



## **Bicester Gateway Phase 1b**

### **Transport Assessment**

On behalf of **Bicester Gateway Ltd**

Project Ref: 46463/001 | Final | Date: January 2020

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## Contents

<b>Executive Summary .....</b>	<b>1</b>
Background .....	1
Proposed development.....	1
Impact Assessment .....	2
Overall Conclusion .....	3
<b>1 Introduction .....</b>	<b>4</b>
1.1 Background .....	4
1.2 Development Proposals .....	4
1.3 Scoping of the Transport Assessment .....	5
1.4 Content of the Report .....	5
<b>2 Policy Review .....</b>	<b>6</b>
2.1 Introduction .....	6
2.2 National Planning Policy Context .....	6
2.3 Local Planning Policy Context .....	8
2.4 Extant Planning Consent on the Bicester Gateway site Phase 1a and Phase 1b .....	10
<b>3 Existing Conditions.....</b>	<b>13</b>
3.1 Introduction .....	13
3.2 Site Location and Description .....	13
3.3 Local Facilities and Amenities .....	13
3.4 Site Accessibility by Non-Car Modes .....	15
3.5 Local Highway Network .....	18
3.6 Personal Injury Collision Data .....	19
<b>4 Emerging Evidence on Future Travel Trends .....</b>	<b>21</b>
4.1 Introduction .....	21
4.2 All Change? – Peter Brett Associates (now Stantec), working with the Independent Transport Commission (2018) .....	21
4.3 Young People’s Travel – What’s Changed and Why? Review and Analysis: Report to DfT (UWE, 2018) .....	23
4.4 A Time of Unprecedented Change in the Transport System, The Future of Mobility (Government Office for Science, January 2019) .....	24
<b>5 Development Proposals .....</b>	<b>26</b>
5.1 Development Proposals .....	26
5.2 Parking Provision.....	27
<b>6 Access Strategy .....</b>	<b>30</b>
6.1 Site Access and Sustainable Transport Proposals .....	30
6.2 Travel Plan .....	30
6.3 Walking and Cycling Proposals .....	31
6.4 Public Transport Access Strategy .....	31
6.5 Vehicle Access Proposals .....	31



6.6	Vehicle Parking Management proposals.....	32
<b>7</b>	<b>Development Travel Demand.....</b>	<b>33</b>
7.1	Introduction.....	33
7.2	Trip Generation.....	33
7.3	Cherwell 016 MSOA Modal Split.....	34
7.5	Predicted Baseline Modal Split for other land uses.....	37
<b>8</b>	<b>Traffic Impact Assessment .....</b>	<b>38</b>
8.1	Introduction.....	38
8.2	Quantification of Development Impact .....	38
8.3	Assessment Years and Traffic Growth.....	39
8.4	Development Traffic Assignment and Distribution .....	40
8.5	Junction Capacity Assessment .....	41
8.6	Weekend Assessment.....	43
8.7	Summary .....	44
<b>9</b>	<b>Conclusions.....</b>	<b>46</b>
9.1	Introduction.....	46
9.2	Development Proposals .....	46
9.3	Transport Proposals .....	47
9.4	Traffic Impact Assessment.....	47
9.5	Overall Conclusion .....	47

## Figures

- Figure 3.1 Site Location
- Figure 3.2 Walking
- Figure 3.3 Cycling
- Figure 3.4 Bus Routes
- Figure 4.1 Average number of trips by purpose: England 1995/97 to 2014 (NTS)
- Figure 4.2 Traditional Travel Forecasting v Actual Vehicle KM Changes (Source: DCC, 2018)
- Figure 8.1 Development Traffic AM
- Figure 8.2 Development Traffic PM

## Drawing

Drawing 46463-5501-001

## Tables

Table 2.1 – Consented Bicester Gateway Phase 1 – Total Trip Generation agreed with OCC .....	10
Table 2.2 – Consented Bicester Gateway Phase 1 - S106 Summary .....	11
Table 3.1: Distance to Key Facilities .....	14
Table 3.2: Local Bus Services and Frequencies .....	16



Table 3.3: Train Services at Bicester Stations .....	17
Table 3.4: Personal Injury Collision Record .....	19
Table 7.1: Weekday Vehicular Trip Rates .....	33
Table 7.2: Weekday Vehicular Trip Generation .....	34
Table 7.3: Census Data Modal Split and Trip Generation for Cherwell 016 MSOA – Residential.....	34
Table 7.4: Census Data Modal Split and Trip Generation for Cherwell 016 MSOA – Employment .....	35
Table 7.5: Predicted Residential Baseline Modal Split.....	36
Table 8.1: Trip Generation Comparison .....	39
Table 8.2: TEMPro Growth Factors.....	40
Table 8.3 – Weekday peak vehicular trip distribution.....	40
Table 8.4: A41 / Vendee Drive Roundabout 2026 Reference Case .....	41
Table 8.5: A41 / Vendee Drive Roundabout 2026 With Development.....	42
Table 8.6: Wendlebury Road / Vendee Drive Link 2026 Reference Case .....	42
Table 8.7: Wendlebury Road / Vendee Drive Link 2026 With Development .....	42
Table 8.8: Wendlebury Road / Unnamed Road to Chesterton 2026 Reference Case .....	43
Table 8.9: Wendlebury Road / Unnamed Road to Chesterton 2026 With Development.....	43
Table 8.10: Weekend Vehicular Trip Rates and Trip Generation .....	44
Table 8.11: Weekend Traffic Impact Assessment.....	44

## Appendices

Appendix A	Masterplan
Appendix B	Scoping
Appendix C	PIC data
Appendix D	Junction Capacity Assessments



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## Executive Summary

### Background

Stantec have been commissioned by Bicester Gateway Ltd to provide highway and transport advice in support of a new outline planning application for the development of the Bicester Gateway Phase 1b site into an 'Innovation Community', adding residential to the consented site. The wider Bicester Gateway site is also identified in the local planning documents as the Bicester 10 site.

The Bicester Gateway Phase 1 site was granted outline planning permission (16/02586/OUT) in July 2017 for the use of:

- A hotel (up to 149 bedrooms) on the Bicester Gateway Phase 1a site;
- Up to 14,972 sqm (Gross External Area) of B1 employment-based buildings on the Bicester Gateway Phase 1b site; and
- With associated infrastructure, car parking and marketing boards.

Subsequent to the outline planning permission being granted, in March 2018, a reserved matters application (17/02557/REM) was granted for the Hotel proposed on the Phase 1a land. The Hotel is now under construction.

This Transport Assessment (TA) considers the transport implications of the new development proposals on the Phase 1b site, in comparison with the consented use of the site as granted at the outline stage.

### Proposed development

The proposal is for a new type of residential led development based on the concept of 'co-living' and 'co-working', promoted under the banner of an 'Innovation Community', building on the high transport accessibility and sustainability of the site. The proposed development aims to provide community living where car use can be limited to weekend and occasional trips as most day-to-day residents' needs can be accommodated on site or close by, building on:

- The proximity of the Bicester P&R offering direct bus access to the knowledge economy jobs in Oxfordshire;
- Coupled with the vast range of leisure, retail, education facilities linked by excellent cycling and walking facilities in the centre of Bicester and the nearby Kingsmere and Bicester Village developments; and
- To which can be added two railway stations with convenient links to London in particular.

There is a growing evidence base demonstrating a shift in travel behaviour as a result of disruptive technological and societal changes, in particular amongst the younger generations for whom a significant part of future housing development demand applies, and that form the type of residents that the proposed development would be aimed at.

There is widespread evidence demonstrating that there is less reliance on the car from younger generations, aspiration to socialise or work while travelling, high costs of car ownership and change in priorities of spend (car not being a status symbol) all leading to a consensus that future travel behaviour will lead to lower levels of private car use.

