2:4/2 (Oxford Road Northbound (2))	U	D	2	3	8.0	Geom	-	3.00	0.00	N	Arm J2:3 Right	18.60

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Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Oxford Road Southbound (2))	U	H	2	3	13.0	Geom	-	3.00	0.00	Y	Arm J3:2 Left	3.00
											Arm J3:6 Ahead	Inf
J3:1/2 (Oxford Road Southbound (2))	O	H	2	3	42.0	Geom	-	3.10	0.00	N	Arm J3:4 Right	19.90
											Arm J3:6 Ahead	Inf
J3:2/1 (Hospital (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/1 (Horton View)	U	G	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J2:4 Left	7.00
											Arm J3:2 Ahead	Inf
											Arm J3:6 Right	18.70
J3:4/1 (Horton View (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1 (Oxford Road Northbound (3))	U	F	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J3:4 Left	9.60
J3:5/2 (Oxford Road Northbound (3))	O	F	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J3:2 Right	11.00
J3:6/1 (Oxford Road Southbound (3))	U	A	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J3:9 Left	8.00
											Arm J4:1 Ahead	Inf
J3:6/2 (Oxford Road Southbound (3))	U	A	2	3	6.0	Geom	-	3.00	0.00	N	Arm J4:1 Ahead	Inf
J3:7/1 (Oxford Road Northbound (4))	U	C	2	3	24.0	Geom	-	2.80	0.00	Y	Arm J3:5 Ahead	Inf

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J3:7/2 (Oxford Road Northbound (4))	U	C	2	3	16.0	Geom	-	2.80	0.00	N	Arm J3:5 Ahead	Inf
J3:7/3 (Oxford Road Northbound (4))	O	C	2	3	16.0	Geom	-	3.00	0.00	Y	Arm J3:9 Right	14.90
J3:8/1 (Hightown Road)	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J3:5 Right	14.80
											Arm J4:1 Left	6.20
J3:9/1 (Hightown Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (Oxford Road Southbound (4))	U	C	2	3	23.0	Geom	-	3.00	0.00	Y	Arm J4:3 Left	9.30
											Arm J5:1 Ahead	Inf
J4:1/2 (Oxford Road Southbound (4))	O	C	2	3	23.0	Geom	-	3.00	0.00	N	Arm J4:5 Right	11.00
											Arm J5:1 Ahead	Inf
J4:2/1 (Sainsbury Access)	U	D	2	3	5.0	Geom	-	3.10	0.00	Y	Arm J5:1 Left	16.00
J4:2/2 (Sainsbury Access)	O	D	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J3:7 Right	11.40
											Arm J4:5 Ahead	Inf
J4:3/1 (Sainsbury Access (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:4/1 (Farmfield Road)	O	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm J3:7 Left	9.70
											Arm J4:3 Ahead	Inf
											Arm J5:1 Right	14.00
J4:5/1 (Farmfield Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/1 (Oxford Road Northbound (5))	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J3:7 Ahead	Inf
											Arm J4:5 Left	8.80
J4:6/2 (Oxford Road Northbound (5))	O	A	2	3	11.0	Geom	-	3.20	0.00	Y	Arm J4:3 Right	12.00

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Junction: J5: Oxford Road / Grange Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J5:1/1 (Oxford Road Southbound (5))	O		2	3	15.0	Geom	-	3.25	0.00	Y	Arm J5:3 Ahead	Inf
J5:1/2 (Oxford Road Southbound (5))	O		2	3	15.0	Geom	-	3.00	0.00	Y	Arm J5:3 Ahead	Inf
											Arm J5:5 Right	12.00
J5:2/1 (Oxford Road Northbound (Entry))	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J4:6 Ahead	Inf
											Arm J5:5 Left	9.30
J5:3/1 (Oxford Road Southbound (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:4/1 (Grange Road)	O		2	3	60.0	Geom	-	2.80	0.00	Y	Arm J4:6 Left	14.00
											Arm J5:3 Right	9.40
J5:5/1 (Grange Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
31: 'V2 - 2017 Base + Dev AM (90%)'	08:00	09:00	01:00	
32: 'V2 - 2017 Base + Dev PM (90%)'	17:00	18:00	01:00	
33: 'V2 - 2022 Base + Dev AM (90%)'	08:00	09:00	01:00	
34: 'V2 - 2022 Base + Dev PM (90%)'	17:00	18:00	01:00	

**Scenario 11: 'V2 - 2017 Base + Dev AM (90%)'** (FG31: 'V2 - 2017 Base + Dev AM (90%)', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination										Tot.
		A	B	C	D	E	F	G	H	I	J	
Origin	A	0	294	112	34	8	48	38	6	203	15	758
	B	552	0	58	17	4	25	19	3	105	8	791
	C	101	52	0	23	6	33	26	4	141	10	396
	D	54	28	31	0	14	29	23	4	124	9	316
	E	0	0	0	0	0	0	0	0	0	0	0
	F	44	22	25	12	1	0	20	3	108	8	243
	G	22	11	13	6	1	10	0	50	46	3	162
	H	31	16	18	9	1	14	18	0	87	6	200
	I	197	101	112	56	6	91	77	3	0	23	666
	J	25	13	14	7	1	12	10	0	36	0	118
	Tot.	1026	537	383	164	42	262	231	73	850	82	3650

**Traffic Lane Flows**

Lane	Scenario 11: V2 - 2017 Base + Dev AM (90%)
<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>	
J1:1/1	464
J1:1/2	294
J1:2/1	1026
J1:3/1 (short)	552
J1:3/2 (with short)	791(In) 239(Out)
J1:4/1	537
J1:5/1 (short)	243
J1:5/2 (with short)	717(In) 474(Out)
<b>Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	
J2:1/1 (short)	170
J2:1/2 (with short)	703(In) 533(Out)
J2:2/1	243
J2:2/2	153
J2:3/1	383
J2:4/1 (with short)	777(In) 564(Out)
J2:4/2 (short)	213
<b>Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	
J3:1/1 (short)	498
J3:1/2 (with short)	776(In) 278(Out)
J3:2/1	42
J3:3/1	316
J3:4/1	164
J3:5/1	365
J3:5/2	399
J3:6/1	561
J3:6/2	312
J3:7/1	311
J3:7/2 (with short)	476(In) 349(Out)
J3:7/3 (short)	127
J3:8/1	243
J3:9/1	262
<b>Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	
J4:1/1	501

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J4:1/2	376
J4:2/1 (short)	49
J4:2/2 (with short)	162(In) 113(Out)
J4:3/1	231
J4:4/1	200
J4:5/1	73
J4:6/1 (with short)	725(In) 638(Out)
J4:6/2 (short)	87
<b>Junction: J5: Oxford Road / Grange Road</b>	
J5:1/1	508
J5:1/2	365
J5:2/1	666
J5:3/1	850
J5:4/1	118
J5:5/1	82

**Lane Saturation Flows**

<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.00	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1613	1613
J1:5/2 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005



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Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

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Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	3.6 %	1881	1881
				Arm J3:6 Ahead	Inf	96.4 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	26.6 %	2024	2024
				Arm J3:6 Ahead	Inf	73.4 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	35.8 %	1756	1756
				Arm J3:2 Ahead	Inf	4.4 %		
				Arm J3:6 Right	18.70	59.8 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	75.3 %	1844	1844
				Arm J3:4 Left	9.60	24.7 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	97.5 %	1908	1908
				Arm J3:2 Right	11.00	2.5 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	24.1 %	1832	1832
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	42.8 %	1629	1629
				Arm J4:1 Left	6.20	57.2 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

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Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	25.1 %	1840	1840
				Arm J5:1 Ahead	Inf	74.9 %		
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	5.3 %	2040	2040
				Arm J5:1 Ahead	Inf	94.7 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	55.8 %	1793	1793
				Arm J4:5 Ahead	Inf	44.2 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	44.5 %	1730	1730
				Arm J4:3 Ahead	Inf	9.0 %		
				Arm J5:1 Right	14.00	46.5 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	99.5 %	1913	1913
				Arm J4:5 Left	8.80	0.5 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.25	0.00	Y	Arm J5:3 Ahead	Inf	100.0 %	1940	1940
J5:1/2 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	83.8 %	1877	1877
				Arm J5:5 Right	12.00	16.2 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	96.5 %	1904	1904
				Arm J5:5 Left	9.30	3.5 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	69.5 %	1687	1687
				Arm J5:3 Right	9.40	30.5 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 12: 'V2 - 2017 Base + Dev PM (90%)'** (FG32: 'V2 - 2017 Base + Dev PM (90%)', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	438	88	36	2	48	87	4	237	21	961
	B	334	0	35	14	1	19	34	1	93	8	539
	C	123	97	0	16	1	22	39	2	106	9	415
	D	39	31	28	0	13	22	39	2	107	10	291
	E	0	0	0	0	0	0	0	0	0	0	0
	F	39	30	28	21	1	0	47	2	128	11	307
	G	7	5	5	4	0	3	0	71	33	3	131
	H	60	47	43	33	1	28	80	0	145	13	450
	I	181	142	131	99	3	83	108	17	0	45	809
	J	9	7	7	5	0	4	6	1	19	0	58
	Tot.	792	797	365	228	22	229	440	100	868	120	3961

**Traffic Lane Flows**

Lane	Scenario 12: V2 - 2017 Base + Dev PM (90%)
<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>	
J1:1/1	523
J1:1/2	438
J1:2/1	792
J1:3/1 (short)	334
J1:3/2 (with short)	539(In) 205(Out)
J1:4/1	797
J1:5/1 (short)	359
J1:5/2 (with short)	817(In) 458(Out)
<b>Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	
J2:1/1 (short)	123
J2:1/2 (with short)	728(In) 605(Out)
J2:2/1	195
J2:2/2	220
J2:3/1	365
J2:4/1 (with short)	839(In) 597(Out)
J2:4/2 (short)	242
<b>Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	
J3:1/1 (short)	447
J3:1/2 (with short)	800(In) 353(Out)
J3:2/1	22
J3:3/1	291
J3:4/1	228
J3:5/1	422
J3:5/2	486
J3:6/1	611
J3:6/2	299
J3:7/1	358
J3:7/2 (with short)	549(In) 431(Out)
J3:7/3 (short)	118
J3:8/1	307
J3:9/1	229
<b>Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	
J4:1/1	548

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J4:1/2	439
J4:2/1 (short)	36
J4:2/2 (with short)	131(In) 95(Out)
J4:3/1	440
J4:4/1	450
J4:5/1	100
J4:6/1 (with short)	803(In) 689(Out)
J4:6/2 (short)	114
<b>Junction: J5: Oxford Road / Grange Road</b>	
J5:1/1	480
J5:1/2	444
J5:2/1	809
J5:3/1	868
J5:4/1	58
J5:5/1	120

**Lane Saturation Flows**

<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.00	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1613	1613
J1:5/2 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

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Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

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Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	0.9 %	1906	1906
				Arm J3:6 Ahead	Inf	99.1 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	18.7 %	2036	2036
				Arm J3:6 Ahead	Inf	81.3 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	33.7 %	1761	1761
				Arm J3:2 Ahead	Inf	4.5 %		
				Arm J3:6 Right	18.70	61.9 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	61.6 %	1807	1807
				Arm J3:4 Left	9.60	38.4 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	99.0 %	1912	1912
				Arm J3:2 Right	11.00	1.0 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	18.2 %	1852	1852
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	38.8 %	1621	1621
				Arm J4:1 Left	6.20	61.2 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf



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Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	44.9 %	1786	1786
				Arm J5:1 Ahead	Inf	55.1 %		
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	2.5 %	2048	2048
				Arm J5:1 Ahead	Inf	97.5 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	25.3 %	1863	1863
				Arm J4:5 Ahead	Inf	74.7 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	47.1 %	1743	1743
				Arm J4:3 Ahead	Inf	17.8 %		
				Arm J5:1 Right	14.00	35.1 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	97.4 %	1907	1907
				Arm J4:5 Left	8.80	2.6 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.25	0.00	Y	Arm J5:3 Ahead	Inf	100.0 %	1940	1940
J5:1/2 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	83.1 %	1875	1875
				Arm J5:5 Right	12.00	16.9 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	94.4 %	1898	1898
				Arm J5:5 Left	9.30	5.6 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	67.2 %	1685	1685
				Arm J5:3 Right	9.40	32.8 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 13: 'V2 - 2022 Base + Dev AM (90%)'** (FG33: 'V2 - 2022 Base + Dev AM (90%)', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	302	115	35	8	50	39	6	210	15	780
	B	566	0	59	18	4	25	20	3	108	8	811
	C	104	53	0	24	6	34	27	4	146	10	408
	D	56	29	32	0	14	30	24	4	127	9	325
	E	0	0	0	0	0	0	0	0	0	0	0
	F	45	23	25	13	1	0	21	3	111	8	250
	G	23	12	13	6	1	11	0	52	47	3	168
	H	32	16	18	9	1	15	18	0	89	6	204
	I	204	104	116	57	6	94	78	3	0	23	685
	J	26	13	15	7	1	12	10	0	38	0	122
	Tot.	1056	552	393	169	42	271	237	75	876	82	3753

**Traffic Lane Flows**

Lane	Scenario 13: V2 - 2022 Base + Dev AM (90%)
<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>	
J1:1/1	478
J1:1/2	302
J1:2/1	1056
J1:3/1 (short)	566
J1:3/2 (with short)	811(In) 245(Out)
J1:4/1	552
J1:5/1 (short)	250
J1:5/2 (with short)	740(In) 490(Out)
<b>Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	
J2:1/1 (short)	174
J2:1/2 (with short)	723(In) 549(Out)
J2:2/1	251
J2:2/2	157
J2:3/1	393
J2:4/1 (with short)	802(In) 583(Out)
J2:4/2 (short)	219
<b>Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	
J3:1/1 (short)	538
J3:1/2 (with short)	800(In) 262(Out)
J3:2/1	42
J3:3/1	325
J3:4/1	169
J3:5/1	559
J3:5/2	228
J3:6/1	595
J3:6/2	304
J3:7/1	517
J3:7/2 (with short)	295(In) 163(Out)
J3:7/3 (short)	132
J3:8/1	250
J3:9/1	271
<b>Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	
J4:1/1	488

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J4:1/2	415
J4:2/1 (short)	50
J4:2/2 (with short)	168(In) 118(Out)
J4:3/1	237
J4:4/1	204
J4:5/1	75
J4:6/1 (with short)	746(In) 658(Out)
J4:6/2 (short)	88
<b>Junction: J5: Oxford Road / Grange Road</b>	
J5:1/1	493
J5:1/2	404
J5:2/1	685
J5:3/1	876
J5:4/1	122
J5:5/1	82

**Lane Saturation Flows**

<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.00	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1613	1613
J1:5/2 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

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Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	3.3 %	1883	1883
				Arm J3:6 Ahead	Inf	96.7 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	29.4 %	2020	2020
				Arm J3:6 Ahead	Inf	70.6 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	36.0 %	1756	1756
				Arm J3:2 Ahead	Inf	4.3 %		
				Arm J3:6 Right	18.70	59.7 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	83.5 %	1867	1867
				Arm J3:4 Left	9.60	16.5 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	95.6 %	1904	1904
				Arm J3:2 Right	11.00	4.4 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	23.4 %	1835	1835
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	42.8 %	1629	1629
				Arm J4:1 Left	6.20	57.2 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

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Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	26.8 %	1836	1836
				Arm J5:1 Ahead	Inf	73.2 %		
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	4.8 %	2042	2042
				Arm J5:1 Ahead	Inf	95.2 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	55.9 %	1793	1793
				Arm J4:5 Ahead	Inf	44.1 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	44.6 %	1729	1729
				Arm J4:3 Ahead	Inf	8.8 %		
				Arm J5:1 Right	14.00	46.6 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	99.5 %	1914	1914
				Arm J4:5 Left	8.80	0.5 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.25	0.00	Y	Arm J5:3 Ahead	Inf	100.0 %	1940	1940
J5:1/2 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	85.4 %	1881	1881
				Arm J5:5 Right	12.00	14.6 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	96.6 %	1905	1905
				Arm J5:5 Left	9.30	3.4 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	68.9 %	1687	1687
				Arm J5:3 Right	9.40	31.1 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 14: 'V2 - 2022 Base + Dev PM (90%)'** (FG34: 'V2 - 2022 Base + Dev PM (90%)', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	450	92	37	2	50	89	4	244	22	990
	B	344	0	36	14	1	20	35	1	96	9	556
	C	127	100	0	16	1	22	40	2	109	10	427
	D	41	32	29	0	14	23	40	2	110	10	301
	E	0	0	0	0	0	0	0	0	0	0	0
	F	40	31	29	22	1	0	48	2	132	12	317
	G	7	5	5	4	0	3	0	73	34	3	134
	H	62	49	45	34	1	29	83	0	150	13	466
	I	187	146	134	102	3	86	112	17	0	46	833
	J	10	8	7	5	0	4	6	1	20	0	61
	Tot.	818	821	377	234	23	237	453	102	895	125	4085



**Traffic Lane Flows**

Lane	Scenario 14: V2 - 2022 Base + Dev PM (90%)
<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>	
J1:1/1	540
J1:1/2	450
J1:2/1	818
J1:3/1 (short)	344
J1:3/2 (with short)	556(In) 212(Out)
J1:4/1	821
J1:5/1 (short)	371
J1:5/2 (with short)	845(In) 474(Out)
<b>Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	
J2:1/1 (short)	128
J2:1/2 (with short)	752(In) 624(Out)
J2:2/1	200
J2:2/2	227
J2:3/1	377
J2:4/1 (with short)	867(In) 618(Out)
J2:4/2 (short)	249
<b>Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	
J3:1/1 (short)	474
J3:1/2 (with short)	824(In) 350(Out)
J3:2/1	23
J3:3/1	301
J3:4/1	234
J3:5/1	464
J3:5/2	473
J3:6/1	613
J3:6/2	325
J3:7/1	399
J3:7/2 (with short)	537(In) 415(Out)
J3:7/3 (short)	122
J3:8/1	317
J3:9/1	237
<b>Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	
J4:1/1	549