The proposed development therefore responds to these changes in lifestyles.



The proposed new development on the Bicester Gateway Phase 1b site would include:

- approximately 273 residential units, providing a mix of studio, 1-bed and 2-bed flats, including some car-free units;
- approximately 190 sqm GEA/177 sqm GIA of A3/Café use;
- approximately 4,413sqm GIA of open market office space (typical B1 use);
- A Hub area of about 9,000sqft (GEA), including a site management office, a lounge area, desk space for hire, an Active Travel Hub and a small food retail facility (day-to-day top up shopping);
- In line with the concept for the development, the proposals will deliver ample cycle parking aimed at meeting the needs of residents, employees and visitor, including space for charging Ebikes, and parking cargo bikes and tricycles; and
- In addition, a total of 8 EV charging parking spaces and 4 car club car parking spaces are proposed, with regular car parking.

## Impact Assessment

This Transport Impact Assessment has been scoped with Oxfordshire County Council. Also, this report recognises the significant opportunity that the development represents in terms of sustainable living and sustainable travel behaviours, the scoped assessment relies on agreed robust assumptions. In this respect, it is expected that the impacts identified in this report will not fully materialise and that the residents, employees and visitors to the site will adhere to the concept and vision for the development.

The traffic impact assessment work carried out as part of this Transport Assessment indicates that:

- The overall predicted trip generation of the proposed development in the weekday peak periods is significantly lower than that of the consented B1 office development and therefore it is considered that the proposed new mixed-use development is acceptable in transport terms;
- The consented development was assessed as not having an impact on the operation of the SRN. The proposed new development being assessed as generating fewer vehicular trips than the consented development, it is therefore concluded that the proposed new development will not have an impact on the operation of the SRN either;
- The operational implications of the proposed new development on the local road network have been considered and this assessment concludes that the proposed new development would not have a severe impact on the operation of the local road network when the existing network's geometry is considered. This therefore confirms that the highway vehicular capacity mitigation schemes agreed as necessary to support the consented development will not be necessary to support the proposed new development;
- The predicted vehicle trip generation to/from the proposed new development is significantly lower than predicted for the consented scheme. Therefore, the rationale for and level of contribution towards the SEPR agreed for the consented scheme needs to be revisited and revised down if still considered justifiable at all;
- The assessment presented in this report also confirms that the proposed new development would not have a material impact on the local road network in the weekend peak period;



- The assessment carried out is based on relatively generic parameters agreed with OCC at the scoping stage as suitable and representing a robust basis for assessment. In practice and in line with the ethos of the proposals, it is expected that the traffic impact of the new development will be much lower than predicted in this report; and
- Overall, the assessment presented confirms that the proposed new development will not have a severe traffic impact on the local and strategic road networks.

### **Overall Conclusion**

This report demonstrates that the proposed new development would have a beneficial impact on the operation of the transport networks in Bicester when compared to the consented Bicester Gateway Phase 1b development. The concept for the proposed new development and its ethos are strongly anchored in the principle of sustainability, building on excellent accessibility by non-car modes.

Based on the findings of this report, it is considered that there are no valid highway or transportation reasons that should prevent the development proposals from being awarded planning consent, subject to securing the proposed package of sustainable transport measures by way of appropriate legal agreement.



# 1 Introduction

## 1.1 Background

- 1.1.1 Stantec have been commissioned by Bicester Gateway Ltd to provide highway and transport advice in support of a new outline planning application for the development of the Bicester Gateway Phase 1b site into an 'Innovation Community', adding residential to the consented site. The wider Bicester Gateway site is also identified in the local planning documents as the Bicester 10 site.
- 1.1.2 The Bicester Gateway Phase 1 site was granted outline planning permission (16/02586/OUT) in July 2017 for the use of:
- A hotel (up to 149 bedrooms) on the Bicester Gateway Phase 1a site;
  - Up to 14,972 sqm (Gross External Area) of B1 employment-based buildings on the Bicester Gateway Phase 1b site; and
  - With associated infrastructure, car parking and marketing boards.
- 1.1.3 Subsequent to the outline planning permission being granted, in March 2018, a reserved matters application (17/02557/REM) was granted for the Hotel proposed on the Phase 1a land. The Hotel is now under construction.
- 1.1.4 This Transport Assessment (TA) considers the transport implications of the new development proposals on the Phase 1b site, in comparison with the consented use of the site as granted at the outline stage.

## 1.2 Development Proposals

- 1.2.1 The proposed new development on the Bicester Gateway Phase 1b site would include:
- Approximately 273 residential units, providing a mix of studio, 1-bed and 2-bed flats, comprising:
    - A maximum of 33 car-free residential flats, with access to 4 car club spaces; and
    - Approximately 240 residential flats, served by a car park providing an overall allocation of 1 space per unit.
  - Approximately 190 sqm GEA/ 177 sqm GIA of A3/Café use, served by a 20 spaces car park for customers and 2 additional spaces for staff;
  - Approximately 4,413sqm GIA of open market office space (typical B1 use) served by a dedicated car park including 147 spaces, plus 4 EV charging spaces; and
  - A Hub area of about 9,000sqft (GEA), including a site management office, a lounge area, desk space for hire, an Active Travel Hub and a small food retail facility (day-to-day top up shopping), for the use exclusively of residents and employees on site, served by 2 car parking spaces for the use of staff at the site management company.
- 1.2.2 A masterplan illustrating how these proposals could be delivered on site is provided in **Appendix A.**



### **1.3 Scoping of the Transport Assessment**

- 1.3.1 Stantec consulted with Oxfordshire County Council (OCC) regarding the scope of this TA. A copy of the Scoping Note issued to OCC is included at **Appendix B**, along with OCC's scoping response and minutes of the scoping meeting held between OCC and Stantec in September 2019.

### **1.4 Content of the Report**

- 1.4.1 This report includes the following sections:
- Section 2 – Policy Review;
  - Section 3 – Existing Conditions;
  - Section 4 – Emerging Evidence on Future Travel Trends;
  - Section 5 – Development Proposals;
  - Section 6 – Access Strategy;
  - Section 7 – Development Travel Demand;
  - Section 8 – Traffic Impact Assessment; and
  - Section 9 – Conclusions.



## 2 Policy Review

### 2.1 Introduction

- 2.1.1 A review has been undertaken of the national, regional and local transport policy documents in order to inform the development proposals. This section of the report sets out the key relevant policies and demonstrates how the development proposals accord and comply with these policies.

### 2.2 National Planning Policy Context

#### National Planning Policy Framework (NPPF)

- 2.2.1 The latest National Planning Policy Framework (NPPF) came into force in February 2019. The presumption in favour of sustainable development remains the core objective of the NPPF, paragraph 10 states that *'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.'*
- 2.2.2 To promote sustainable transport, paragraph 108 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- safe and suitable access to the site can be achieved for all users; and*
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*
- 2.2.3 Additionally, paragraph 111 of the NPPF states *'All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*
- 2.2.4 In Section 9 'Promoting sustainable transport', paragraph 102 states that *'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- the potential impacts of development on transport networks can be addressed;*
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- opportunities to promote walking, cycling and public transport use are identified and pursued;*
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'*



- 2.2.5 Paragraph 109 of the NPPF states *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’*

### **Planning Practice Guidance (PPG)**

- 2.2.6 The Planning Practice Guidance provides the overarching framework within which the transport implications of development should be considered. It provides advice on the preparation of Transport Assessments, Transport Statements and Travel Plans. The key advice is as follows:

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

- 2.2.7 The PPG has a section entitled “Why are Travel Plans, Transport Assessments and Statements important?” which states the following:

*‘Travel Plans, Transport Assessments and Statements can positively contribute to:*

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.’