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J4:1/2	468
J4:2/1 (short)	37
J4:2/2 (with short)	134(In) 97(Out)
J4:3/1	453
J4:4/1	466
J4:5/1	102
J4:6/1 (with short)	828(In) 710(Out)
J4:6/2 (short)	118
<b>Junction: J5: Oxford Road / Grange Road</b>	
J5:1/1	481
J5:1/2	473
J5:2/1	833
J5:3/1	895
J5:4/1	61
J5:5/1	125

**Lane Saturation Flows**

<b>Junction: J1: South Bar Street / Oxford Road / Bloxham Road</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.00	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1613	1613
J1:5/2 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

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Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	0.8 %	1907	1907
				Arm J3:6 Ahead	Inf	99.2 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	19.1 %	2036	2036
				Arm J3:6 Ahead	Inf	80.9 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	33.9 %	1760	1760
				Arm J3:2 Ahead	Inf	4.7 %		
				Arm J3:6 Right	18.70	61.5 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	64.0 %	1813	1813
				Arm J3:4 Left	9.60	36.0 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	98.9 %	1912	1912
				Arm J3:2 Right	11.00	1.1 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	18.8 %	1850	1850
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	38.8 %	1621	1621
				Arm J4:1 Left	6.20	61.2 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

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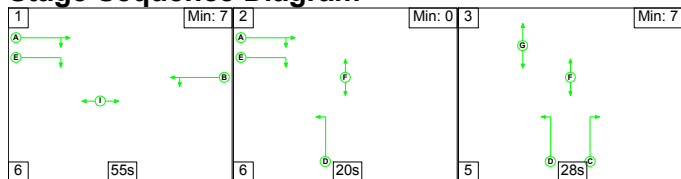
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	45.9 %	1783	1783
				Arm J5:1 Ahead	Inf	54.1 %		
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	2.4 %	2048	2048
				Arm J5:1 Ahead	Inf	97.6 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	24.7 %	1864	1864
				Arm J4:5 Ahead	Inf	75.3 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	47.2 %	1742	1742
				Arm J4:3 Ahead	Inf	17.8 %		
				Arm J5:1 Right	14.00	35.0 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	97.5 %	1907	1907
				Arm J4:5 Left	8.80	2.5 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.25	0.00	Y	Arm J5:3 Ahead	Inf	100.0 %	1940	1940
J5:1/2 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	83.3 %	1876	1876
				Arm J5:5 Right	12.00	16.7 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	94.5 %	1898	1898
				Arm J5:5 Left	9.30	5.5 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	67.2 %	1685	1685
				Arm J5:3 Right	9.40	32.8 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'V2 - 2017 Base + Dev AM (90%)' (FG31: 'V2 - 2017 Base + Dev AM (90%)', Plan 1: 'Network Control Plan 1')

C1

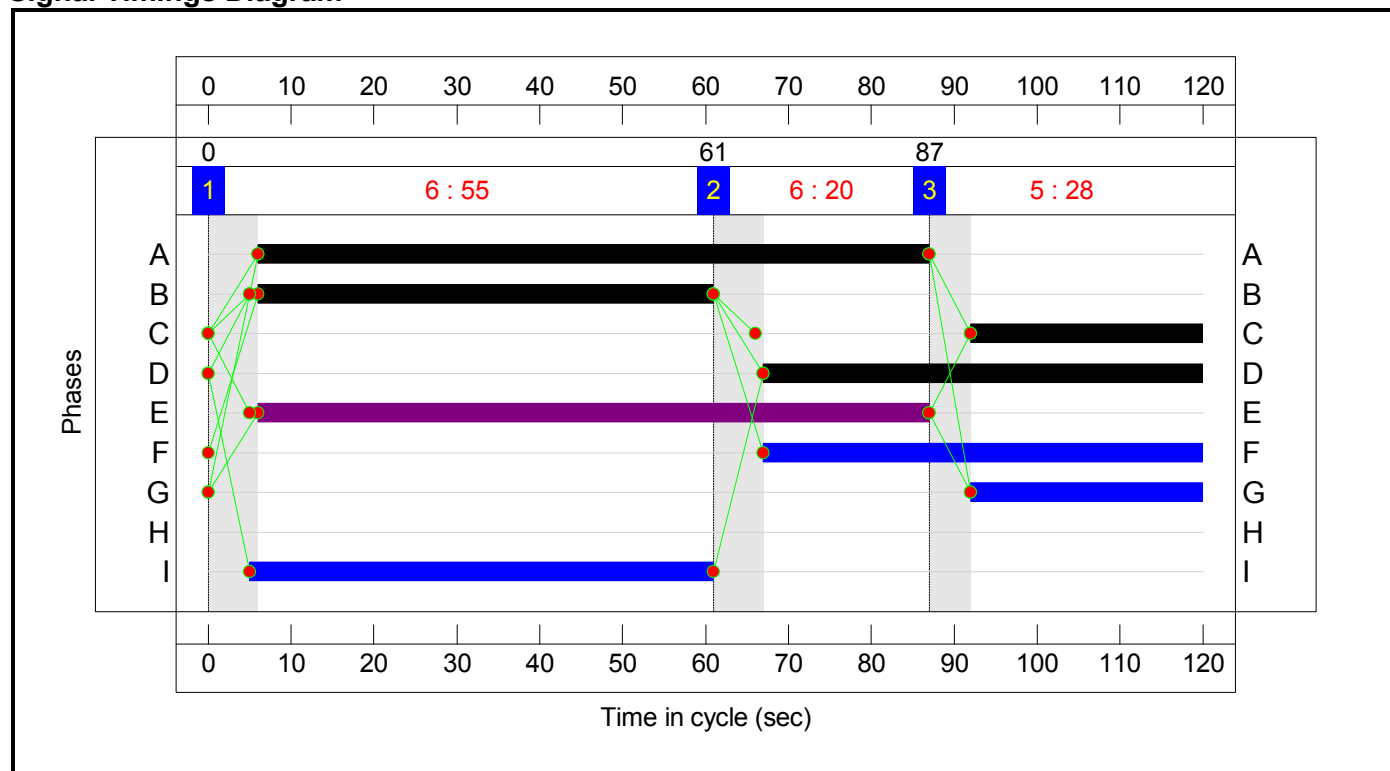
Stage Sequence Diagram



Stage Timings

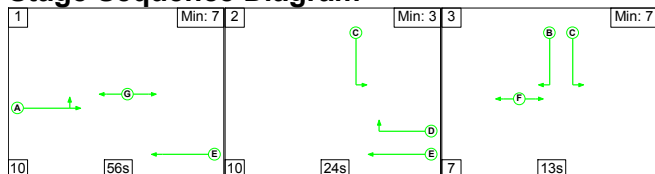
Stage	1	2	3
Duration	55	20	28
Change Point	0	61	87

Signal Timings Diagram



C2

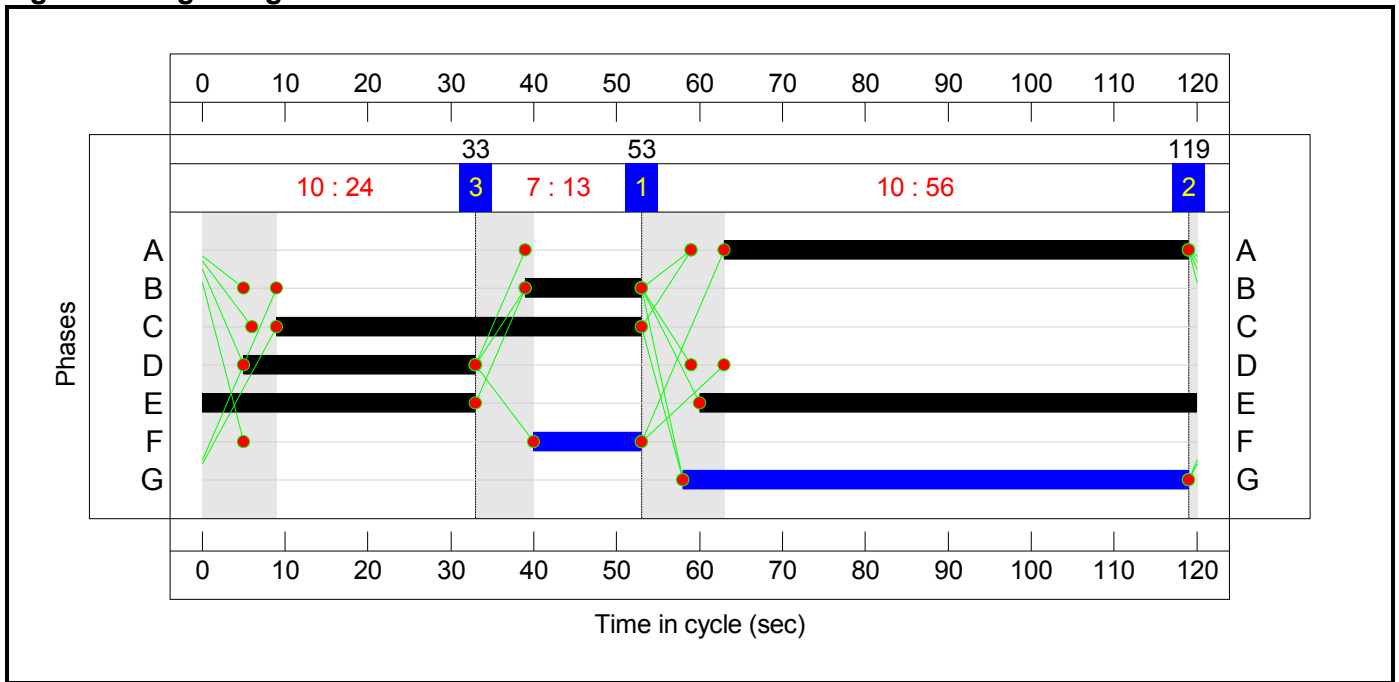
Stage Sequence Diagram



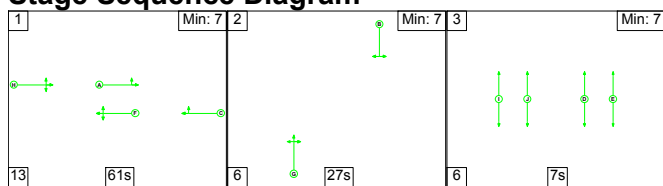
Stage Timings

Stage	1	2	3
Duration	56	24	13
Change Point	53	119	33

### Signal Timings Diagram



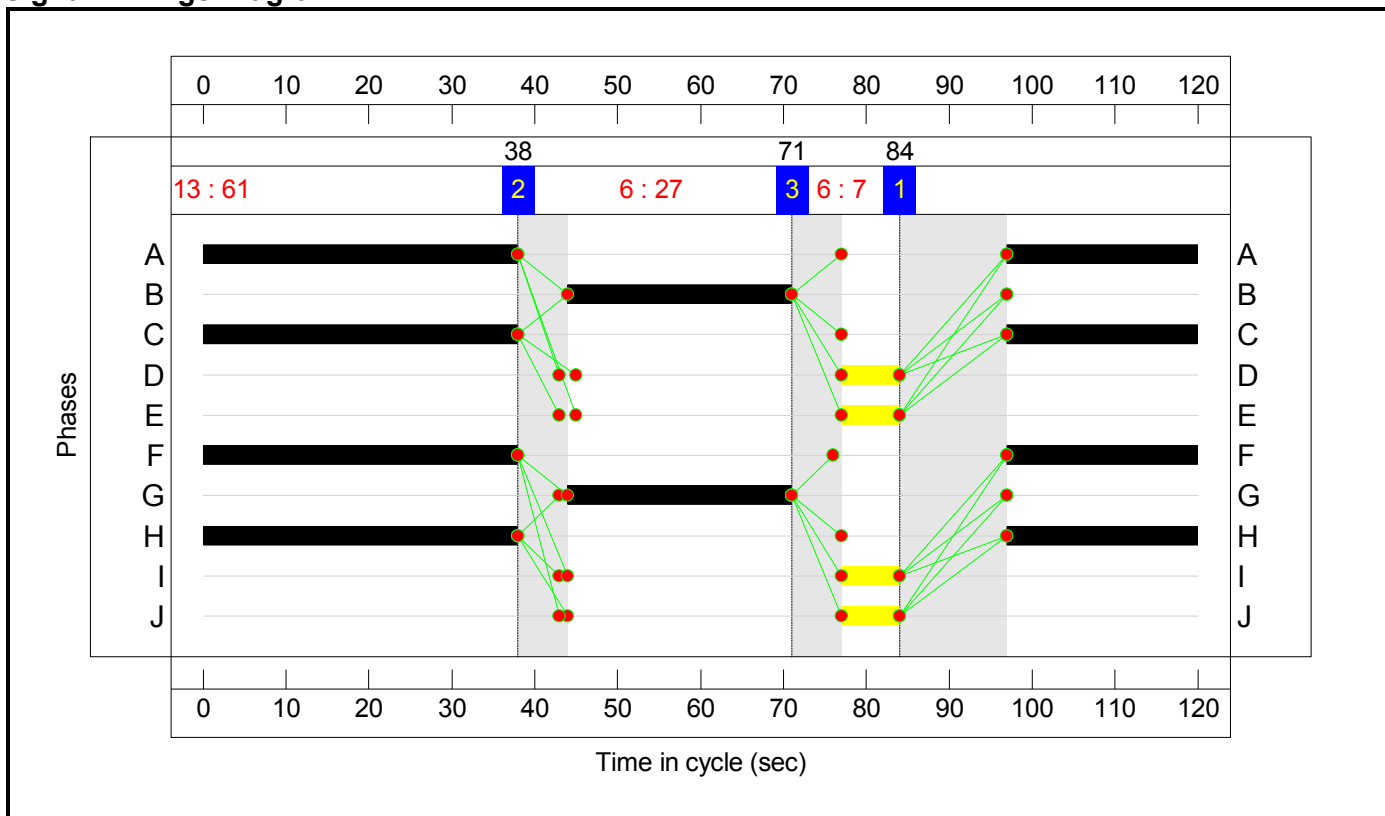
### C3 Stage Sequence Diagram



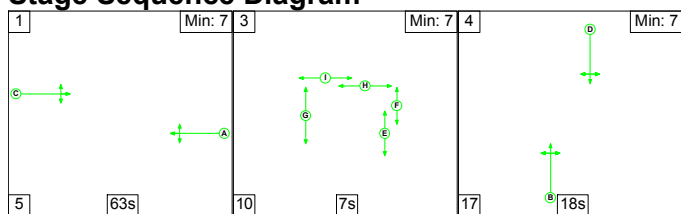
### Stage Timings

Stage	1	2	3
Duration	61	27	7
Change Point	84	38	71

### Signal Timings Diagram



### C4 Stage Sequence Diagram

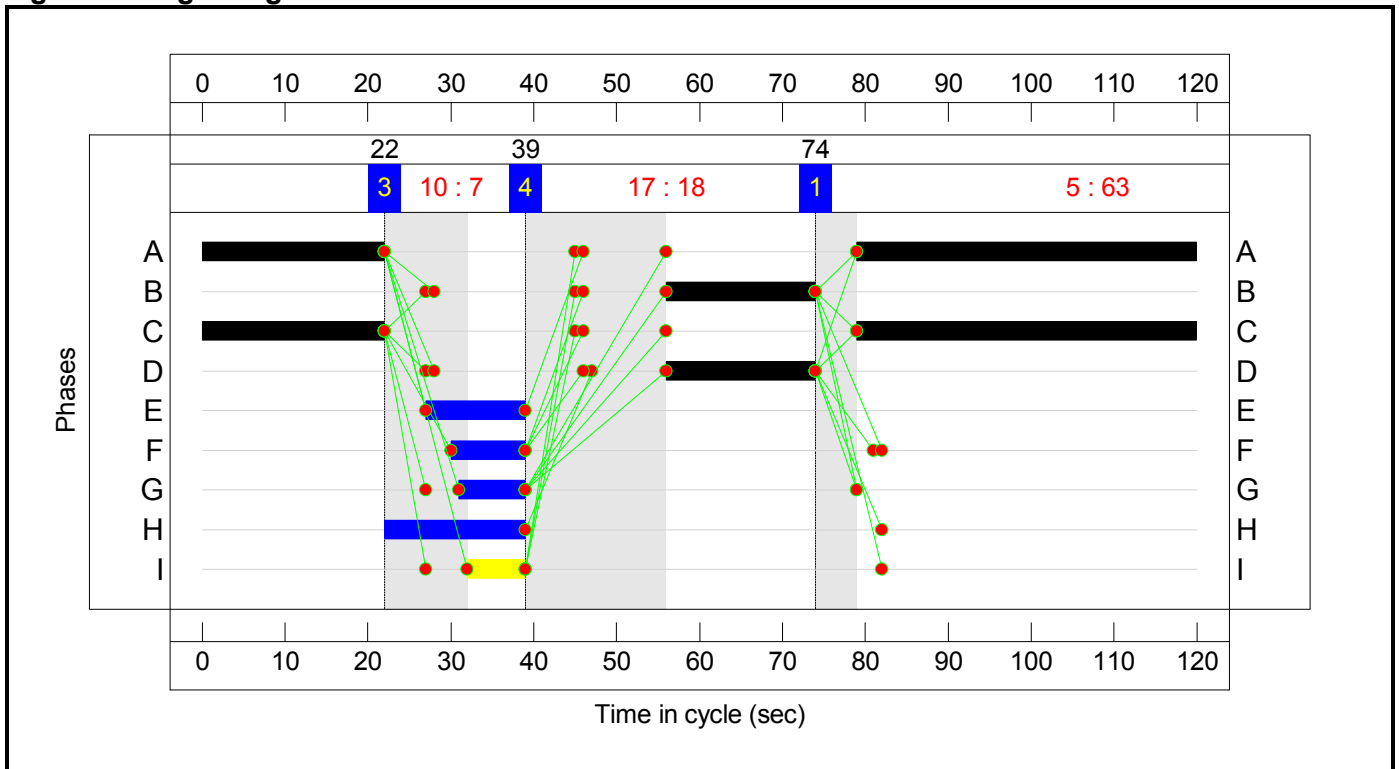


### Stage Timings

Stage	1	3	4
Duration	63	7	18
Change Point	74	22	39

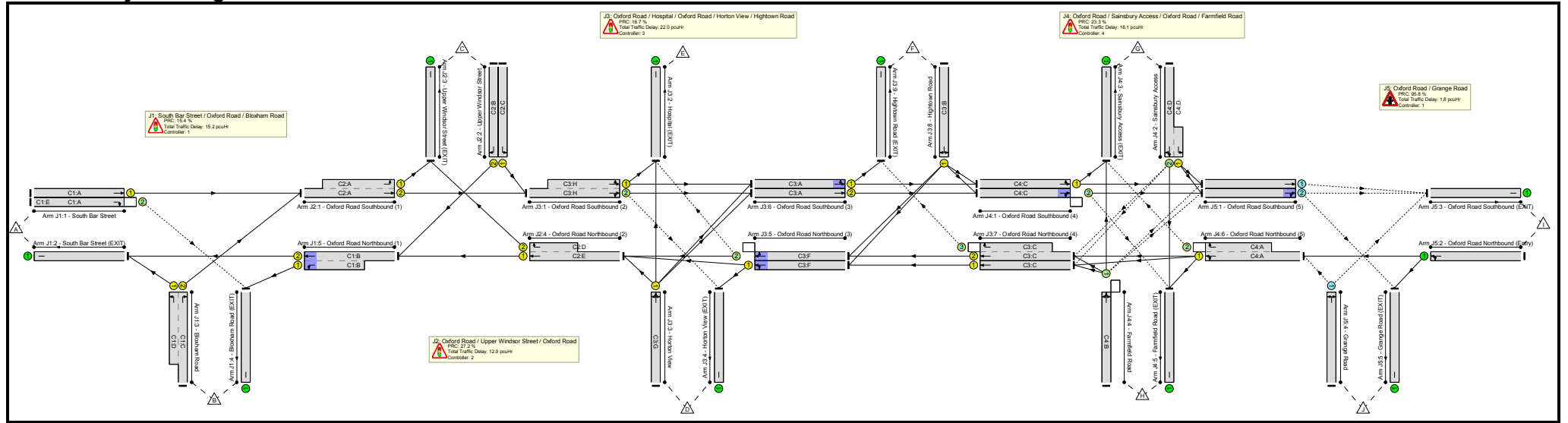


**Signal Timings Diagram**



# Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

## Network Layout Diagram



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**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>78.0%</b>
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>78.0%</b>
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	81	-	464	1663	1136	40.8%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	81	81	294	1568	624	47.1%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	1026	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	28:53	-	791	1733:1877	1014	78.0%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
5/2+5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	55	-	717	2005:1613	1040	68.9%
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.7%</b>
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	56	-	703	2055:1751	1103	63.7%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	44	-	243	1801	675	36.0%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	14	-	153	1984	248	61.7%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	93:28	-	777	1915:1902	1098	70.7%

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<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>77.1%</b>
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H	1	61	-	776	2024:1881	1191	65.2%	
2/1	Hospital (EXIT)	U	N/A	N/A	-	-	-	-	42	Inf	Inf	0.0%	
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G	1	27	-	316	1756	410	77.1%	
4/1	Horton View (EXIT)	U	N/A	N/A	-	-	-	-	164	Inf	Inf	0.0%	
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F	1	61	-	365	1844	953	38.3%	
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F	1	61	-	399	1908	986	40.5%	
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A	1	61	-	561	1832	947	59.3%	
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A	1	61	-	312	2055	1062	29.4%	
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C	1	61	-	311	1895	979	31.8%	
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C	1	61	-	476	2035:1740	1039	45.8%	
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B	1	27	-	243	1629	380	63.9%	
9/1	Hightown Road (EXIT)	U	N/A	N/A	-	-	-	-	262	Inf	Inf	0.0%	
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>73.0%</b>	
1/1	Oxford Road Southbound (4) Left Ahead	U	N/A	N/A	C4:C	1	63	-	501	1840	981	51.1%	

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1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	63	-	376	2040	1088	34.6%
2/2+2/1	Sainsbury Access Right Ahead Left	O+U	N/A	N/A	C4:D		1	18	-	162	1793:1760	349	46.5%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	18	-	200	1730	274	73.0%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A		1	63	-	725	1913:1720	1051	69.0%
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>46.0%</b>
1/1	Oxford Road Southbound (5) Ahead	O	N/A	N/A	-		-	-	-	508	1940	1105	46.0%
1/2	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	365	1877	808	45.2%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	666	1904	1904	35.0%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	118	1687	486	24.3%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

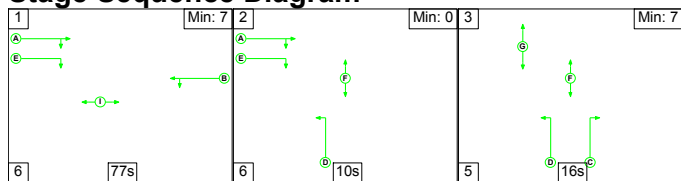
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	<b>1493</b>	<b>204</b>	<b>62</b>	<b>48.8</b>	<b>17.3</b>	<b>1.8</b>	<b>68.0</b>	-	-	-	-
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>230</b>	<b>59</b>	<b>5</b>	<b>11.0</b>	<b>3.6</b>	<b>0.6</b>	<b>15.2</b>	-	-	-	-
1/1	464	464	-	-	-	1.1	0.3	-	1.4	11.0	6.7	0.3	7.0
1/2	294	294	230	59	5	1.1	0.4	0.6	2.1	25.8	6.2	0.4	6.7
2/1	1026	1026	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	791	791	-	-	-	6.6	1.7	-	8.3	38.0	14.7	1.7	16.4
4/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	717	717	-	-	-	2.2	1.1	-	3.3	16.7	10.1	1.1	11.2
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>3.1</b>	<b>0.0</b>	<b>12.9</b>	-	-	-	-
1/2+1/1	703	703	-	-	-	3.9	0.9	-	4.8	24.5	10.6	0.9	11.5
2/1	243	243	-	-	-	1.8	0.3	-	2.1	31.3	5.8	0.3	6.1
2/2	153	153	-	-	-	2.1	0.8	-	2.9	68.4	4.8	0.8	5.6
3/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	777	777	-	-	-	1.9	1.2	-	3.1	14.2	22.0	1.2	23.2
<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>174</b>	<b>5</b>	<b>33</b>	<b>15.5</b>	<b>5.7</b>	<b>0.9</b>	<b>22.0</b>	-	-	-	-
1/2+1/1	776	776	69	5	0	3.1	0.9	-	4.0	18.7	13.7	0.9	14.6
2/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	316	316	-	-	-	3.8	1.6	-	5.4	61.6	9.8	1.6	11.5
4/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	365	365	-	-	-	0.7	0.3	-	1.0	9.8	2.1	0.3	2.5
5/2	399	399	10	0	0	0.7	0.3	0.0	1.1	9.5	2.1	0.3	2.5
6/1	561	561	-	-	-	1.1	0.7	-	1.9	12.0	3.5	0.7	4.2

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6/2	312	312	-	-	-	1.6	0.2	-	1.8	20.5	4.7	0.2	4.9																																			
7/1	311	311	-	-	-	0.5	0.2	-	0.8	8.9	5.4	0.2	5.6																																			
7/2+7/3	476	476	94	0	33	1.2	0.4	0.8	2.4	18.4	6.5	0.4	6.9																																			
8/1	243	243	-	-	-	2.8	0.9	-	3.7	54.4	7.3	0.9	8.2																																			
9/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>98</b>	<b>140</b>	<b>25</b>	<b>12.0</b>	<b>3.6</b>	<b>0.4</b>	<b>16.1</b>	-	-	-	-																																			
1/1	501	501	-	-	-	1.6	0.5	-	2.2	15.6	5.3	0.5	5.8																																			
1/2	376	376	20	0	0	1.6	0.3	0.1	1.9	18.5	5.7	0.3	6.0																																			
2/2+2/1	162	162	14	49	0	2.0	0.4	-	2.5	54.5	3.4	0.4	3.8																																			
3/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
4/1	200	200	0	91	2	2.7	1.3	0.0	4.0	71.6	6.3	1.3	7.6																																			
5/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
6/1+6/2	725	725	64	0	23	4.1	1.1	0.3	5.5	27.5	16.0	1.1	17.1																																			
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>991</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>1.3</b>	<b>0.0</b>	<b>1.8</b>	-	-	-	-																																			
1/1	508	508	508	0	0	0.3	0.4	-	0.7	5.0	7.2	0.4	7.7																																			
1/2	365	365	365	0	0	0.2	0.4	-	0.6	6.1	4.1	0.4	4.5																																			
2/1	666	666	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3																																			
3/1	850	850	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
4/1	118	118	118	0	0	0.1	0.2	-	0.2	7.5	0.8	0.2	0.9																																			
5/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
<table> <tbody> <tr> <td>C1</td> <td>PRC for Signalled Lanes (%):</td> <td>15.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.20</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C2</td> <td>PRC for Signalled Lanes (%):</td> <td>27.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.88</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C3</td> <td>PRC for Signalled Lanes (%):</td> <td>16.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.99</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C4</td> <td>PRC for Signalled Lanes (%):</td> <td>23.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>16.07</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>15.4</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>67.98</td> <td></td> <td></td> </tr> </tbody> </table>														C1	PRC for Signalled Lanes (%):	15.4	Total Delay for Signalled Lanes (pcuHr):	15.20	Cycle Time (s):	120	C2	PRC for Signalled Lanes (%):	27.2	Total Delay for Signalled Lanes (pcuHr):	12.88	Cycle Time (s):	120	C3	PRC for Signalled Lanes (%):	16.7	Total Delay for Signalled Lanes (pcuHr):	21.99	Cycle Time (s):	120	C4	PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	16.07	Cycle Time (s):	120		PRC Over All Lanes (%):	15.4	Total Delay Over All Lanes(pcuHr):	67.98		
C1	PRC for Signalled Lanes (%):	15.4	Total Delay for Signalled Lanes (pcuHr):	15.20	Cycle Time (s):	120																																										
C2	PRC for Signalled Lanes (%):	27.2	Total Delay for Signalled Lanes (pcuHr):	12.88	Cycle Time (s):	120																																										
C3	PRC for Signalled Lanes (%):	16.7	Total Delay for Signalled Lanes (pcuHr):	21.99	Cycle Time (s):	120																																										
C4	PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	16.07	Cycle Time (s):	120																																										
	PRC Over All Lanes (%):	15.4	Total Delay Over All Lanes(pcuHr):	67.98																																												

**C1**

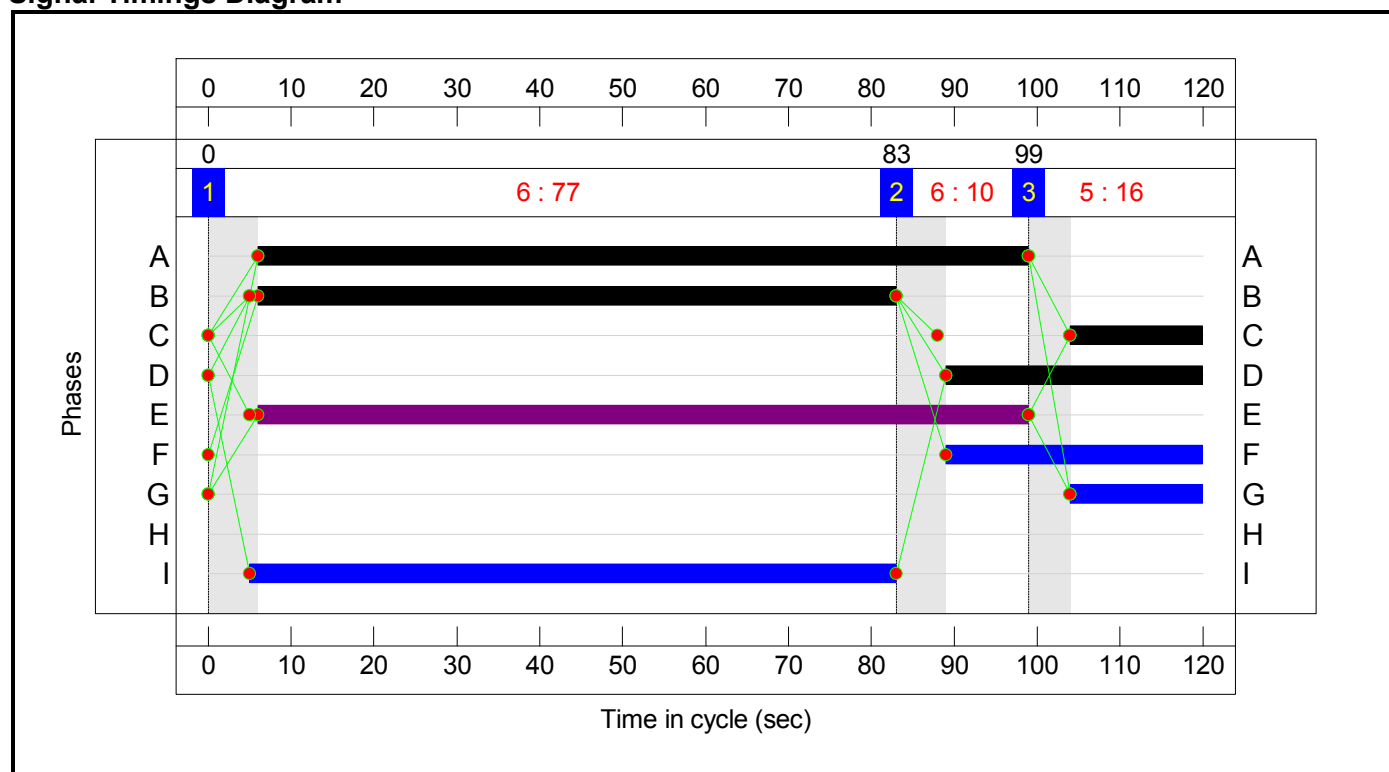
**Stage Sequence Diagram**



**Stage Timings**

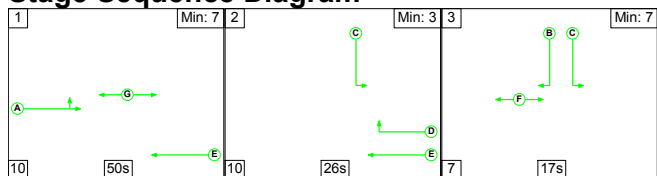
Stage	1	2	3
Duration	77	10	16
Change Point	0	83	99

**Signal Timings Diagram**



**C2**

**Stage Sequence Diagram**

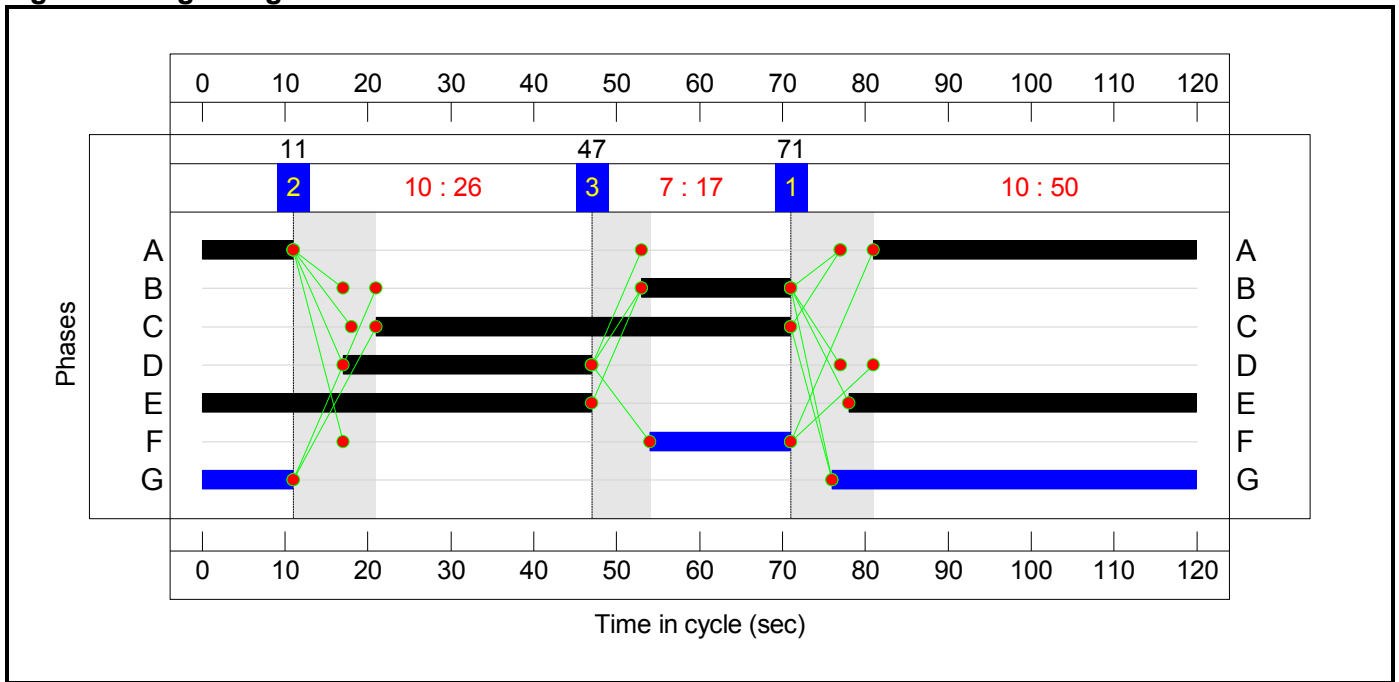


**Stage Timings**

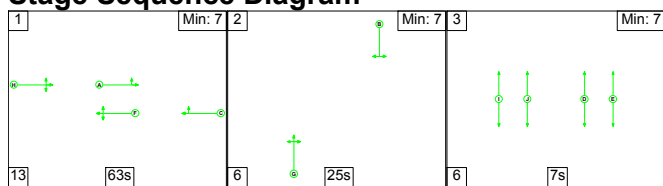
Stage	1	2	3
Duration	50	26	17
Change Point	71	11	47