- 2.2.8 The key principles within which Transport Assessments should be undertaken are detailed as follows:

*‘Travel Plans, Transport Assessments and Statements should be:*

- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest practicable possible stage of a development proposal; and
- Be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally).

*Be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)’.* The



*guidance emphasises the importance to consult the relevant local authority at the outset in order to scope the transport assessment work, on the basis of the principles highlighted above.*

## 2.3 Local Planning Policy Context

### Connecting Oxfordshire 2015-2031 (LTP4)

2.3.1 The Oxfordshire Local Transport Plan 2015-2031 (LTP4) focuses on delivering the transport framework and solutions to support the delivery of major growth planned within the County to for the period up to 2031. The plan sets out the following overarching transport goals:

- Support jobs and housing growth and economic vitality;
- Support the transition to a low carbon future;
- Support social inclusion and equality of opportunity;
- Protect, and where possible enhance Oxfordshire's environment and improve quality of life; and
- Improve public health, safety and individual wellbeing.

2.3.2 The Plan includes specific local strategies, including a strategy for the Bicester area. This strategy identifies several opportunities to improve Bicester's local transport networks in order to support planned growth locally, including:

- Road improvements delivering western, eastern and southern peripheral corridors;
- Improvements in rail access, including direct services to London from the Bicester Village station and future connections to Milton Keynes, Bletchley and Bedford to the north and Didcot and Reading to the south, all as part of the East-West Rail project;
- Improvements at the M40 Junctions 9 and 10 as well as the possible creation of a new junction on the M40 as part of the Oxford-Cambridge Expressway project; and
- The promotion of sustainable travel by the development of Travel Plans for key developments, improving pedestrian, cycle and public transport links from the town centre to major developments and railway stations, specific public transport improvements on key corridors, and the development of a specific public transport offer connecting with Oxford and the rest of the Knowledge Spine.

2.3.3 A number of identified elements of the strategy are directly relevant to the Bicester Gateway site including:

- South East Peripheral Road (SEPR), connecting the A41 east and west of Bicester via a new road around the south of the town;
- Potential freight interchange at Graven Hill that would be linked to the SEPR scheme;
- Park and Ride at the A41 Kingsmere Roundabout, directly opposite the site, providing increased bus accessibility plus connections to the wider Knowledge Spine as part of the provision of a 'turn-up and go' bus service connecting to Oxford;
- Enhancing pedestrian, cycle and public transport links from the stations to key employment sites, putting the onus on connecting the Bicester Gateway site to the town centre and the local Bicester Village station;



- Improving bus services along key corridors, with specific mention of improved connections to the Bicester Business Park site;
- Improved access to Bicester Village, with direct implications on connectivity to the south west of Bicester;
- Southern connectivity project, delivering pedestrian and cycle links between residential and employment sites to the south of Bicester;
- Securing green links between proposed development sites on the outskirts of the town and existing Public Rights of Way, providing a series of leisure / health walks, which would apply to Bicester Gateway given its location on the edge of the town; and
- Increased awareness of travel choices, which in the case of Bicester Gateway will relate to the development of a Travel Plan.

2.3.4 The access strategy put forward as part of the first phase of development on the Bicester Gateway site took account of this wider strategic context as agreed with Oxfordshire County Council by grant of planning consent.

### **Cherwell Local Plan**

2.3.5 The Cherwell Local Plan was adopted in July 2015. It allocates 10,129 new homes in Bicester supporting a significant employment allocation (138ha). The Bicester Gateway site is an allocated site within the Plan. The following specific policy requirements are identified in terms of transport:

- Contribution towards M40 Junction 9 Phase 2 improvements;
- Contribution towards local road improvements;
- Safeguarding of land for the southern peripheral route;
- Integration/connectivity improvements with South West Bicester site (Kingsmere), Bicester Village and Bicester Town Centre;
- Green Infrastructure links;
- Travel Plan;
- Pedestrian and cycle improvements along the A41 corridor with improved connection to nearby developments; and
- Improved bus connection with the provision of bus stops on site.

2.3.6 The access strategy supporting the consented Bicester Gateway Phase 1 development is consistent with the requirements set by the Local Plan and proposes the delivery of transport infrastructure suitable to serve the consented Phase 1 development. As this report will detail, the access strategy for the proposed new development on the Phase 1b site builds on the transport infrastructure scheme approved with the consented development and adapts this strategy to reflect the type of development now proposed on site. It is important to note that as with the consented scheme, the new proposals go some way to responding to the requirements set by the Local Plan, as well as the delivery of a wider strategy at the entire Bicester Gateway site level. As with the consented development, the access strategy put forward for this new Phase 1b development also recognises the small size of the proposed development compared to the entire Local Plan allocation and puts forward a package of



transport measures commensurate to the relative transport impacts of the new proposed Phase 1b development.

## 2.4 Extant Planning Consent on the Bicester Gateway site Phase 1a and Phase 1b

- 2.4.1 In 2017, outline planning permission was granted for a scheme comprising 14,972 sqm GEA of B1 employment use on the Phase 1b site supported by 503 car parking spaces. This same consent also permitted the development of a 149-bedroom hotel on the Phase 1a site.
- 2.4.2 This outline planning application was supported by a Transport Assessment (dated 2016) that identified the impact of the proposed development on the local highway network. Where necessary, these impacts were appropriately mitigated through a package of sustainable transport measures and highway improvements. This was agreed with OCC and later granted planning permission.
- 2.4.3 The trip generation for the development tested within the 2016 Transport Assessment was calculated using the TRICS database. **Table 2.1** provides a summary of the total agreed trip generation for the consented development as tested in the 2016 Transport Assessment.

Table 2.1 – Consented Bicester Gateway Phase 1 – Total Trip Generation agreed with OCC

	AM Peak			PM Peak		
	IN	OUT	2-WAY	IN	OUT	2-WAY
<b>Office (Phase 1b)</b>	256	24	280	19	268	287
<b>Hotel (Phase 1a)</b>	21	38	59	30	14	44
<b>Total</b>	<b>277</b>	<b>62</b>	<b>339</b>	<b>49</b>	<b>282</b>	<b>331</b>

- 2.4.4 As part of the Transport Assessment supporting the extant consent, junction capacity assessments were undertaken for the following junctions on the local highway network:
- A41/Vendee Drive/Park and Ride Roundabout;
  - Vendee Drive/Wendlebury Road Priority Junction;
  - A41 Junctions with Kingsmere Access, Tesco Access and Oxford Road; and
  - M40 Junction 9.
- 2.4.5 The M40 Junction 9 was modelled in LINSIG which showed that the impact of the proposed development at the junction would be negligible and did not warrant mitigation.
- 2.4.6 A package of sustainable travel measures was proposed to manage travel demand and mitigate impacts on the local highway network. This included travel planning, strategies to improve and encourage walking, cycling and public transport use, and a plan to manage on-site parking.
- 2.4.7 **Table 2.2** provides a summary of the Section 106 obligations agreed as part of the extant consent on the Bicester Gateway Phase 1 site.