### Signal Timings Diagram



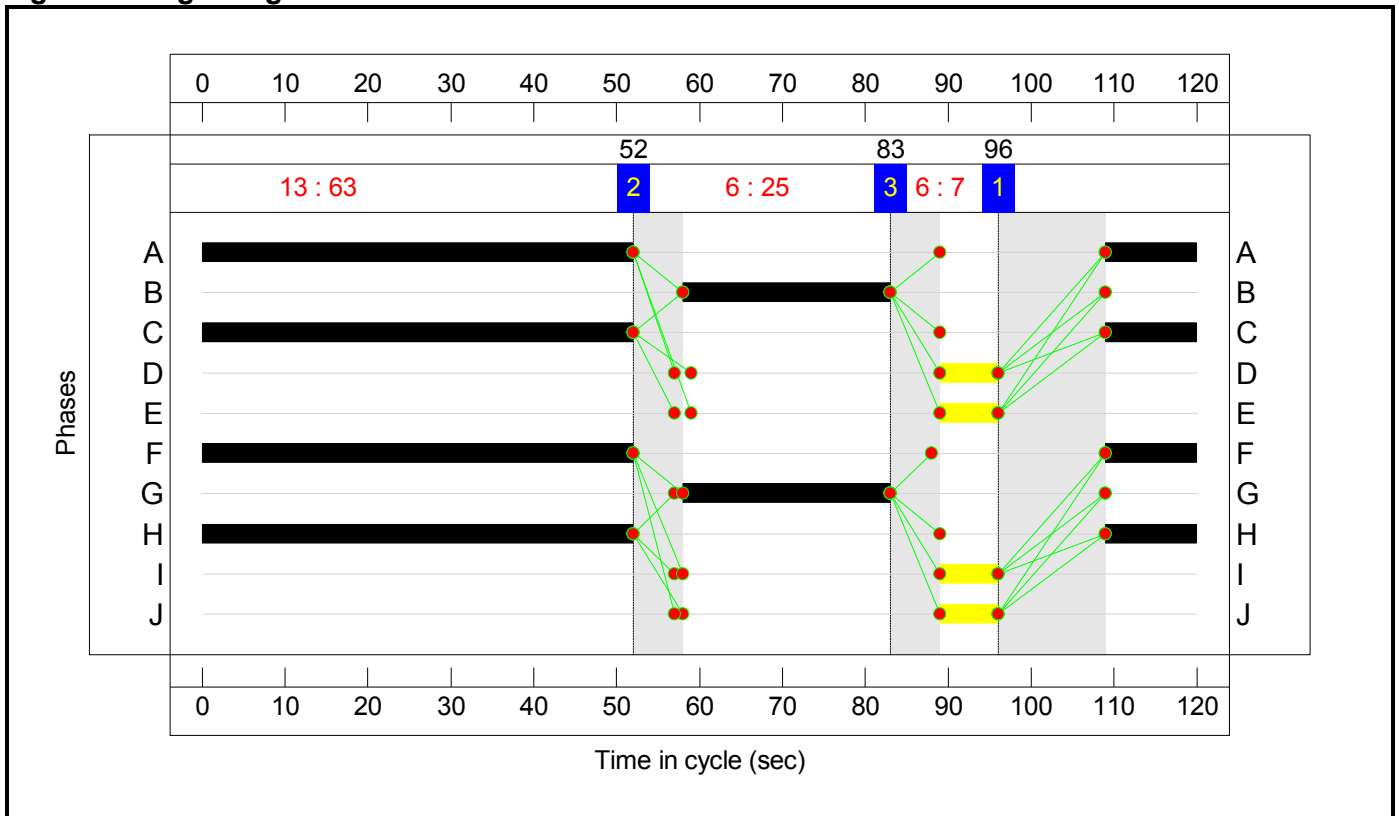
### C3 Stage Sequence Diagram



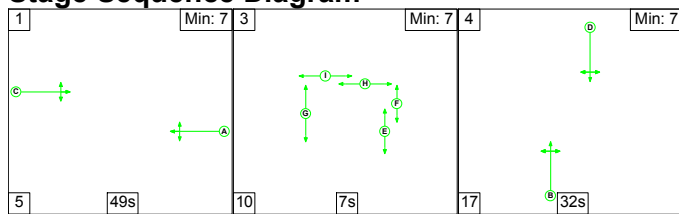
### Stage Timings

Stage	1	2	3
Duration	63	25	7
Change Point	96	52	83

### Signal Timings Diagram



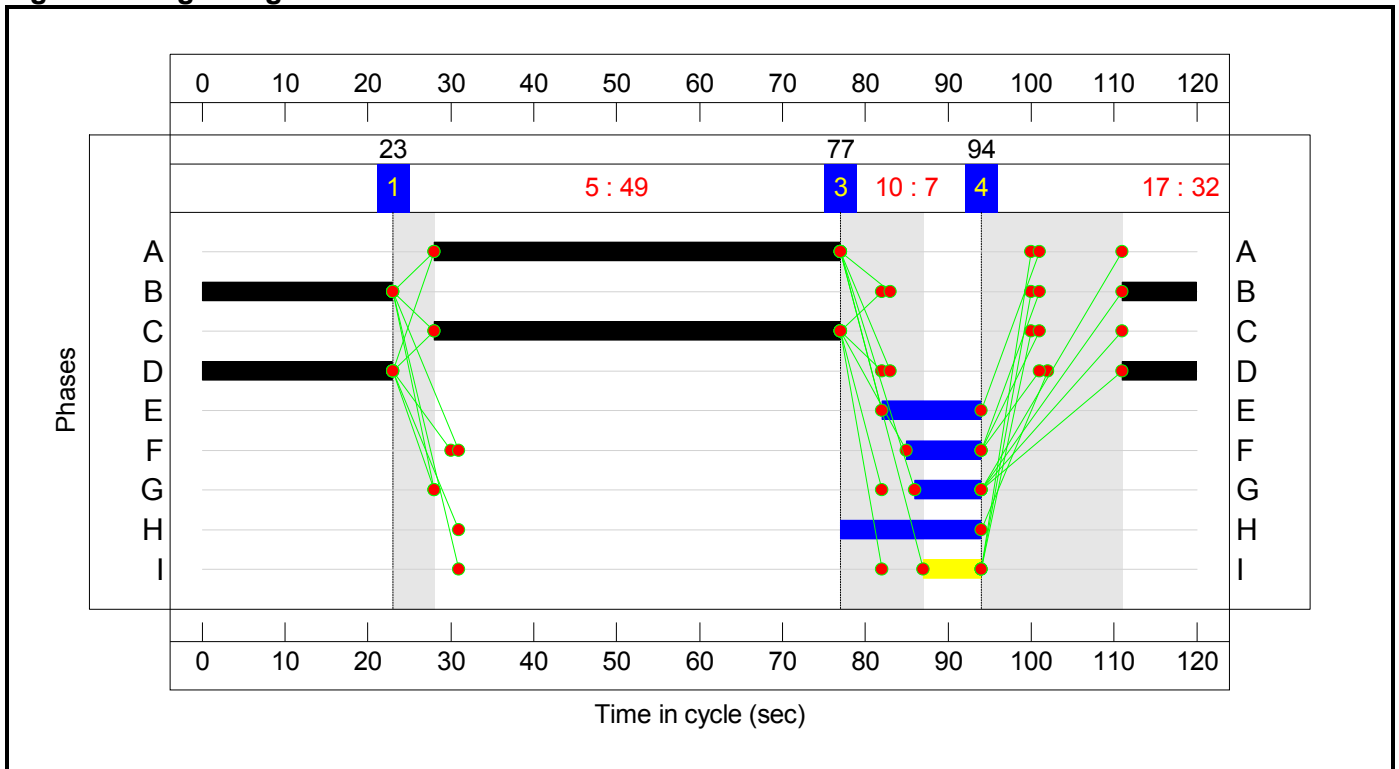
### C4 Stage Sequence Diagram



### Stage Timings

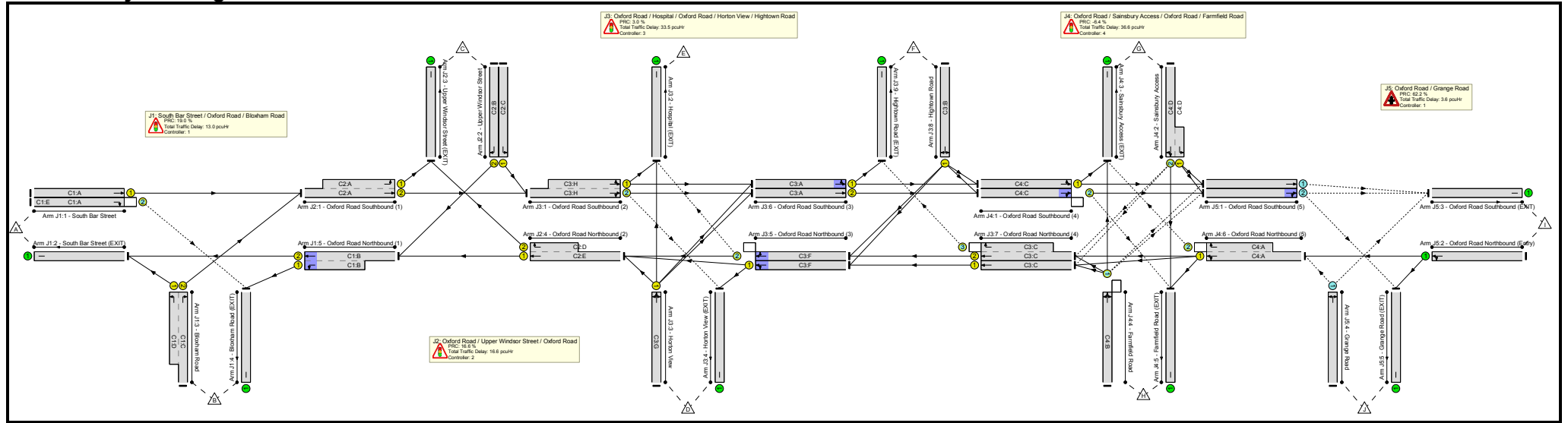
Stage	1	3	4
Duration	49	7	32
Change Point	23	77	94

**Signal Timings Diagram**



# Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

## Network Layout Diagram



Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>95.8%</b>
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.7%</b>
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	93	-	523	1663	1303	40.1%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	93	93	438	1568	708	61.9%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	16:31	-	539	1733:1877	712	75.7%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
5/2+5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	77	-	817	2005:1613	1441	56.7%
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.2%</b>
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	50	-	728	2055:1751	957	76.0%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	50	-	195	1801	765	25.5%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	18	-	220	1984	314	70.0%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	89:30	-	839	1915:1902	1087	77.2%

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>87.4%</b>
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H	1	63	-	800	2036:1906	1018	78.5%	
2/1	Hospital (EXIT)	U	N/A	N/A	-	-	-	-	22	Inf	Inf	0.0%	
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G	1	25	-	291	1761	382	76.3%	
4/1	Horton View (EXIT)	U	N/A	N/A	-	-	-	-	228	Inf	Inf	0.0%	
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F	1	63	-	422	1807	964	43.8%	
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F	1	63	-	486	1912	1020	47.7%	
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A	1	63	-	611	1852	988	61.9%	
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A	1	63	-	299	2055	1096	27.3%	
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C	1	63	-	358	1895	1011	35.4%	
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C	1	63	-	549	2035:1740	1059	51.9%	
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B	1	25	-	307	1621	351	87.4%	
9/1	Hightown Road (EXIT)	U	N/A	N/A	-	-	-	-	229	Inf	Inf	0.0%	
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>95.8%</b>	
1/1	Oxford Road Southbound (4) Left Ahead	U	N/A	N/A	C4:C	1	49	-	548	1786	744	73.6%	

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	49	-	439	2048	853	51.4%
2/2+2/1	Sainsbury Access Right Ahead Left	O+U	N/A	N/A	C4:D		1	32	-	131	1863:1760	558	23.5%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	32	-	450	1743	479	93.9%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A		1	49	-	803	1907:1720	838	95.8%
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>55.5%</b>
1/1	Oxford Road Southbound (5) Ahead	O	N/A	N/A	-		-	-	-	480	1940	1037	46.3%
1/2	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	444	1875	800	55.5%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	809	1898	1898	42.6%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	868	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	58	1685	314	18.5%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	120	Inf	Inf	0.0%

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	<b>1573</b>	<b>229</b>	<b>112</b>	<b>67.0</b>	<b>33.9</b>	<b>2.5</b>	<b>103.4</b>	-	-	-	-
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>380</b>	<b>51</b>	<b>7</b>	<b>9.1</b>	<b>3.3</b>	<b>0.6</b>	<b>13.0</b>	-	-	-	-
1/1	523	523	-	-	-	0.6	0.3	-	0.9	6.4	5.4	0.3	5.7
1/2	438	438	380	51	7	0.8	0.8	0.6	2.3	18.8	8.5	0.8	9.3
2/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	539	539	-	-	-	6.5	1.5	-	8.0	53.6	9.9	1.5	11.5
4/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	817	817	-	-	-	1.2	0.7	-	1.8	8.0	10.4	0.7	11.0
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>4.5</b>	<b>0.0</b>	<b>16.6</b>	-	-	-	-
1/2+1/1	728	728	-	-	-	5.5	1.6	-	7.0	34.7	13.8	1.6	15.3
2/1	195	195	-	-	-	1.2	0.2	-	1.4	25.4	4.2	0.2	4.3
2/2	220	220	-	-	-	2.9	1.1	-	4.1	66.5	6.9	1.1	8.0
3/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	839	839	-	-	-	2.5	1.7	-	4.2	17.9	28.0	1.7	29.7
<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>122</b>	<b>5</b>	<b>60</b>	<b>23.4</b>	<b>9.1</b>	<b>1.0</b>	<b>33.5</b>	-	-	-	-
1/2+1/1	800	800	61	5	0	4.1	1.8	-	5.9	26.4	13.7	1.8	15.5
2/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	291	291	-	-	-	3.6	1.6	-	5.1	63.3	9.1	1.6	10.6
4/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	422	422	-	-	-	1.5	0.4	-	1.9	16.4	4.2	0.4	4.6
5/2	486	486	5	0	0	1.6	0.5	0.0	2.1	15.4	4.3	0.5	4.7
6/1	611	611	-	-	-	2.0	0.8	-	2.8	16.4	7.5	0.8	8.3

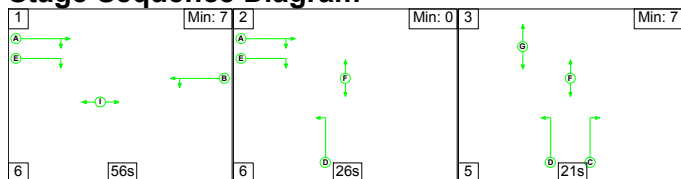


Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

6/2	299	299	-	-	-	0.7	0.2	-	0.9	10.9	1.8	0.2	2.0
7/1	358	358	-	-	-	2.3	0.3	-	2.5	25.5	6.0	0.3	6.3
7/2+7/3	549	547	56	0	60	3.8	0.5	1.0	5.4	35.1	7.4	0.5	7.9
8/1	307	307	-	-	-	3.9	3.1	-	6.9	81.2	9.8	3.1	12.9
9/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>89</b>	<b>173</b>	<b>45</b>	<b>20.3</b>	<b>15.5</b>	<b>0.8</b>	<b>36.6</b>	-	-	-	-
1/1	548	548	-	-	-	4.1	1.4	-	5.4	35.7	17.5	1.4	18.9
1/2	439	439	11	0	0	2.2	0.5	0.1	2.8	23.1	5.6	0.5	6.1
2/2+2/1	131	131	7	17	0	1.2	0.2	-	1.4	37.2	2.4	0.2	2.6
3/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	450	450	0	155	3	5.3	5.6	0.0	10.9	87.0	14.6	5.6	20.2
5/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	803	803	72	0	42	7.5	7.8	0.7	16.1	72.2	24.1	7.8	31.9
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>982</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>1.5</b>	<b>0.0</b>	<b>3.6</b>	-	-	-	-
1/1	480	480	480	0	0	1.0	0.4	-	1.4	10.5	10.0	0.4	10.5
1/2	444	444	444	0	0	1.0	0.6	-	1.6	12.8	12.1	0.6	12.8
2/1	809	809	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/1	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	58	58	58	0	0	0.2	0.1	-	0.3	17.0	0.9	0.1	1.0
5/1	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	PRC for Signalled Lanes (%):	19.0	Total Delay for Signalled Lanes (pcuHr):	13.05	Cycle Time (s):	120				
			C2	PRC for Signalled Lanes (%):	16.6	Total Delay for Signalled Lanes (pcuHr):	16.64	Cycle Time (s):	120				
			C3	PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	33.50	Cycle Time (s):	120				
			C4	PRC for Signalled Lanes (%):	-6.4	Total Delay for Signalled Lanes (pcuHr):	36.58	Cycle Time (s):	120				
				PRC Over All Lanes (%):	-6.4	Total Delay Over All Lanes(pcuHr):	103.39						