Table 2.2 – Consented Bicester Gateway Phase 1 - S106 Summary

Obligation	Trigger	Comments
Bus stop contribution (RTI)	Start of B1 or Hotel development	Committed as part of the implementation of Phase 1a Hotel
Strategic Transport Contribution – Instalment 1	Occupation of 3,000 sqm of B1	Related to SEPR and calculated on number of trips generated
Strategic Transport Contribution – Instalment 2	Occupation of 7,000 sqm of B1	Related to SEPR and calculated on number of trips generated
Strategic Transport Contribution – Instalment 3	Occupation of 10,000sqm of B1	Related to SEPR and calculated on number of trips generated
Travel Plan Contribution – Payment 1	Occupation of Hotel	Committed as part of the implementation of Phase 1a Hotel
Travel Plan Contribution – Payment 2	Occupation of B1	
Mini Roundabout at Wendlebury Rd/Vendee Dr	S278 agreed prior to start of B1, delivered prior to occupation of B1	
A41/Vendee Dr junction improvements	S278 agreed prior to start of B1, delivered prior to occupation of B1	
Shared footway/cycleway Hotel	S278 agreed prior to start of Hotel, delivered prior to occupation of Hotel	Assumed committed as part of the implementation of Phase 1a Hotel
Shared footway/cycleway Office and link to slip-road	S278 agreed prior to start of B1, delivered prior to occupation of B1	
Bus stop on A41	S278 agreed prior to start of Hotel, delivered prior to occupation of Hotel	Assumed committed as part of the implementation of Phase 1a Hotel
A41 pedestrian crossing north/east of Vendee Dr	S278 agreed prior to start of Hotel and delivered prior to occupation of Hotel	Assumed committed as part of the implementation of Phase 1a Hotel

2.4.8 The delivery of the Hotel on the Bicester Gateway Phase 1a site is nearing completion and the hotel is soon to open. The Phase 1a development is accompanied by a number of improvements on the local transport network as outlined in **Table 2.2**, including:

- A new bus stop on the A41 southbound along the Hotel frontage;
- A new pedestrian crossing across the A41 to the north of the Vendee Drive roundabout to link the northbound and southbound A41 bus stops and provide a safe pedestrian connection to the Kingsmere development;
- A shared footway/cycleway along the A41 frontage of the Hotel linking to the existing facilities on the eastern side of the A41 connecting to the town centre, Bicester Village, the nearby Tesco superstore and then the Bicester railway stations; and
- The RTI provision at bus stops on the A41 (Bus stop contribution).



- 2.4.9 These improvements to the local transport networks are considered committed and delivered for the purpose of this Transport Assessment.



## 3 Existing Conditions

### 3.1 Introduction

- 3.1.1 This section considers the existing transport conditions in the vicinity of the development site. It provides details of the site's location, its proximity to local facilities and amenities and its accessibility by walking, cycling and public transport.

### 3.2 Site Location and Description

- 3.2.1 The site is located approximately 2.5km north-east of the M40 Junction 9 on the A41. The M40 forms part of the strategic road network providing connection to London and the South East and then to Birmingham in the north.
- 3.2.2 The site is located on the western approach to Bicester along the A41. The site is accessed via the A41 with Vendee Drive leading into the South-West Bicester Urban Extension (Kingsmere). A short section of road (referred to as Vendee Drive (link) in the rest of this report) connects the A41 Kingsmere Roundabout to Wendlebury Road, which is a local country road that runs parallel to the A41. Wendlebury Road forms the eastern edge of the development and connects to villages south-west of Bicester.
- 3.2.3 **Figure 3.1** illustrates the site within its context.

### 3.3 Local Facilities and Amenities

- 3.3.1 The Bicester Gateway Phase 1b site is in close proximity to a number of facilities likely to be of use to residents, employees and visitors at the development.
- 3.3.2 The adjacent hotel will provide some convenience facilities for both the residents and employees.
- 3.3.3 There is an extensive retail offering in the vicinity of the site, including Bicester Village, Blue Diamond Home & Garden Shops and the Kingsmere Retail Park, which is currently under construction.
- 3.3.4 A Tesco Superstore and McDonalds are located approximately 1km from the site. Bicester Town Centre and Market Square are approximately 2.3km walking or cycling distance from the site, providing a variety of retail, entertainment and restaurant facilities, including a Vue cinema and a library.
- 3.3.5 St Edburg's CE Primary School is located approximately 1.2km walking distance from the site, within the new Kingsmere development.
- 3.3.6 There are also proposals for new attractions and facilities in the local area including a new recreational Country Park and Bicester Motion, an automotive resort.
- 3.3.7 The following table provides a summary of the key local facilities available within proximity of the development site. The distances are taken from the notional centre of the site frontage on the A41.



Table 3.1: Distance to Key Facilities

Facility / Destination	Location / Street	Distance
Blue Diamond Home & Garden Shops	Wendlebury Road	600m
McDonalds	Lakeview Drive	1,000m
Tesco Superstore	Lakeview Drive	1,200m
Bicester Village	Pingle Drive	1,400m
Kingsmere Retail Park (Under Construction, includes Next and M&S Simply Food)	A41/Pioneer Way	1,100m
Bicester Market Square	Bicester Town Centre	2,300m
Vue Cinema	Bicester Town Centre	2,500m
Library	Bicester Town Centre	2,500m
The Lion Wendlebury (Pub)	Wendlebury Road	1,800m
St Edburg's CE Primary School	Pioneer Way, Kingsmere Development	1,200m
Bicester Motion (Proposed)	Former RAF Bicester Airfield	4,000m
Country Park (Proposed)	Vendee Drive	600m

3.3.8 In considering the proximity of these key facilities and amenities with regards to walking distances, the most recent transport statistics are set out within the DfT's *'National Travel Survey: 2018'* (NTS). This indicates that 80% of journeys under one mile (1.6km) are made on foot.

3.3.9 The NPPF now supersedes the Planning Policy Guidance (PPG), however PPG13 states that:

*"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres."*

3.3.10 In addition, guidance on this issue is provided by Manual for Streets (MfS) which, at Paragraph 4.4.1, states that:

*"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' [up to about 800m] walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km."*

3.3.11 Again, this is reiterated and substantiated in the recent NTS, which identifies that 82% of all cycle trips are over 1 mile (1.6km) and 53% over 2 miles (3.2km). 82% of all cycle journeys are made over distances less than 5 miles (8km).

3.3.12 Based on the evidence detailed above, it is considered that the site is located within a walkable distance (2km) of a large majority of the key facilities identified in Table 3.1.



Furthermore, all key facilities identified are accessible within a short cycle distance (much less than 5 miles). The proposed development site is therefore located in close proximity of a wide range of facilities accessible by active modes of transport, facilities that will meet most day-to-day needs of future residents, employees and visitors to the proposed development.

- 3.3.13 As detailed in Section 5, the proposed development will also offer a range of community facilities on site, contributing further to the transport sustainability of the proposal.

### 3.4 Site Accessibility by Non-Car Modes

#### Walking and Cycling

- 3.4.1 The Bicester Gateway Phase 1b site benefits from good existing walking and cycling facilities. Many of these have been recently developed to support the proposed South West Bicester Urban Extension (Kingsmere), complemented by the transport infrastructure delivered by the Hotel consent on the Phase 1a site. **Figures 3.2 and 3.3** present walking and cycling isochrones from the development.
- 3.4.2 Wendlebury Road is part of National Cycle Route (NCR) 51, which is a long-distance route connecting Colchester and Oxford. Locally, NCR 51 provides access to Bicester Village and Bicester Town Centre to the north of the site and runs along the eastern side of the A41 on a segregated track, with suitable crossing points into Bicester Village and town. Both rail stations are within cycling distance of the Bicester Gateway Phase 1b site, with Bicester Village station the nearest and connected to the NCR 51.
- 3.4.3 A shared 2.5m wide footway/cycleway is located along the northern side of Vendee Drive and provides connection into the Kingsmere development. On the approach to the A41 Kingsmere Roundabout, this facility crosses over to the southern side of Vendee Drive via a central splitter island. This then extends to the Kingsmere Roundabout and connects into the Park and Ride (P&R) site. This route also connects with a similar footway/cycleway facility provided on the western side of the A41 towards Bicester Town Centre.
- 3.4.4 Similarly a shared footway/cycleway is provided on the eastern side of the A41 from the junction with Wendlebury Rd to Bicester Town Centre connecting to the Blue Diamond retail park, the future Bicester Office Park, Tesco, Bicester Village (via a new crossing facility) and then to the town centre and railway stations.
- 3.4.5 Traffic signal-controlled crossings are located at key crossing points along the A41 corridor including junctions delivered as part of the Kingsmere and Bicester Office Park developments. These, combined with the other facilities detailed above, mean that continuous off-carriageway routes are available in the vicinity of the site connecting to the rest of Bicester.
- 3.4.6 Off-carriageway walking / cycling links are also provided on the redundant 'Chesterton slip roads' to the south of the site connecting to Chesterton.
- 3.4.7 As part of the reserved matter consent for the Phase 1a Hotel development, an improved shared foot / cycleway is being delivered along the A41 frontage of the Hotel site, connecting to the existing facility on the eastern side of the A41. In addition a signalised pedestrian / cycle crossing is being delivered across the A41 just north of Vendee Drive providing convenient access into the Kingsmere development and the network of walking and cycling routes to the north and west of the A41.



## Public Transport

### Bus

- 3.4.8 The main bus operator in the area around the site is Stagecoach. **Table 3.2** summarises the service numbers, routes and their frequencies near the site. **Figure 3.4** illustrates the key bus routes operating in the area around the site.
- 3.4.9 Access from the proposed development to these services can be gained at a number of nearby locations:
- An existing bus stop on the A41 to the north of the site supplemented by the delivery of a new southbound stop as part of the consented Phase 1a Hotel development provide access to services S5, NS5 and 26 in both directions. These stops are located about 300m-400m from the Phase 1b site and will offer shelter and Real Time Information (RTI). The new traffic signal-controlled pedestrian crossing across the A41 delivered as part of the Phase 1a Hotel creates the link between the northbound and southbound stops, and provides a direct and safe route for future residents, employees and visitors to access the northbound bus stop;
  - The Park and Ride is the other main bus hub locally. It is served by services S5 and NS5 but not the local 26 bus service. The walking route to the Park and Ride stops would be about 400m using the existing uncontrolled crossings at the A41 Kingsmere roundabout. Stops at the Park and Ride site offer shelter; and
  - Finally, there is a southbound stop on the A41 about 250m to the south of the development site, providing access to services S5 and NS5. This stop is marked by a flag only and a layby.
- 3.4.10 Services S5 and NS5 are Park and Ride services providing convenient direct bus connection to Oxford and the rest of Oxfordshire across the Knowledge Spine including an extended service to the John Radcliffe Hospital at peak shift start and finish times. This bus service locates the proposed development within this wider economic growth area, supporting in particular specific links to Oxford knowledge-based industries and businesses. These services also connect to local destinations in Bicester including the Bicester Village railway station. The journey time to Oxford city centre is 31 minutes and between 5 and 8 minutes to Bicester Town Centre from the site.
- 3.4.11 Bus service 26 is a local service to Bicester and connects the development to Bicester North railway station at a 30min frequency Monday to Saturday.
- 3.4.12 Stagecoach operates the X5 express service between Oxford, Buckingham, Milton Keynes, Bedford and Cambridge, which calls at Bicester Village every half an hour every day.

Table 3.2: Local Bus Services and Frequencies

Service/ Operator	Route	Frequency		
		Mon-Fri	Sat	Sun and Bank Holidays
26	Bicester – Kingsmere - Bicester	30mins	30mins	-
S5	Oxford – Gosford –Bicester –Glory Farm - Launton	15mins	15mins	30mins
NS5	Oxford – Gosford –Bicester –Glory Farm	Hourly (Midnight to 3am)	4 x hourly service to Bicester	-



Service/ Operator	Route	Frequency		
		Mon-Fri	Sat	Sun and Bank Holidays
X5	Buckingham – Bicester – Oxford	30mins	30 mins	Hourly

Source: <https://bustimes.org/> August 2019

## Rail

- 3.4.13 There are two passenger rail stations in Bicester: Bicester Village (approximately 2km from the site, so within walking distance) and Bicester North (2.5km from the site within cycling distance). Station locations are shown on **Figure 3.4** and rail services to these stations are summarised below. Bicester Village station was renovated in 2015 by operator Chiltern Railways as part of a general plan to connect better the nearby Bicester Village retail outlet to rail services. It is also one of the stations on the East West Rail scheme delivering rail connection through the Cambridge – Milton Keynes – Oxford growth area. It therefore provides longer distance travel connection from the Bicester area to this major economic area.
- 3.4.14 Bicester Village railway station is accessible by foot in 25 minutes and around an 8-minute cycle ride from the site. The station is served by trains to and from Oxford station and London Marylebone station. All the trains serving the station are operated by Chiltern Railways. The journey time from London Marylebone Station to Bicester Village is approximately 50 minutes and the service is available every 30 minutes throughout the day. Further, journey time from Oxford is 10 minutes which puts the site within a convenient commutable distance from both these major destinations.
- 3.4.15 Covered cycle storage facility is available at the station for 182 bikes, which encourages linked commuting trips on bike and train.
- 3.4.16 Bicester North rail station is located 2.5km from the site and is approximately a 10-minute cycle ride from the site. Bicester North is the main train station for the town, with services operating to and from London Marylebone, Birmingham Snow Hill and Stratford-upon-Avon at a regular frequency. The station is managed by Chiltern Railways and has 136 cycle parking spaces.
- 3.4.17 **Table 3.3** illustrates summarises the train services to key destinations from both Bicester stations.

Table 3.3: Train Services at Bicester Stations

Station	From/to	Weekday Frequency	Weekend Frequency	Approximate journey time
Bicester Village	London Marylebone	30 minutes	30 minutes	50 minutes
	Oxford Parkway	30 minutes	30 minutes	10 minutes
Bicester North	Birmingham Snowhill	60 minutes	60 minutes	1 hour 15 minutes
	Banbury	30 minutes	30 minutes	15 minutes
	Warwick	60 minutes	60 minutes	40 minutes
	Leamington Spa	30-60 minutes	30-60 minutes	40 minutes

(Timings correct as of August 2019)



- 3.4.18 The **Table 3.3** shows that the train stations in Bicester provide excellent connections to Oxford, Birmingham, Banbury, Warwick, Leamington Spa and London for commuting.

### Summary

- 3.4.19 The development site benefits from excellent accessibility by non-car modes of transport, with:
- Excellent pedestrian and cycle links to a wide range of facilities able to accommodate most residents, employees and visitors' day-to-day needs, including retail, leisure, education and work opportunities (in Bicester Town Centre, at Bicester Village), all within acceptable walking and/or cycling distances;
  - Good public transport connections to Bicester Town Centre and to Oxford via the S5/NS5 Park and Ride bus services and local service 26; and
  - Good rail connectivity to a range of local and national destinations (including the knowledge economy 'spine' and the major economic area of the Cambridge – Milton Keynes – Oxford arc) via stations easily accessible by public transport and cycling.
- 3.4.20 The site's access strategy builds on this already excellent accessibility to make sure that the development is connected to the existing transport networks available. In particular, it takes full advantage of the transport infrastructure improvements delivered by the consented Phase 1a Hotel. In addition, a Framework Travel Plan for the site will support the take up of sustainable modes of transport to and from the development making the most of the opportunities for sustainable travel available to the development.

## 3.5 Local Highway Network

### A41

- 3.5.1 The A41 is a dual carriageway road connecting the M40 to the centre of Bicester. The site is accessed off the A41 at a roundabout with Vendee Drive that also forms the access into the Bicester Park and Ride site. The road is subject to a 40mph speed limit from the A41/Vendee Drive Roundabout, and then reduces to 30mph on approach to Oxford Road. Between the site access roundabout and Oxford Road, a three-arm signal junction provides access to an existing Premier Inn Hotel and parts of the South West Bicester Urban Extension (Kingsmere). Approximately 150m south-west of the A41 / Oxford Road junction, another signal controlled three arm junction provides access to new Tesco Superstore and permitted Bicester Office Park. Both of these junctions include controlled pedestrian crossing facilities across the side roads and the A41.