**C1**

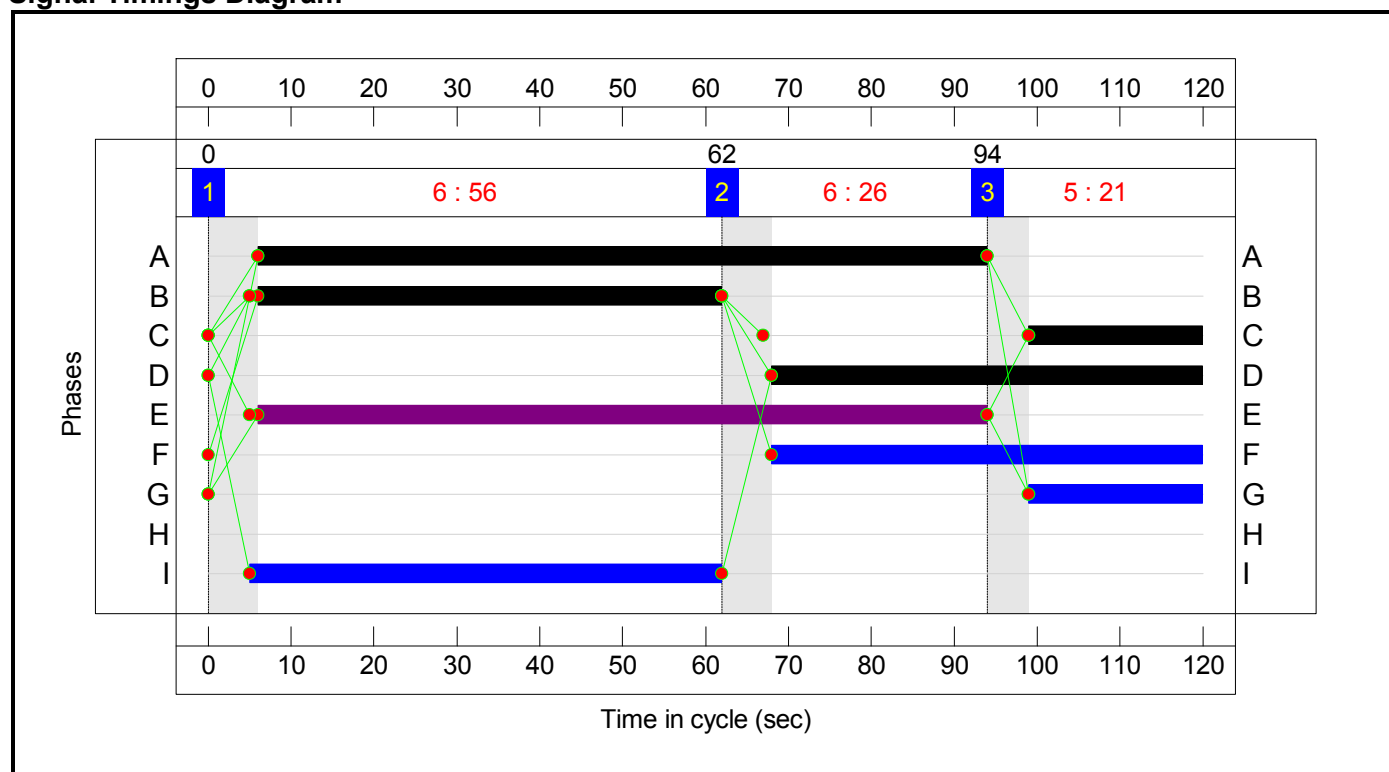
**Stage Sequence Diagram**



**Stage Timings**

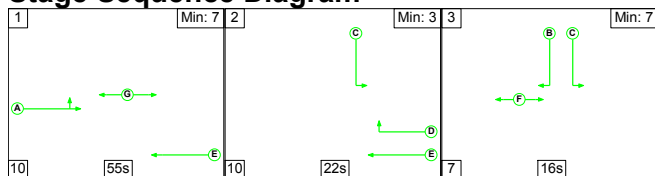
Stage	1	2	3
Duration	56	26	21
Change Point	0	62	94

**Signal Timings Diagram**



**C2**

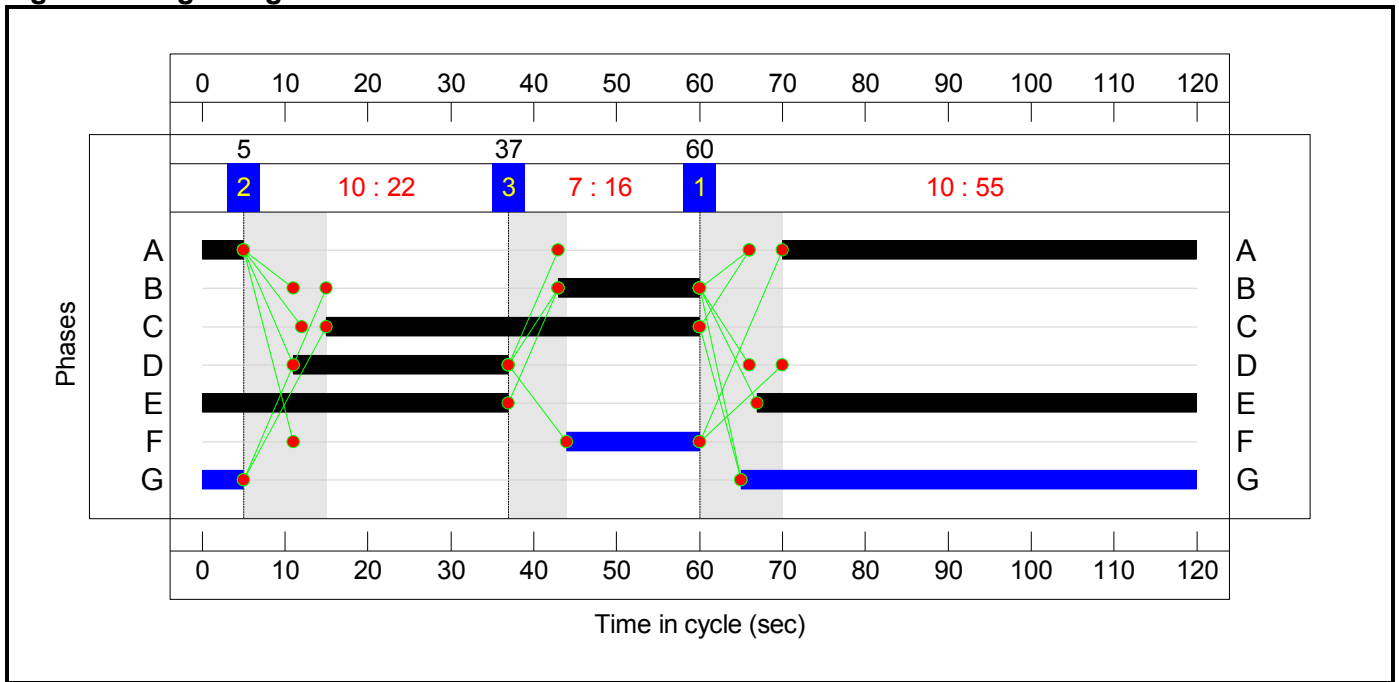
**Stage Sequence Diagram**



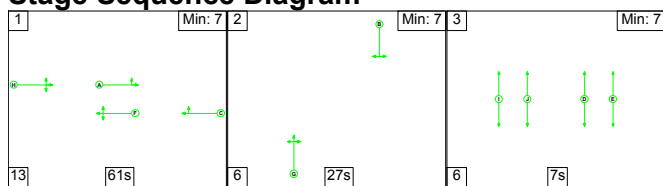
**Stage Timings**

Stage	1	2	3
Duration	55	22	16
Change Point	60	5	37

### Signal Timings Diagram



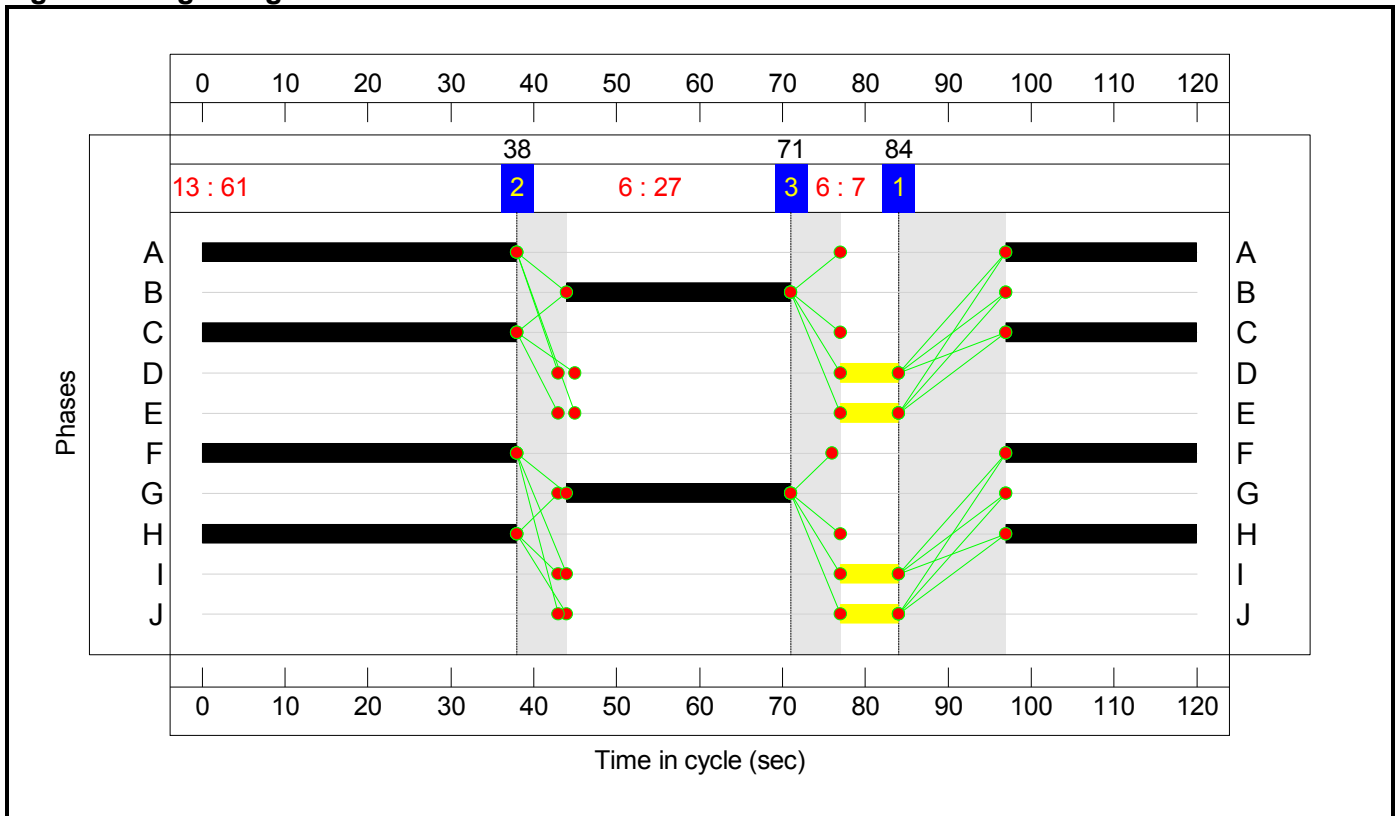
### C3 Stage Sequence Diagram



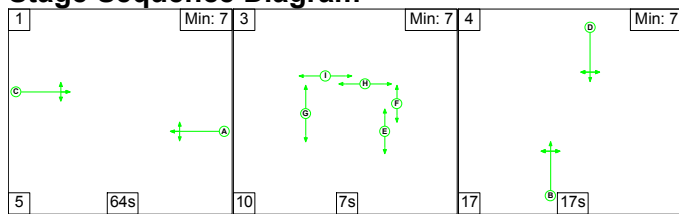
### Stage Timings

Stage	1	2	3
Duration	61	27	7
Change Point	84	38	71

### Signal Timings Diagram



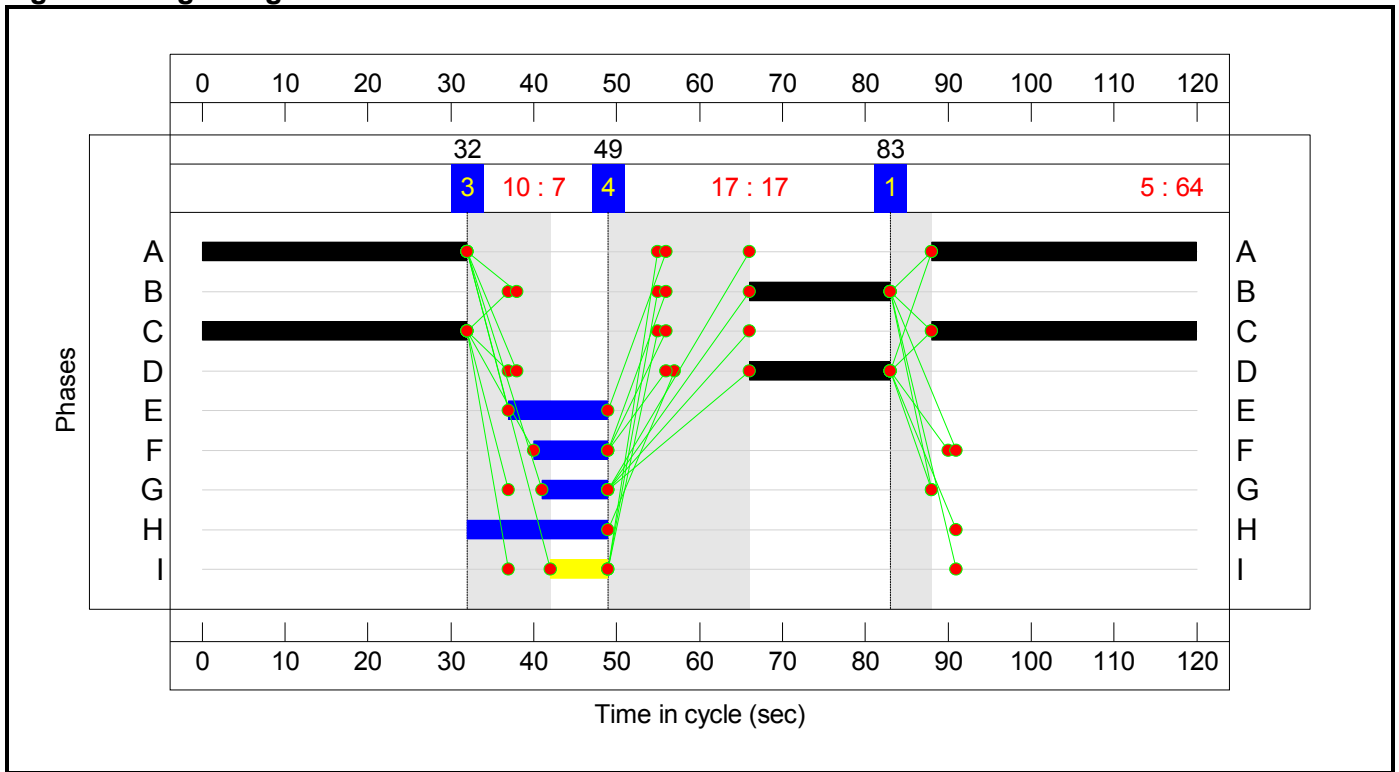
### C4 Stage Sequence Diagram



### Stage Timings

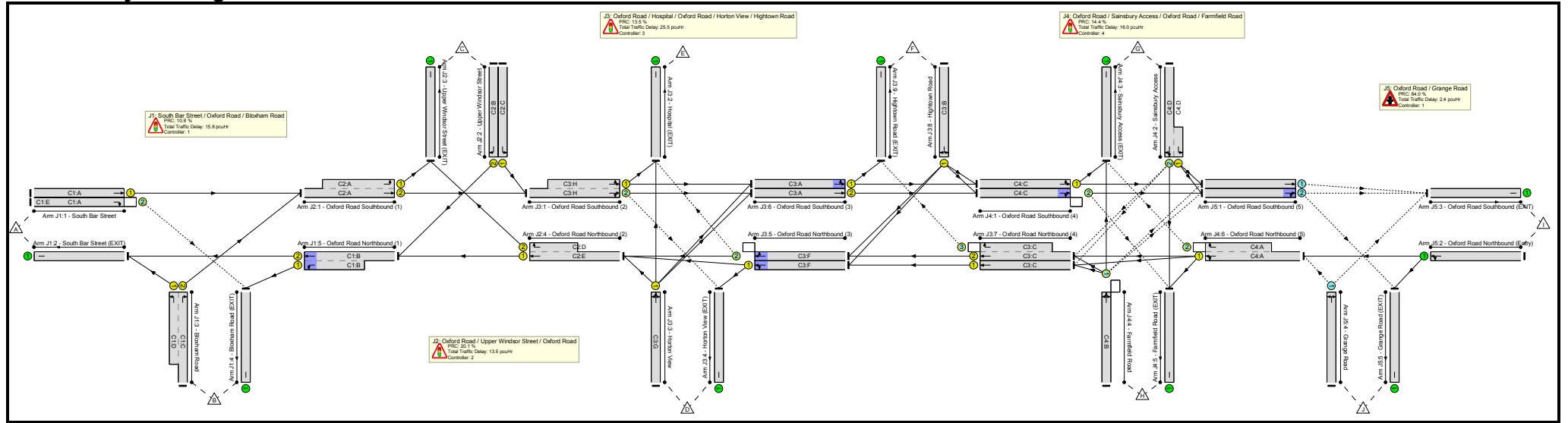
Stage	1	3	4
Duration	64	7	17
Change Point	83	32	49

**Signal Timings Diagram**



# Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

## Network Layout Diagram



Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.2%</b>
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.2%</b>
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	88	-	478	1663	1233	38.8%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	88	88	302	1568	697	43.3%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	1056	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	21:52	-	811	1733:1877	999	81.2%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
5/2+5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	56	-	740	2005:1613	1055	70.1%
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.9%</b>
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	55	-	723	2055:1751	1086	66.6%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	45	-	251	1801	690	36.4%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	17	-	157	1984	298	52.8%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	90:26	-	802	1915:1902	1070	74.9%

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>79.3%</b>
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H	1	61	-	800	2020:1883	1061	75.4%	
2/1	Hospital (EXIT)	U	N/A	N/A	-	-	-	-	42	Inf	Inf	0.0%	
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G	1	27	-	325	1756	410	79.3%	
4/1	Horton View (EXIT)	U	N/A	N/A	-	-	-	-	169	Inf	Inf	0.0%	
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F	1	61	-	559	1867	965	58.0%	
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F	1	61	-	228	1904	984	23.2%	
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A	1	61	-	595	1835	948	62.8%	
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A	1	61	-	304	2055	1062	28.6%	
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C	1	61	-	517	1895	979	52.8%	
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C	1	61	-	295	2035:1740	465	63.5%	
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B	1	27	-	250	1629	380	65.8%	
9/1	Hightown Road (EXIT)	U	N/A	N/A	-	-	-	-	271	Inf	Inf	0.0%	
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>78.7%</b>	
1/1	Oxford Road Southbound (4) Left Ahead	U	N/A	N/A	C4:C	1	64	-	488	1836	995	49.1%	



Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	64	-	415	2042	1106	37.5%
2/2+2/1	Sainsbury Access Right Ahead Left	O+U	N/A	N/A	C4:D		1	17	-	168	1793:1760	332	50.5%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	17	-	204	1729	259	78.7%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A		1	64	-	746	1914:1720	1067	69.9%
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>48.9%</b>
1/1	Oxford Road Southbound (5) Ahead	O	N/A	N/A	-		-	-	-	493	1940	1063	46.4%
1/2	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	404	1881	826	48.9%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	685	1905	1905	36.0%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	876	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	122	1687	450	27.1%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

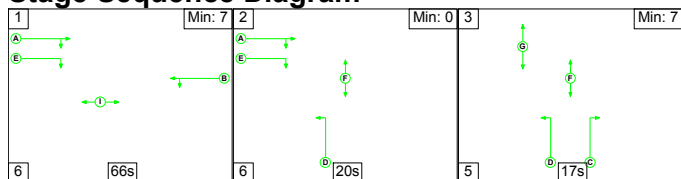
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	<b>1582</b>	<b>220</b>	<b>7</b>	<b>51.0</b>	<b>20.4</b>	<b>1.7</b>	<b>73.1</b>	-	-	-	-
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>214</b>	<b>83</b>	<b>5</b>	<b>11.2</b>	<b>4.0</b>	<b>0.6</b>	<b>15.8</b>	-	-	-	-
1/1	478	478	-	-	-	0.7	0.3	-	1.1	8.0	5.7	0.3	6.0
1/2	302	302	214	83	5	0.8	0.4	0.6	1.7	20.4	5.6	0.4	6.0
2/1	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	811	811	-	-	-	7.4	2.1	-	9.5	42.2	16.0	2.1	18.1
4/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	740	740	-	-	-	2.3	1.2	-	3.5	16.9	10.1	1.2	11.3
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>3.3</b>	<b>0.0</b>	<b>13.5</b>	-	-	-	-
1/2+1/1	723	723	-	-	-	4.4	1.0	-	5.4	26.7	10.6	1.0	11.6
2/1	251	251	-	-	-	1.8	0.3	-	2.1	30.6	5.9	0.3	6.2
2/2	157	157	-	-	-	2.1	0.6	-	2.6	59.8	4.8	0.6	5.4
3/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	802	802	-	-	-	1.9	1.5	-	3.4	15.2	16.5	1.5	18.0
<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>214</b>	<b>5</b>	<b>0</b>	<b>17.2</b>	<b>7.6</b>	<b>0.8</b>	<b>25.5</b>	-	-	-	-
1/2+1/1	800	800	72	5	0	2.9	1.5	-	4.4	19.8	13.7	1.5	15.3
2/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	325	325	-	-	-	3.9	1.8	-	5.7	63.6	10.1	1.8	11.9
4/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	559	559	-	-	-	1.0	0.7	-	1.6	10.6	2.6	0.7	3.3
5/2	228	228	10	0	0	0.8	0.2	0.0	0.9	14.6	2.4	0.2	2.6
6/1	595	595	-	-	-	1.4	0.8	-	2.3	13.8	4.0	0.8	4.9

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6/2	304	304	-	-	-	3.0	0.2	-	3.2	37.7	8.3	0.2	8.5
7/1	517	517	-	-	-	0.7	0.6	-	1.3	8.8	7.4	0.6	7.9
7/2+7/3	295	295	132	0	0	0.6	0.9	0.8	2.3	27.5	2.2	0.9	3.0
8/1	250	250	-	-	-	2.9	0.9	-	3.8	55.3	7.5	0.9	8.4
9/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>136</b>	<b>132</b>	<b>2</b>	<b>11.4</b>	<b>4.2</b>	<b>0.4</b>	<b>16.0</b>	-	-	-	-
1/1	488	488	-	-	-	1.0	0.5	-	1.5	11.0	2.9	0.5	3.3
1/2	415	415	20	0	0	1.2	0.3	0.1	1.5	13.3	4.5	0.3	4.8
2/2+2/1	168	168	28	38	0	2.1	0.5	-	2.7	56.9	3.6	0.5	4.1
3/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	204	204	0	93	2	2.8	1.7	0.0	4.5	79.8	6.5	1.7	8.3
5/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	746	746	88	0	0	4.3	1.2	0.3	5.8	27.8	17.0	1.2	18.2
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>1019</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>1.4</b>	<b>0.0</b>	<b>2.4</b>	-	-	-	-
1/1	493	493	493	0	0	0.5	0.4	-	0.9	6.8	8.8	0.4	9.2
1/2	404	404	404	0	0	0.4	0.5	-	0.9	7.6	5.2	0.5	5.7
2/1	685	685	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	122	122	122	0	0	0.1	0.2	-	0.3	9.9	1.1	0.2	1.3
5/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	C1	PRC for Signalled Lanes (%):	10.8	Total Delay for Signalled Lanes (pcuHr):	15.75	Cycle Time (s):	120						
	C2	PRC for Signalled Lanes (%):	20.1	Total Delay for Signalled Lanes (pcuHr):	13.48	Cycle Time (s):	120						
	C3	PRC for Signalled Lanes (%):	13.5	Total Delay for Signalled Lanes (pcuHr):	25.53	Cycle Time (s):	120						
	C4	PRC for Signalled Lanes (%):	14.4	Total Delay for Signalled Lanes (pcuHr):	15.96	Cycle Time (s):	120						
		PRC Over All Lanes (%):	10.8	Total Delay Over All Lanes(pcuHr):	73.12								

**C1**

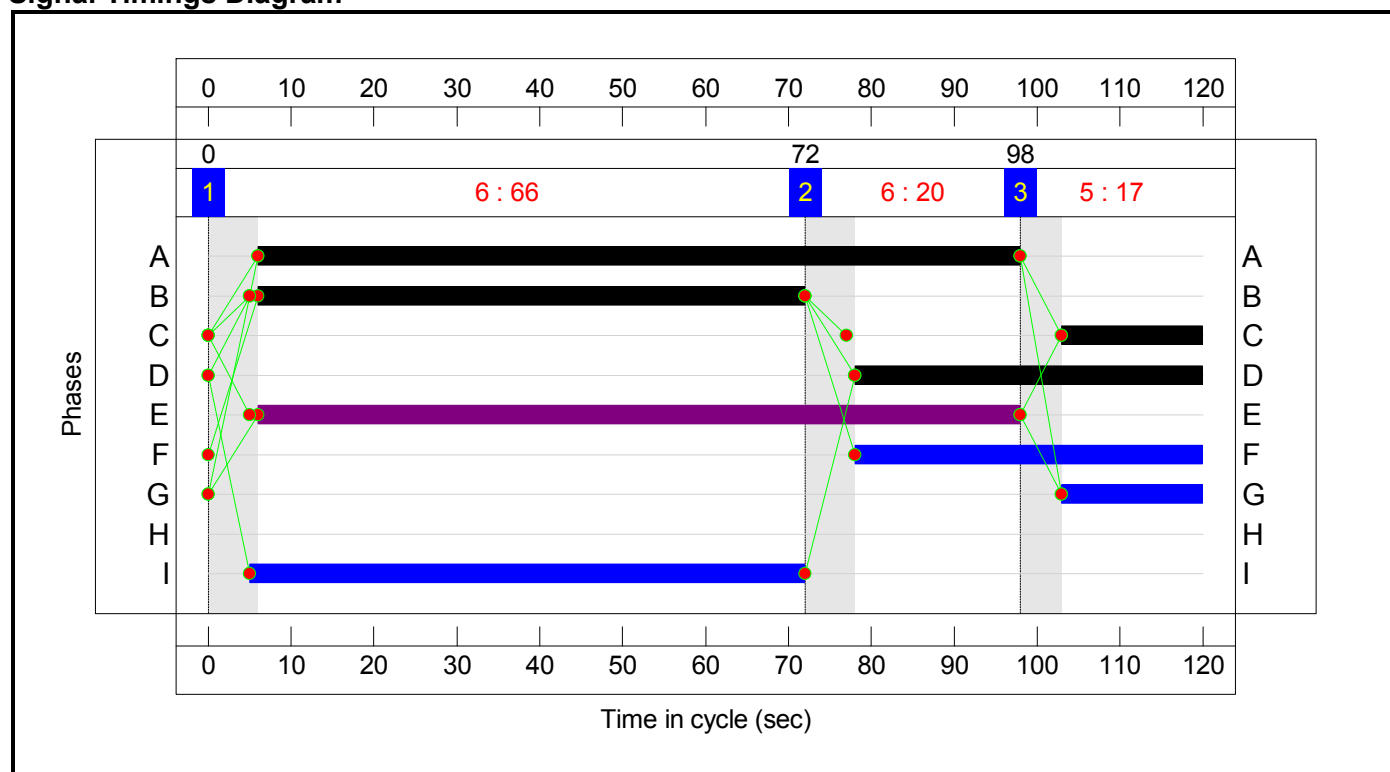
**Stage Sequence Diagram**



**Stage Timings**

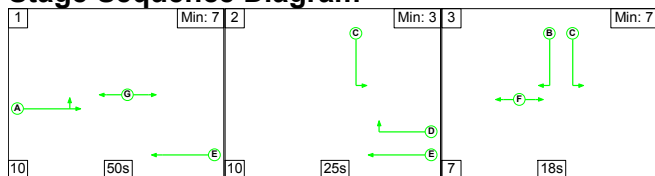
Stage	1	2	3
Duration	66	20	17
Change Point	0	72	98