### Vendee Drive

- 3.5.2 Vendee Drive is a single carriageway road with a shared footways/cycleway on the north side of the road. It provides a route around the South West Bicester Urban Extension as well as around Bicester Town Centre.

### Wendlebury Road

- 3.5.3 Wendlebury Road is a single carriageway road of varying width ranging from around 4m to more than 6m. Wendlebury Road links to the southbound/westbound carriageway of the A41 by the Blue Diamond (Bicester Avenue) development at a left in/left out junction. Approximately 5.5 km south of the site, it meets the B430 Northampton Road, whilst running parallel to A41 and A34, bypassing M40J9. There is a footway along the frontage of the Phase 1a Hotel site along Wendlebury Road but no facility south of the Vendee Drive (Link). The road is subject to the national speed limit along the Phase 1b site frontage.



## M40 Junction 9

- 3.5.4 M40 Junction 9 is located under 3km south of the site and links to Birmingham in the north and London in the south via the M40. It links to Oxford via the A34 to the south-west. Improvements to the grade separated junction were completed in 2015 with widening on both the A34 and A41 approaching into the junction and improved signalisation and signage with the aim to alleviate congestion on the A34 north/eastbound and A41 south/westbound carriageway as well as improving safety.

## 3.6 Personal Injury Collision Data

- 3.6.1 In order to establish the existing highway safety record within the vicinity of the site an assessment has been carried out of Personal Injury Collision (PIC) data.
- 3.6.2 PIC data was obtained from Oxfordshire County Council for the period (1/1/2011 to 31/8/2016). The study area is outlined within the accident plot summary and includes the local road network surrounding the site. The following section summarises the PIC data analysis. The complete set of data received is available at **Appendix C**.
- 3.6.3 The PIC data received shows that within the five-year study period a total of 138 collisions were recorded. **Table 3.4** provides a summary of these collision by severity.

Table 3.4: Personal Injury Collision Record

	Number of Collisions						
	2011	2012	2013	2014	2015	2016 (to end of Aug)	Total
Fatal	0	0	0	0	0	1	1
Serious	5	2	3	3	0	3	16
Slight	27	26	23	21	10	14	121
<b>Total</b>	<b>32</b>	<b>28</b>	<b>26</b>	<b>24</b>	<b>10</b>	<b>18</b>	<b>138</b>

- 3.6.4 An analysis of the data collected does not show any specific patterns in the collisions recorded, with most collisions being rear shunts on the approach to junctions along the A41. Some of the serious accidents were due to adverse weather conditions leading to loss of control of vehicles.
- 3.6.5 The recorded fatal accident occurred on the M40 southbound off-slip in the very early hours of the day (dark, road not lit) and involved pedestrians on the carriageway but not crossing being hit by a lorry.
- 3.6.6 A review of the website 'crashmap.co.uk' has also been undertaken to identify any further collisions that have occurred in the vicinity of the site between September 2016 and December 2018 which is the latest available data.
- 3.6.7 No collisions were recorded on Wendlebury Road in the vicinity of the proposed site access junction. Four slight collisions and one serious collision were recorded on the A41/Vendee Drive roundabout between September 2016 and December 2018. These collisions are in line with the pattern of collision identified by the review of the 5-year data between 2011 and 2016, suggesting no changes in conditions over subsequent years.



- 3.6.8 However, Stantec are also aware of a fatal collision which occurred at the A41/Vendee Drive roundabout in June 2019 but are not aware of any official report at this stage explaining what happened.



## 4 Emerging Evidence on Future Travel Trends

### 4.1 Introduction

- 4.1.1 There is a growing evidence base demonstrating a shift in travel behaviour as a result of disruptive technological and societal changes, in particular amongst the younger generations for whom a significant part of future housing development demand applies, and that form the type of residents that the proposed development would be aimed at.
- 4.1.2 There is widespread evidence demonstrating that there is less reliance on the car from younger generations, aspiration to socialise or work while travelling, high costs of car ownership and change in priorities of spend (car not being a status symbol) all leading to a consensus that future travel behaviour will lead to lower levels of private car use.
- 4.1.3 This chapter provides an overview of a selection of key evidence documents that are underpinning these trends, including:
- All Change – Research paper published by Peter Brett Associates (now Stantec), working with the Independent Transport Commission (2018);
  - Young People's Travel – What's Changed and Why? Review and Analysis: Report to DfT (UWE, 2018); and
  - A Time of Unprecedented Change in the Transport System, The Future of Mobility (Government Office for Science, January 2019).

### 4.2 All Change? – Peter Brett Associates (now Stantec), working with the Independent Transport Commission (2018)

- 4.2.1 In a research paper entitled 'All Change?', Peter Brett Associates (now Stantec), working in collaboration with the Independent Transport Commission, outline significant changes in travel behaviour based on data from the National Travel Survey. The key messages from this document are:
- People are overall travelling less, as illustrated in **Figure 4.1**; and
  - Despite a 9% increase in population, total personal car traffic has remained broadly constant between 2002 and 2014, as illustrated in **Figure 4.2**.



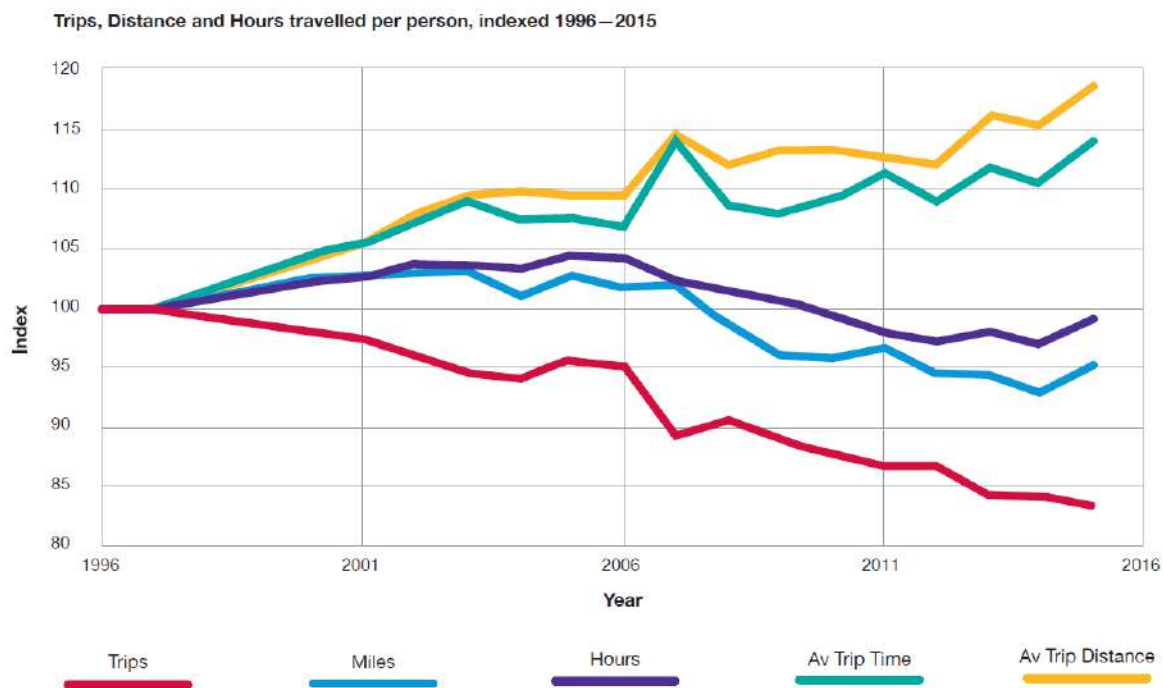


Figure 4-1 Average number of trips by purpose: England 1995/97 to 2014 (NTS)