**Signal Timings Diagram**



**C2**

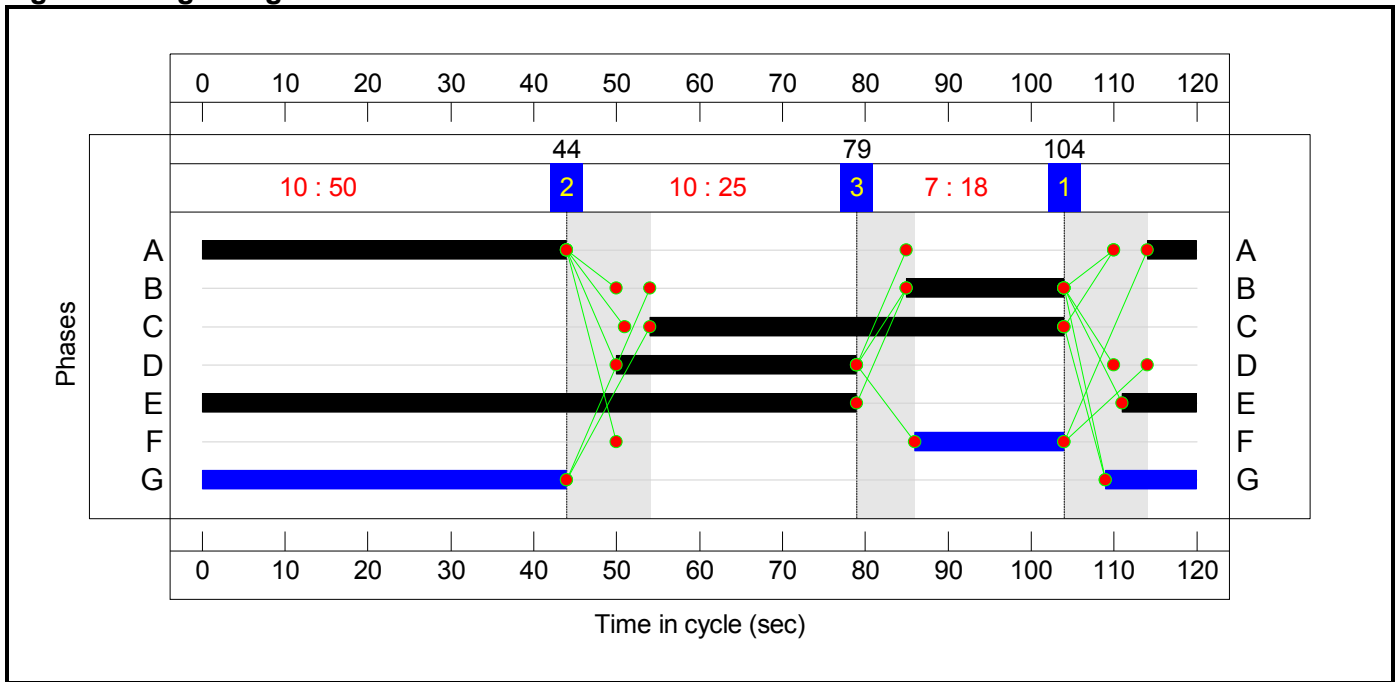
**Stage Sequence Diagram**



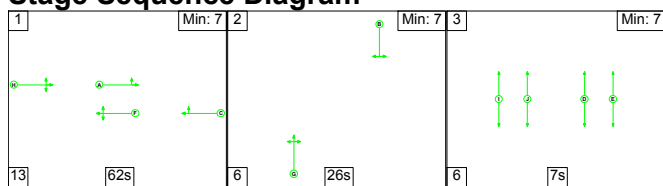
**Stage Timings**

Stage	1	2	3
Duration	50	25	18
Change Point	104	44	79

### Signal Timings Diagram



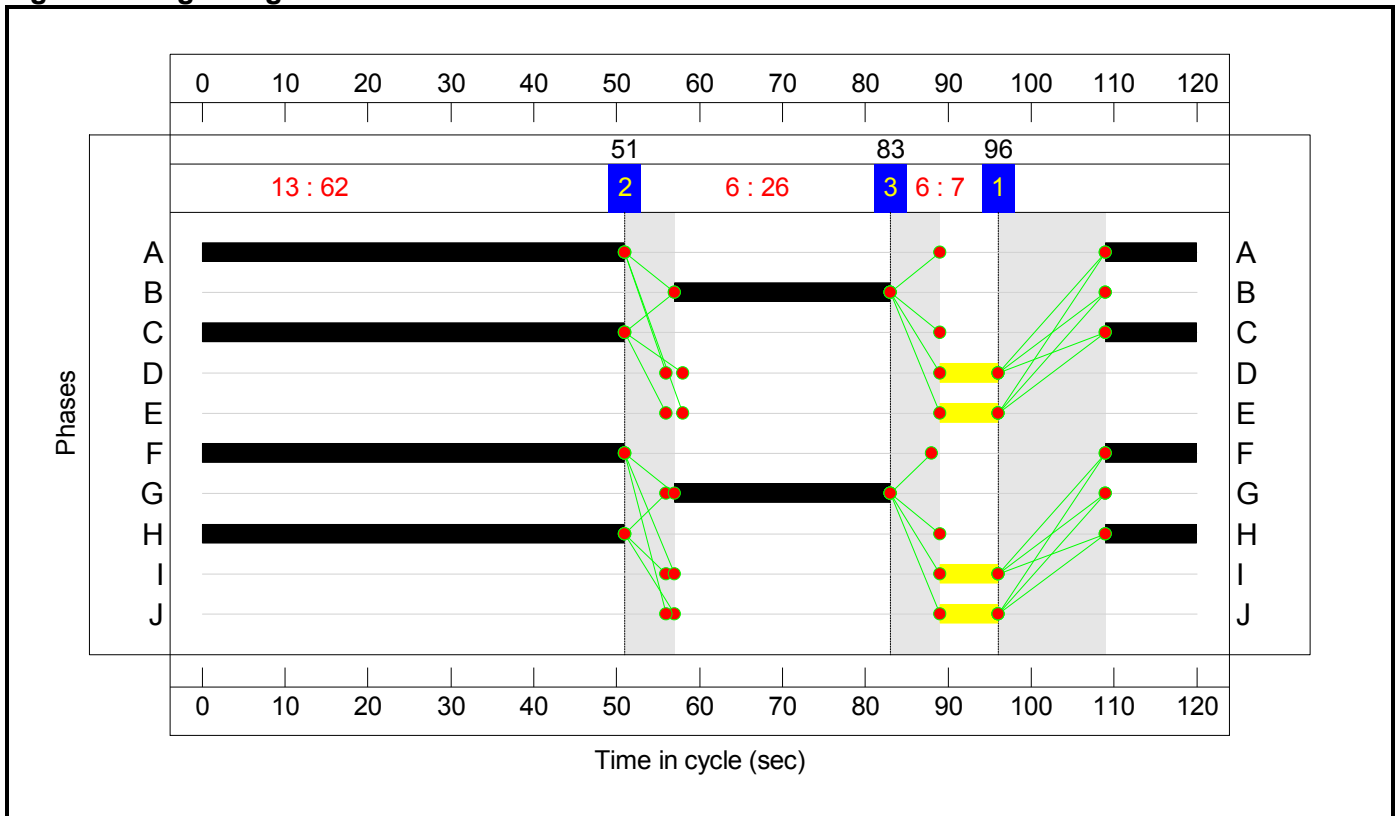
### C3 Stage Sequence Diagram



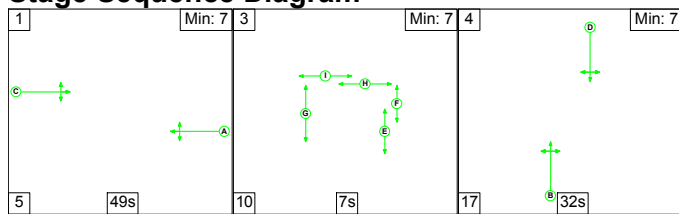
### Stage Timings

Stage	1	2	3
Duration	62	26	7
Change Point	96	51	83

### Signal Timings Diagram



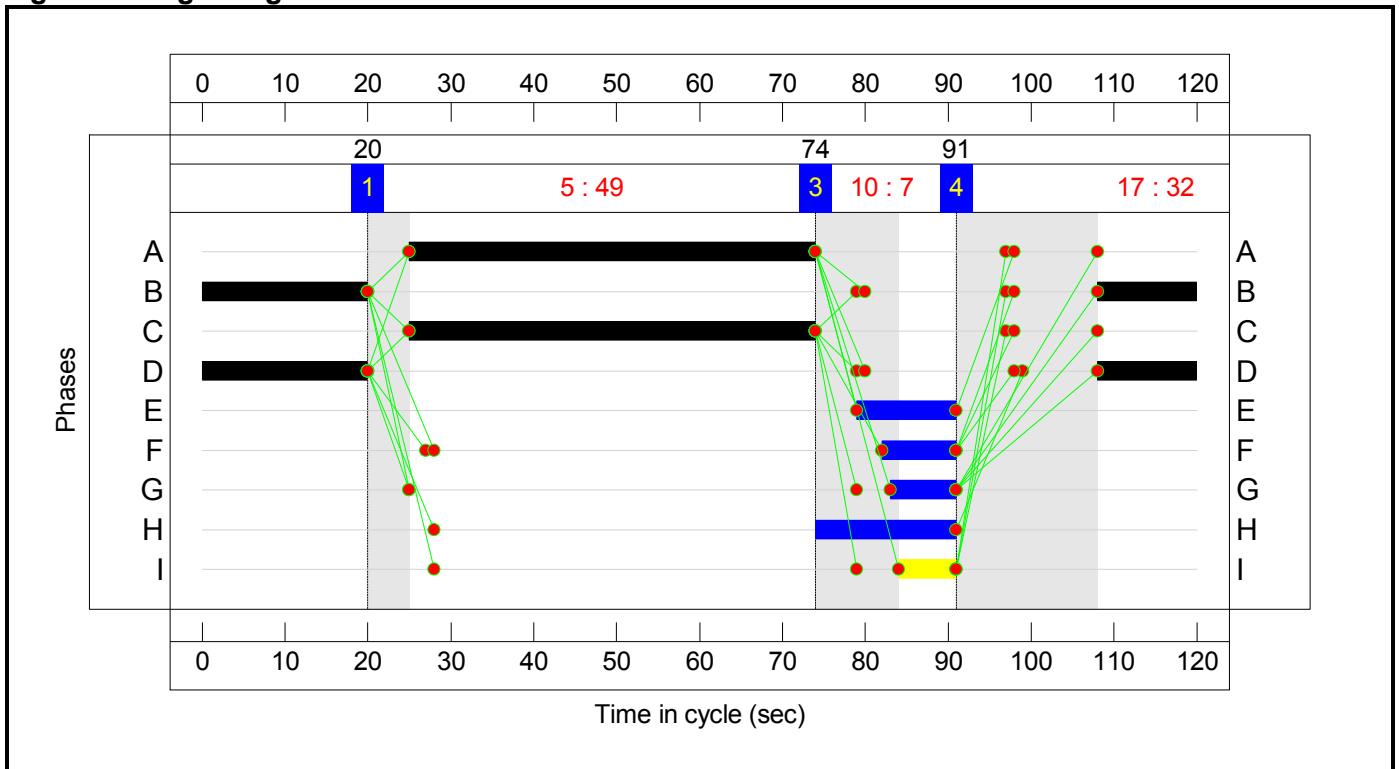
### C4 Stage Sequence Diagram



### Stage Timings

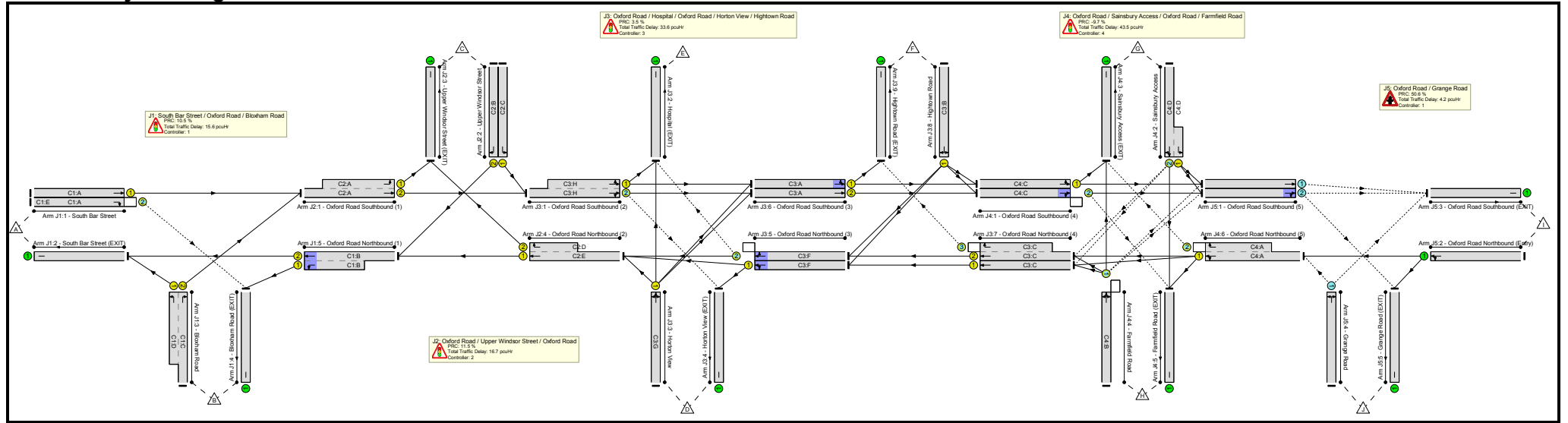
Stage	1	3	4
Duration	49	7	32
Change Point	20	74	91

**Signal Timings Diagram**



# Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

## Network Layout Diagram





Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>98.7%</b>
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.4%</b>
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	92	-	540	1663	1289	41.9%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	92	92	450	1568	750	60.0%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	17:42	-	556	1733:1877	683	81.4%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	821	Inf	Inf	0.0%
5/2+5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	66	-	845	2005:1613	1275	66.3%
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.7%</b>
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	50	-	752	2055:1751	958	78.5%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	50	-	200	1801	765	26.1%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	19	-	227	1984	331	68.6%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	88:29	-	867	1915:1902	1075	80.7%

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	-	<b>86.9%</b>
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H	1	62	-	824	2036:1907	973	84.7%	
2/1	Hospital (EXIT)	U	N/A	N/A	-	-	-	-	23	Inf	Inf	0.0%	
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G	1	26	-	301	1760	396	76.0%	
4/1	Horton View (EXIT)	U	N/A	N/A	-	-	-	-	234	Inf	Inf	0.0%	
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F	1	62	-	464	1813	952	48.7%	
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F	1	62	-	473	1912	1004	47.1%	
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A	1	62	-	613	1850	971	63.1%	
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A	1	62	-	325	2055	1079	30.1%	
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C	1	62	-	399	1895	995	40.1%	
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C	1	62	-	537	2035:1740	1073	50.0%	
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B	1	26	-	317	1621	365	86.9%	
9/1	Hightown Road (EXIT)	U	N/A	N/A	-	-	-	-	237	Inf	Inf	0.0%	
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>N/A</b>	-	-	-	-	-	-	-	-	<b>98.7%</b>	
1/1	Oxford Road Southbound (4) Left Ahead	U	N/A	N/A	C4:C	1	49	-	549	1783	743	73.9%	

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	49	-	468	2048	853	54.8%
2/2+2/1	Sainsbury Access Right Ahead Left	O+U	N/A	N/A	C4:D		1	32	-	134	1864:1760	559	24.0%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	32	-	466	1742	479	97.3%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	102	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A		1	49	-	828	1907:1720	839	98.7%
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>59.8%</b>
1/1	Oxford Road Southbound (5) Ahead	O	N/A	N/A	-		-	-	-	481	1940	1009	47.6%
1/2	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	473	1876	791	59.8%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	833	1898	1898	43.9%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	895	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	61	1685	282	21.6%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	125	Inf	Inf	0.0%

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	<b>1603</b>	<b>273</b>	<b>99</b>	<b>68.3</b>	<b>43.1</b>	<b>2.1</b>	<b>113.6</b>	-	-	-	-
<b>J1: South Bar Street / Oxford Road / Bloxham Road</b>	-	-	<b>352</b>	<b>90</b>	<b>8</b>	<b>10.6</b>	<b>4.2</b>	<b>0.8</b>	<b>15.6</b>	-	-	-	-
1/1	540	540	-	-	-	0.7	0.4	-	1.0	6.9	5.8	0.4	6.2
1/2	450	450	352	90	8	1.5	0.7	0.8	3.1	24.6	10.4	0.7	11.1
2/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	556	556	-	-	-	5.8	2.1	-	7.9	51.3	9.0	2.1	11.1
4/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	845	845	-	-	-	2.6	1.0	-	3.6	15.2	10.4	1.0	11.4
<b>J2: Oxford Road / Upper Windsor Street / Oxford Road</b>	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>5.1</b>	<b>0.0</b>	<b>16.7</b>	-	-	-	-
1/2+1/1	752	752	-	-	-	4.1	1.8	-	5.9	28.0	15.5	1.8	17.3
2/1	200	200	-	-	-	1.2	0.2	-	1.4	25.5	4.3	0.2	4.5
2/2	227	227	-	-	-	3.0	1.1	-	4.0	64.1	7.1	1.1	8.1
3/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	867	867	-	-	-	3.4	2.0	-	5.4	22.6	28.8	2.0	30.8
<b>J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road</b>	-	-	<b>155</b>	<b>8</b>	<b>31</b>	<b>23.1</b>	<b>10.0</b>	<b>0.5</b>	<b>33.6</b>	-	-	-	-
1/2+1/1	824	824	59	8	0	3.4	2.7	-	6.1	26.4	30.0	2.7	32.7
2/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	301	301	-	-	-	3.6	1.5	-	5.2	61.8	9.4	1.5	10.9
4/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	464	464	-	-	-	1.7	0.5	-	2.2	16.9	4.5	0.5	5.0
5/2	473	473	5	0	0	1.6	0.4	0.0	2.1	15.7	4.3	0.4	4.7
6/1	613	613	-	-	-	2.0	0.9	-	2.8	16.6	6.9	0.9	7.7

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

6/2	325	325	-	-	-	1.0	0.2	-	1.2	13.4	2.7	0.2	2.9
7/1	399	399	-	-	-	2.6	0.3	-	2.9	26.1	7.0	0.3	7.4
7/2+7/3	537	537	91	0	31	3.3	0.5	0.5	4.3	29.0	6.5	0.5	7.0
8/1	317	317	-	-	-	3.9	3.0	-	6.9	78.4	10.1	3.0	13.1
9/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road</b>	-	-	<b>80</b>	<b>175</b>	<b>61</b>	<b>20.5</b>	<b>22.1</b>	<b>0.9</b>	<b>43.5</b>	-	-	-	-
1/1	549	549	-	-	-	3.1	1.4	-	4.5	29.6	17.1	1.4	18.5
1/2	468	468	6	0	5	2.6	0.6	0.1	3.3	25.7	7.0	0.6	7.6
2/2+2/1	134	134	7	17	0	1.2	0.2	-	1.4	37.2	2.5	0.2	2.6
3/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	466	466	0	157	6	5.6	8.0	0.0	13.6	105.0	15.3	8.0	23.3
5/1	102	102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	828	828	68	0	50	7.9	12.0	0.8	20.7	89.8	25.3	12.0	37.3
<b>J5: Oxford Road / Grange Road</b>	-	-	<b>1015</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>1.7</b>	<b>0.0</b>	<b>4.2</b>	-	-	-	-
1/1	481	481	481	0	0	1.0	0.5	-	1.4	10.6	9.9	0.5	10.3
1/2	473	473	473	0	0	1.2	0.7	-	2.0	15.1	13.1	0.7	13.9
2/1	833	833	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/1	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	61	61	61	0	0	0.2	0.1	-	0.4	21.9	1.0	0.1	1.2
5/1	125	125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	C1	PRC for Signalled Lanes (%):	10.5	Total Delay for Signalled Lanes (pcuHr):	15.59	Cycle Time (s):	120						
	C2	PRC for Signalled Lanes (%):	11.5	Total Delay for Signalled Lanes (pcuHr):	16.75	Cycle Time (s):	120						
	C3	PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):	33.62	Cycle Time (s):	120						
	C4	PRC for Signalled Lanes (%):	-9.7	Total Delay for Signalled Lanes (pcuHr):	43.50	Cycle Time (s):	120						
		PRC Over All Lanes (%):	-9.7	Total Delay Over All Lanes(pcuHr):	113.62								



# **Appendix AD – Site Access 2017 & 2022 Forecast ARCADY Reports**

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS  
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Run with file:-

"n:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Arcady\50m ICD\_211112\  
Site Access Roundabout-new geo.vai"  
(drive-on-the-left ) at 16:05:01 on Monday, 17 December 2012

FILE PROPERTIES  
\*\*\*\*\*

RUN TITLE: Site Access Roundabout  
LOCATION: Banbury  
DATE: 17/12/12  
CLIENT:  
ENUMERATOR: jenny.moon [1307LT]  
JOB NUMBER: A053410-01  
STATUS: Completed  
DESCRIPTION: 50m ICD

INPUT DATA  
\*\*\*\*\*

ARM A - Bloxham Road (North)  
ARM B - Site Access 1  
ARM C - Site Access 2  
ARM D - Bloxham Road (South)

GEOMETRIC DATA  
-----

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.00	I	8.00	I	25.00	I	13.00	I	50.00	I	39.0	I	0.629	I	31.628	I
I	ARM	B	I	3.00	I	6.70	I	20.00	I	13.00	I	50.00	I	36.0	I	0.564	I	25.619	I
I	ARM	C	I	3.00	I	6.40	I	16.00	I	15.00	I	50.00	I	45.0	I	0.536	I	23.636	I
I	ARM	D	I	3.60	I	7.10	I	20.00	I	17.00	I	50.00	I	30.0	I	0.617	I	29.255	I

V = approach half-width      L = effective flare length      D = inscribed circle diameter  
E = entry width                R = entry radius                    PHI = entry angle

TRAFFIC DEMAND DATA  
-----

Only sets included in the current run are shown

SCALING FACTORS

T13

IARM	I	FLOW	SCALE(%)	I
I A	I	100		I
I B	I	100		I
I C	I	100		I
I D	I	100		I

TIME PERIOD BEGINS(08.00)AND ENDS(09.00)

LENGTH OF TIME PERIOD -( 60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: 2017 Base AM+ Dev

DEMAND SET TITLE: 2017 Base AM+ Dev

T33

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D				
08.00 - 09.00	ARM A	0.000	0.113	0.008	0.878				
		0.0	80.0	6.0	621.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM B	0.576	0.000	0.000	0.424				
		245.0	0.0	0.0	180.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM C	0.571	0.000	0.000	0.429				
		20.0	0.0	0.0	15.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM D	0.894	0.098	0.008	0.000				
		870.0	95.0	8.0	0.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	11.79	30.55	0.386	-	0.0	0.6	9.2	-	0.053
ARM B	7.08	19.67	0.360	-	0.0	0.6	8.1	-	0.079
ARM C	0.58	14.34	0.040	-	0.0	0.0	0.6	-	0.073
ARM D	16.23	26.55	0.611	-	0.0	1.5	22.1	-	0.095