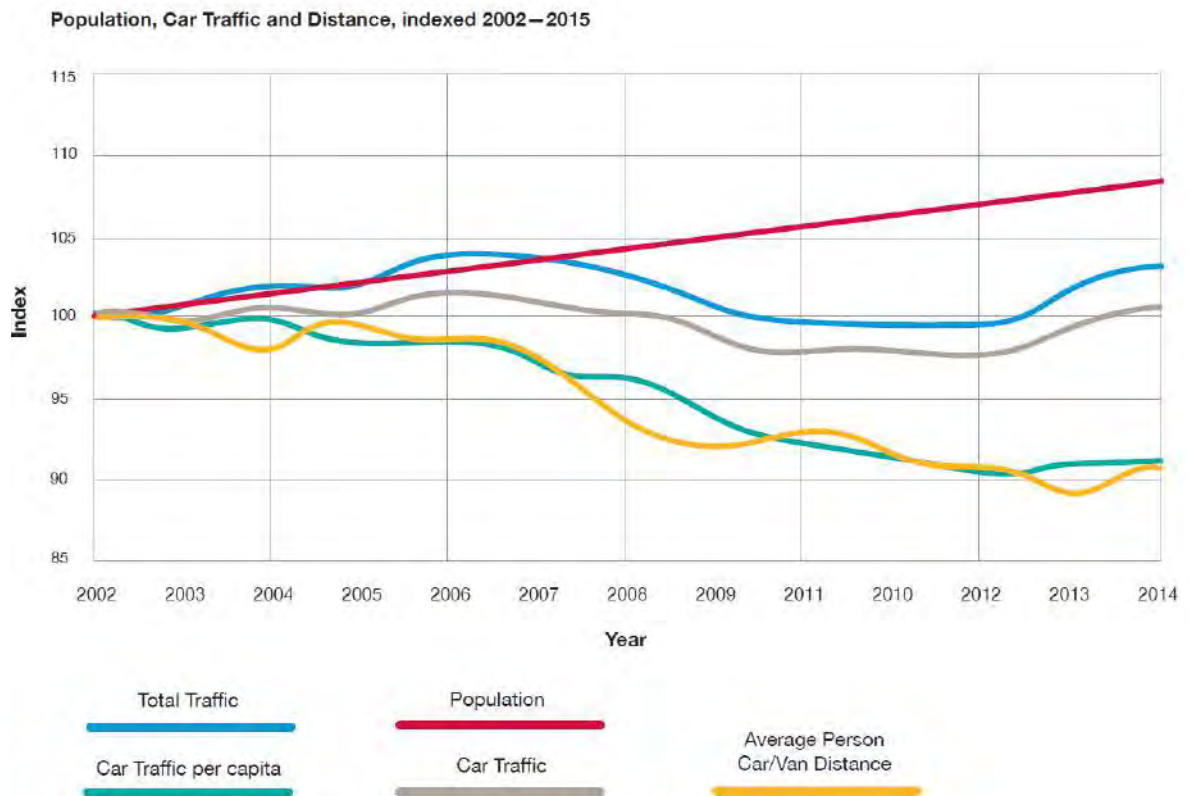


Figure 4-2 Traditional Travel Forecasting v Actual Vehicle KM Changes (Source: DCC, 2018)

4.2.2 The paper puts forward a number of potential reasons for this change in travel behaviour, including significant recent changes in technology that creates new means of meeting mobility demands, in particular without the need to use a car.

- The paper identifies a number of game changers, including:
- Big data;
- Internet of things;
- Connected vehicles;
- The sharing economy; and
- Mobility as a Service (MaaS).

### 4.3 Young People's Travel – What's Changed and Why? Review and Analysis: Report to DfT (UWE, 2018)

4.3.1 Research undertaken by the Centre for Transport & Society (UWE and University of Oxford) found that “*young adults [ages 17-29] in Great Britain and other countries are driving less now than young adults did in the early 1990s*”, and that this change began approximately 25 years ago.

4.3.2 This is evidenced in that as of 2014, only 29% of 17-20-year olds and 63% of 21-29-year olds held a driving licence, representing a 19% and 12% decrease respectively. Additionally, it is



cited that *“between 1995-99 and 2010-14 there was a 36% drop in the number of car driver trips per person made by people aged 17-29”*.

- 4.3.3 The causes behind this change are hypothesised to be the prohibitive cost of motoring amongst younger people (linked in also with the *“stagnation in wage rates”* and decline in disposable income) as well as younger people accepting not driving, or their peers not driving, as evidenced by surveys and interviews.
- 4.3.4 Additionally, these decreases are linked to increases in *“time spent at home”*, more young people are living in urbanised areas with public transport having a *“greater impact” on commuting choice*, and increased enrolment in higher education which may delay when younger people choose to own a car.
- 4.3.5 The report also suggests that whilst evidence of the impact of technology on travel behaviour is *“contradictory”*, it remains a *“a plausible contributor to the fall in total travel by young people”* as well as changes to signifiers and understandings of ‘adulthood’.

#### **4.4 A Time of Unprecedented Change in the Transport System, The Future of Mobility (Government Office for Science, January 2019)**

- 4.4.1 The report notes that *“we are currently travelling less at an individual level”*, with a greater shift away from use of the private car amongst young people linked in part to changing economic situations, choices of where people live, and a *“greater openness to the sharing economy, which new technology will increasingly facilitate”*.
- 4.4.2 Additionally, the report confirms that the different modes of transport are *“deeply interrelated: the increasing use of one often leads to a reduction in another”*. Whilst it does add that *“the relationship... [can] be complementary”*, it can be inferred that a shift towards more sustainable modes of transport to fulfil trip purposes (the most common of which are cited to be commuting and shopping) will in turn lead to a shift away from the private car.
- 4.4.3 The report therefore advocates for transport to be considered as a system, as well as *“exploring different futures, identify[ing] opportunities and help [ing to] mitigate the unintended consequences of new transport modes, technologies and/or trends”*, and concludes that:
- “transport needs to be considered as a holistic system, not as sequential or separate elements. The ‘predict and provide’ principle that guided transport planning between the 1950s and 1990s tended to treat modes separately, but this will no longer suffice”*.
- 4.4.4 The report states that *“there has been a general decrease in both trips and mileage (per person) for personal transport in rural, semi-urban and urban areas”*, evidenced by a 12% decrease in car trips and distance travelled since 2002. Whilst it is noted that the factors influencing travel behaviour, both now and in future are *“too many to list”*, key considerations include:
- The digitalisation of services, which will impact future mobility of passengers and businesses;
  - Increased homeworking may reduce the need to travel;
  - An ageing population who historically travel less and at different times to the working population, which will cause the *“nature of travel demand to shift”*, whilst the younger cohort tend to also be travelling less;
  - A sharp increase in car, bike and lift sharing, are predicted likely to grow further towards 2040;



- The influence of the built environment, i.e. people are more likely to walk and cycle if they are in proximity to local facilities and amenities that would otherwise necessitate car travel, i.e. shops, restaurants, schools, and
- Mobility as a Service (MaaS) could “support a move away from car ownership, potentially reducing congestion”.



## 5 Development Proposals

### 5.1 Development Proposals

5.1.1 The proposed new development on the Bicester Gateway Phase 1b site would include:

- Approximately 273 residential units, providing a mix of studio, 1-bed and 2-bed flats, comprising:
  - A maximum of 33 car-free residential flats, with access to 4 car club spaces;
  - Approximately 240 residential flats, served by a car park providing an overall allocation of 1 space per unit;
- Approximately 190 sqm GEA/177 sqm GIA of A3/Café use, served by a 20 spaces car park for customers and 2 spaces for staff;
- Approximately 4,413sqm GIA of open market office space (typical B1 use) served by a dedicated car park including 147 spaces, plus 4 EV charging spaces; and
- A Hub area of about 9,000sqft (GEA), including a site management office, a lounge area, desk space for hire, an Active Travel Hub and a small food retail facility (day-to-day top up shopping), for the use exclusively of residents and employees on site, served by 2 car parking spaces for the use of staff at the site management company.