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	11.79	30.55	0.386	-	0.6	0.6	9.4	-	0.053
ARM B	7.08	19.64	0.360	-	0.6	0.6	8.4	-	0.080
ARM C	0.58	14.30	0.041	-	0.0	0.0	0.6	-	0.073
ARM D	16.23	26.53	0.612	-	1.5	1.6	23.3	-	0.097



TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	11.79	30.55	0.386	-	0.6	0.6	9.4	-	0.053
ARM B	7.08	19.64	0.360	-	0.6	0.6	8.4	-	0.080
ARM C	0.58	14.30	0.041	-	0.0	0.0	0.6	-	0.073
ARM D	16.23	26.53	0.612	-	1.6	1.6	23.5	-	0.097

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	11.79	30.55	0.386	-	0.6	0.6	9.4	-	0.053
ARM B	7.08	19.64	0.360	-	0.6	0.6	8.4	-	0.080
ARM C	0.58	14.30	0.041	-	0.0	0.0	0.6	-	0.073
ARM D	16.23	26.53	0.612	-	1.6	1.6	23.5	-	0.097

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.6 *
08.30	0.6 *
08.45	0.6 *
09.00	0.6 *

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.6 *
08.30	0.6 *
08.45	0.6 *
09.00	0.6 *

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	1.5 **
08.30	1.6 **
08.45	1.6 **
09.00	1.6 **

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

```

----- T75
I  ARM  I  TOTAL DEMAND  I  * QUEUEING *  I  * INCLUSIVE QUEUEING *  I
I      I      I      I      * DELAY *      I      * DELAY *      I
I      I-----I
I      I  (VEH)  (VEH/H)  I  (MIN)  (MIN/VEH)  I  (MIN)  (MIN/VEH)  I
-----I
I  A  I  707.4  I  707.4  I  37.4  I  0.05  I  37.4  I  0.05  I
I  B  I  424.8  I  424.8  I  33.4  I  0.08  I  33.4  I  0.08  I
I  C  I  34.8   I  34.8   I  2.5   I  0.07  I  2.5   I  0.07  I
I  D  I  973.8  I  973.8  I  92.4  I  0.09  I  92.5  I  0.09  I
-----I
I  ALL  I  2140.8  I  2140.8  I  165.6  I  0.08  I  165.7  I  0.08  I
-----I

```

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

==== end of file =====

Printed at 16:05:41 on 17/12/2012]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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 Nine Mile Ride Email: software@trl.co.uk  
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 RG40 3GA,UK

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"n:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Arcady\50m ICD\_211112\Site Access Roundabout-new geo.vai"  
 (drive-on-the-left ) at 16:08:45 on Monday, 17 December 2012

FILE PROPERTIES  
 \*\*\*\*\*

RUN TITLE: Site Access Roundabout  
 LOCATION: Banbury  
 DATE: 17/12/12  
 CLIENT:  
 ENUMERATOR: jenny.moon [1307LT]  
 JOB NUMBER: A053410-01  
 STATUS: Completed  
 DESCRIPTION: 50m ICD

INPUT DATA  
 \*\*\*\*\*

ARM A - Bloxham Road (North)  
 ARM B - Site Access 1  
 ARM C - Site Access 2  
 ARM D - Bloxham Road (South)

GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.00	I	8.00	I	25.00	I	13.00	I	50.00	I	39.0	I	0.629	I	31.628	I
I	ARM	B	I	3.00	I	6.70	I	20.00	I	13.00	I	50.00	I	36.0	I	0.564	I	25.619	I
I	ARM	C	I	3.00	I	6.40	I	16.00	I	15.00	I	50.00	I	45.0	I	0.536	I	23.636	I
I	ARM	D	I	3.60	I	7.10	I	20.00	I	17.00	I	50.00	I	30.0	I	0.617	I	29.255	I

V = approach half-width      L = effective flare length      D = inscribed circle diameter  
 E = entry width              R = entry radius                  PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

IARM	I	FLOW	SCALE(%)	I
I A	I	100		I
I B	I	100		I
I C	I	100		I
I D	I	100		I

TIME PERIOD BEGINS(08.00)AND ENDS(09.00)

LENGTH OF TIME PERIOD -( 60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: 2017 Base PM +Dev

DEMAND SET TITLE: 2017 Base PM +Dev

T33

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D				
08.00 - 09.00	ARM A	0.000	0.214	0.006	0.781				
		0.0	186.0	5.0	680.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM B	0.490	0.000	0.000	0.510				
		96.0	0.0	0.0	100.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM C	0.471	0.000	0.000	0.529				
		8.0	0.0	0.0	9.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM D	0.771	0.212	0.017	0.000				
		587.0	161.0	13.0	0.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	14.68	29.81	0.492	-	0.0	1.0	14.0	-	0.065
ARM B	3.27	19.01	0.172	-	0.0	0.2	3.0	-	0.063
ARM C	0.28	15.78	0.018	-	0.0	0.0	0.3	-	0.065
ARM D	12.68	28.19	0.450	-	0.0	0.8	11.8	-	0.064

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	14.68	29.80	0.493	-	1.0	1.0	14.5	-	0.066
ARM B	3.27	18.98	0.172	-	0.2	0.2	3.1	-	0.064
ARM C	0.28	15.75	0.018	-	0.0	0.0	0.3	-	0.065
ARM D	12.68	28.19	0.450	-	0.8	0.8	12.2	-	0.064

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	14.68	29.80	0.493	-	1.0	1.0	14.5	-	0.066
ARM B	3.27	18.98	0.172	-	0.2	0.2	3.1	-	0.064
ARM C	0.28	15.75	0.018	-	0.0	0.0	0.3	-	0.065
ARM D	12.68	28.19	0.450	-	0.8	0.8	12.2	-	0.064

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	14.68	29.80	0.493	-	1.0	1.0	14.5	-	0.066
ARM B	3.27	18.98	0.172	-	0.2	0.2	3.1	-	0.064
ARM C	0.28	15.75	0.018	-	0.0	0.0	0.3	-	0.065
ARM D	12.68	28.19	0.450	-	0.8	0.8	12.2	-	0.064

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	1.0 *
08.30	1.0 *
08.45	1.0 *
09.00	1.0 *

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.8 *
08.30	0.8 *
08.45	0.8 *
09.00	0.8 *

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

```

----- T75
I  ARM  I  TOTAL DEMAND  I  * QUEUEING *  I  * INCLUSIVE QUEUEING *  I
I      I      I      I      I      * DELAY *  I      * DELAY *  I
I      I-----I
I      I  (VEH)  (VEH/H)  I  (MIN)  (MIN/VEH)  I  (MIN)  (MIN/VEH)  I
-----I
I  A  I  880.8  I  880.8  I  57.5  I  0.07  I  57.5  I  0.07  I
I  B  I  196.2  I  196.2  I  12.4  I  0.06  I  12.4  I  0.06  I
I  C  I  16.8  I  16.8  I  1.1  I  0.06  I  1.1  I  0.06  I
I  D  I  760.8  I  760.8  I  48.5  I  0.06  I  48.5  I  0.06  I
-----I
I  ALL  I  1854.6  I  1854.6  I  119.4  I  0.06  I  119.4  I  0.06  I
-----I

```

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.  
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 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

==== end of file =====

Printed at 16:09:04 on 17/12/2012]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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Run with file:-

"n:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Arcady\50m ICD\_211112\  
Site Access Roundabout-new geo.vai"  
(drive-on-the-left ) at 16:06:56 on Monday, 17 December 2012

FILE PROPERTIES  
\*\*\*\*\*

RUN TITLE: Site Access Roundabout  
LOCATION: Banbury  
DATE: 17/12/12  
CLIENT:  
ENUMERATOR: jenny.moon [1307LT]  
JOB NUMBER: A053410-01  
STATUS: Completed  
DESCRIPTION: 50m ICD

INPUT DATA  
\*\*\*\*\*

ARM A - Bloxham Road (North)  
ARM B - Site Access 1  
ARM C - Site Access 2  
ARM D - Bloxham Road (South)

GEOMETRIC DATA  
-----

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I	ARM A	I	4.00	I	8.00	I	25.00	I	13.00	I	50.00	I	39.0	I	0.629	I	31.628	I
I	ARM B	I	3.00	I	6.70	I	20.00	I	13.00	I	50.00	I	36.0	I	0.564	I	25.619	I
I	ARM C	I	3.00	I	6.40	I	16.00	I	15.00	I	50.00	I	45.0	I	0.536	I	23.636	I
I	ARM D	I	3.60	I	7.10	I	20.00	I	17.00	I	50.00	I	30.0	I	0.617	I	29.255	I

V = approach half-width      L = effective flare length      D = inscribed circle diameter  
E = entry width                R = entry radius                    PHI = entry angle

TRAFFIC DEMAND DATA  
-----

Only sets included in the current run are shown

SCALING FACTORS

T13

IARM	I	FLOW	SCALE(%)	I
I A	I	100		I
I B	I	100		I
I C	I	100		I
I D	I	100		I

TIME PERIOD BEGINS(08.00)AND ENDS(09.00)

LENGTH OF TIME PERIOD -( 60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: 2022 Base AM+ Dev

DEMAND SET TITLE: 2022 Base AM+ Dev

T33

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D				
08.00 - 09.00	ARM A	0.000	0.110	0.008	0.882				
		0.0	80.0	6.0	641.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM B	0.576	0.000	0.000	0.424				
		245.0	0.0	0.0	180.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM C	0.571	0.000	0.000	0.429				
		20.0	0.0	0.0	15.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM D	0.897	0.095	0.008	0.000				
		897.0	95.0	8.0	0.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	12.11	30.55	0.396	-	0.0	0.7	9.6	-	0.054
ARM B	7.08	19.49	0.363	-	0.0	0.6	8.2	-	0.080
ARM C	0.58	14.17	0.041	-	0.0	0.0	0.6	-	0.074
ARM D	16.68	26.55	0.628	-	0.0	1.7	23.6	-	0.099

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	12.11	30.55	0.396	-	0.7	0.7	9.8	-	0.054
ARM B	7.08	19.46	0.364	-	0.6	0.6	8.5	-	0.081
ARM C	0.58	14.13	0.041	-	0.0	0.0	0.6	-	0.074
ARM D	16.68	26.53	0.629	-	1.7	1.7	25.1	-	0.102



I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	ARM A	12.11	30.55	0.396	-	0.7	0.7	9.8	-	0.054	I
I	ARM B	7.08	19.46	0.364	-	0.6	0.6	8.5	-	0.081	I
I	ARM C	0.58	14.13	0.041	-	0.0	0.0	0.6	-	0.074	I
I	ARM D	16.68	26.53	0.629	-	1.7	1.7	25.2	-	0.102	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	ARM A	12.11	30.55	0.396	-	0.7	0.7	9.8	-	0.054	I
I	ARM B	7.08	19.46	0.364	-	0.6	0.6	8.6	-	0.081	I
I	ARM C	0.58	14.13	0.041	-	0.0	0.0	0.6	-	0.074	I
I	ARM D	16.68	26.53	0.629	-	1.7	1.7	25.3	-	0.102	I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.7 *
08.30	0.7 *
08.45	0.7 *
09.00	0.7 *

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.6 *
08.30	0.6 *
08.45	0.6 *
09.00	0.6 *

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	1.7 **
08.30	1.7 **
08.45	1.7 **
09.00	1.7 **

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

```
----- T75
I  ARM  I  TOTAL DEMAND  I  * QUEUEING *  I  * INCLUSIVE QUEUEING *  I
I      I      I      I      I      I      I      I      I      I
I      I      I      I      I      I      I      I      I      I
I      I  (VEH)  (VEH/H)  I  (MIN)  (MIN/VEH)  I  (MIN)  (MIN/VEH)  I
-----
I  A  I  726.6  I  726.6  I  39.0  I  0.05  I  39.0  I  0.05  I
I  B  I  424.8  I  424.8  I  33.8  I  0.08  I  33.9  I  0.08  I
I  C  I  34.8  I  34.8  I  2.5  I  0.07  I  2.5  I  0.07  I
I  D  I 1000.8  I 1000.8  I  99.1  I  0.10  I  99.2  I  0.10  I
-----
I  ALL  I 2187.0  I 2187.0  I 174.6  I  0.08  I 174.6  I  0.08  I
-----
```

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

==== end of file =====

Printed at 16:07:44 on 17/12/2012]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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RG40 3GA,UK

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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"n:\Projects\A053001 - A053500\A053410-1 Banbury\Calculations\Traffic\Arcady\50m ICD\_211112\  
Site Access Roundabout-new geo.vai"  
(drive-on-the-left ) at 16:38:10 on Monday, 17 December 2012

FILE PROPERTIES  
\*\*\*\*\*

RUN TITLE: Site Access Roundabout  
LOCATION: Banbury  
DATE: 17/12/12  
CLIENT:  
ENUMERATOR: jenny.moon [1307LT]  
JOB NUMBER: A053410-01  
STATUS: Completed  
DESCRIPTION: 50m ICD

INPUT DATA  
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ARM A - Bloxham Road (North)  
ARM B - Site Access 1  
ARM C - Site Access 2  
ARM D - Bloxham Road (South)

GEOMETRIC DATA  
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I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.00	I	8.00	I	25.00	I	13.00	I	50.00	I	39.0	I	0.629	I	31.628	I
I	ARM	B	I	3.00	I	6.70	I	20.00	I	13.00	I	50.00	I	36.0	I	0.564	I	25.619	I
I	ARM	C	I	3.00	I	6.40	I	16.00	I	15.00	I	50.00	I	45.0	I	0.536	I	23.636	I
I	ARM	D	I	3.60	I	7.10	I	20.00	I	17.00	I	50.00	I	30.0	I	0.617	I	29.255	I

V = approach half-width      L = effective flare length      D = inscribed circle diameter  
E = entry width                  R = entry radius                  PHI = entry angle

TRAFFIC DEMAND DATA  
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Only sets included in the current run are shown

SCALING FACTORS

T13

IARM	I	FLOW	SCALE(%)	I
I A	I	100		I
I B	I	100		I
I C	I	100		I
I D	I	100		I

TIME PERIOD BEGINS(08.00)AND ENDS(09.00)

LENGTH OF TIME PERIOD -( 60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: 2022 Base PM +Dev

DEMAND SET TITLE: 2022 Base PM +Dev

T33

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D				
08.00 - 09.00	ARM A	0.000	0.209	0.006	0.786				
		0.0	186.0	5.0	701.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM B	0.510	0.000	0.000	0.490				
		100.0	0.0	0.0	96.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM C	0.471	0.000	0.000	0.529				
		8.0	0.0	0.0	9.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				
	ARM D	0.777	0.206	0.017	0.000				
		606.0	161.0	13.0	0.0				
		( 0.0)	( 0.0)	( 0.0)	( 0.0)				

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	15.03	29.81	0.504	-	0.0	1.0	14.6	-	0.067
ARM B	3.27	18.82	0.174	-	0.0	0.2	3.1	-	0.064
ARM C	0.28	15.59	0.018	-	0.0	0.0	0.3	-	0.065
ARM D	12.99	28.15	0.461	-	0.0	0.8	12.4	-	0.065

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	15.03	29.80	0.504	-	1.0	1.0	15.2	-	0.068
ARM B	3.27	18.79	0.174	-	0.2	0.2	3.1	-	0.064
ARM C	0.28	15.56	0.018	-	0.0	0.0	0.3	-	0.065
ARM D	12.99	28.15	0.462	-	0.8	0.9	12.8	-	0.066

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	15.03	29.80	0.504	-	1.0	1.0	15.2	-	0.068
ARM B	3.27	18.79	0.174	-	0.2	0.2	3.2	-	0.064
ARM C	0.28	15.56	0.018	-	0.0	0.0	0.3	-	0.065
ARM D	12.99	28.15	0.462	-	0.9	0.9	12.8	-	0.066

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	15.03	29.80	0.504	-	1.0	1.0	15.2	-	0.068
ARM B	3.27	18.79	0.174	-	0.2	0.2	3.2	-	0.064
ARM C	0.28	15.56	0.018	-	0.0	0.0	0.3	-	0.065
ARM D	12.99	28.15	0.462	-	0.9	0.9	12.8	-	0.066

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	1.0 *
08.30	1.0 *
08.45	1.0 *
09.00	1.0 *

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.8 *
08.30	0.9 *
08.45	0.9 *
09.00	0.9 *

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

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----- T75
I  ARM  I  TOTAL DEMAND  I  * QUEUEING *  I  * INCLUSIVE QUEUEING *  I
I      I      I      I      * DELAY *      I      * DELAY *      I
I      I-----I
I      I  (VEH)  (VEH/H)  I  (MIN)  (MIN/VEH)  I  (MIN)  (MIN/VEH)  I
I-----I
I  A  I  901.8  I  901.8  I  60.2  I  0.07  I  60.2  I  0.07  I
I  B  I  196.2  I  196.2  I  12.5  I  0.06  I  12.5  I  0.06  I
I  C  I  16.8  I  16.8  I  1.1  I  0.06  I  1.1  I  0.06  I
I  D  I  779.4  I  779.4  I  50.8  I  0.07  I  50.8  I  0.07  I
I-----I
I  ALL  I  1894.2  I  1894.2  I  124.6  I  0.07  I  124.7  I  0.07  I
I-----I
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\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

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