5.1.2 The proposal is for a new type of residential led development based on the concept of 'co-living' and 'co-working', promoted under the banner of an 'Innovation Community', building on the high transport accessibility and sustainability of the site. The proposed development aims to provide community living where car use can be limited to weekend and occasional trips as most day-to-day residents' needs can be accommodated on site or close by, building on:

- The proximity of the Bicester P&R offering direct bus access to the knowledge economy jobs in Oxfordshire;
- Coupled with the vast range of leisure, retail, education facilities linked by excellent cycling and walking facilities in the centre of Bicester and the nearby Kingsmere and Bicester Village developments; and
- To which can be added two railway stations with convenient links to London in particular.

5.1.3 The proposed café and the Hub at the heart of the proposed new community are therefore essential. Although it is expected that a significant element of the café's trade will come from the rest of the development, the Hub will provide a series of managed facilities for the exclusive use of residents and staff working at the proposed offices, and as such would be ancillary to the main residential and office uses proposed. The Hub would cover an area of circa 9,000sqft GEA and would include a site management office, a lounge area, a work area (where desk space can be used to support work from home), an Active Travel Hub and a small food retail area (to cover basic day-to-day loaf/milk type of supplies).

5.1.4 The proposed Active Travel Hub is particularly relevant to this Transport Assessment and forms a key component of the proposed concept for the development. This Active Travel Hub would be managed by the site's Travel Plan Co-ordinator and would provide a space where residents/staff can access travel advice as well as tools and cycle repair tutorial (using cycle repair tutorials pre-loaded on tablets). The Active Travel Hub would also provide simple bike supplies (lights, tubes, pumps, mudguards etc...) for site users to purchase. The Active Travel Hub would be complementary to shower and changing facilities available within the proposed



office development and will be aimed at creating a point of focus for Travel Plan events on site.

- 5.1.5 These ancillary facilities will be managed by a site management company. In order to accommodate this site staff, it is proposed to provide an additional 4 parking spaces within the dedicated office car park on site.

## 5.2 Parking Provision

- 5.2.1 Parking for the proposed development would be provided according to the Oxfordshire County Council standards as described below. As a principle, parking provision for the residential element of the development would be separate from the parking provision for the proposed Office use and proposed Café. A minimal amount of parking would also be provided for the Hub, mainly related to staff at the site management company.

- 5.2.2 The provision detailed below is based on an illustrative mix at this stage including 15% Studi flats, 50% 1-bed flats and 35% 2-bed flats.

### Cycle parking provision

- 5.2.3 The local cycle parking standards for residential development are derived based on the following:

- One space per studio and 1-bed unit;
- Two spaces for 2-bed units; and
- One stand per two units for visitors.

- 5.2.4 These requirements equate to:

- The provision of 368 cycle parking spaces for residents – These will be provided within the undercroft resident car park and therefore will benefit from secured access and be sheltered. The masterplan for the proposed development would allow for these to be provided as 'double stacked' within dedicated areas of the residential undercroft car park and would provide additional space within the dedicated resident parking areas to allow for parking larger bikes such as cargo bikes or tricycles. It is also proposed to provide power points within the resident cycle parking areas to allow for charging Ebikes; and
- The provision of 137 stands for visitors – This would equate to providing one cycle parking space per residential unit for visitors. In practice, it is unlikely that all residential units on site will receive a visit undertaken on bicycle all at the same time. Therefore, the local standards seem to lead to a significant overprovision of visitor cycle parking spaces for the residential element of the development. On that basis the proposals include for the provision of 27 cycle stands for visitors. These 27 cycle stands would provide 54 cycle parking spaces, equating to the assumption that 20% of the proposed residential unit would accommodate a visit at any one time. These visitor stands will be located at convenient locations within the development.

- 5.2.5 The local cycle parking standards for Office use are as follows:

- 1 stand per 150sqm GIA for staff; and
- 1 stand per 500sqm GIA for visitors.

- 5.2.6 This has been applied to the proposed development and it is therefore proposed to provide the following:



- 30 stands (60 spaces) for staff; and
  - 9 stands (18 spaces) for visitors.
- 5.2.7 For the proposed café, the local cycle parking standards are as follows:
- 1 stand per 12 staff for staff; and
  - 1 stand per 20 sqm GIA of public space.
- 5.2.8 This has been applied to the proposed café on the site, assuming that 100sqm GIA of the overall Café's GIA is public space. Therefore, the following cycle parking provision for the café is proposed:
- 2 stands (4 spaces) for staff – It is unlikely given the size of the facility proposed that more than 24 people will be employed at the proposed Café. Therefore providing 2 stands would represent a slight over provision but would support cycle use from café staff on site; and
  - 5 stands (10 spaces) for customers.
- 5.2.9 In addition, it is proposed to provide a couple of stands for the use of the staff at the site management company. It is expected that the site management company will only employ a few people (a manager, an assistant and a janitor). Therefore, the provision of two stands should cover any demand for cycle parking from these site employees.
- 5.2.10 Overall, visitor cycle parking provision will be spread across the development site and will therefore allow for use across land uses, with for example, the office visitor cycle provision being available at weekends for residential visitors. It is therefore considered that the cycle parking provision proposed is suitable to support high cycle use from the proposed development.

## Car Parking Provision

- 5.2.11 As discussed above, one of the core objectives of the proposed development is to deliver an 'Innovation Community' strongly connected to the knowledge economy within the Cambridge – Oxford corridor and benefiting from excellent non-car based access to employment, leisure, retail and education opportunities in Bicester, Oxford and the wider sub-region. As such the concept for the proposed development, and in particular its residential element is for the creation of a location where it is not necessary to own a car and where car ownership is not for daily commuting trips but more weekend leisure activities. This ethos is reflected within the proposed site car parking provision.
- 5.2.12 The local car parking standards are maximum standards for residential development and are derived based on the following for the Bicester Urban Area:
- One allocated space per unit; and
  - Unallocated provision equating to 0.4 space per studio/1-bed unit and 0.6 space per 2-bed units.
- 5.2.13 The proposed development includes the provision of a maximum of 33 car free residential units, for which the masterplan allows for the provision of 4 car club spaces to be located conveniently in proximity of the car free units.
- 5.2.14 The rest of the proposed residential development (approximately 240 units) would be served by 240 car parking spaces delivered within an undercroft car park. The proposal does not



include the provision of additional unallocated car parking spaces but puts forward a permit-based system controlling the use of allocated and unallocated car parking spaces within the 240 spaces proposed. This proposed car parking management system is outlined in Section 6 of this report and is consistent with the sustainable nature of the proposed development concept.

5.2.15 The local car parking standards for Office use are as follows:

- 1 space per 30sqm GIA for staff and visitors.

5.2.16 This has been applied to the proposed development and it is therefore proposed to provide 147 car parking spaces within a dedicated office car park on site.

5.2.17 For the proposed café, the local car parking standards are as follows:

- 1 space per 5 sqm GIA of public space.

5.2.18 This has been applied to the proposed café on the site, assuming that 100sqm GIA of the overall Café's GIA is public space. Therefore, the proposed car parking provision for the café is 20 car parking spaces. These will be provided in a standalone car park next to the café. For operational reasons, it is also proposed to provide 2 additional staff car parking spaces for the use of the café, which would be located within the Office car park, in addition to the 147 office spaces proposed.

5.2.19 Finally, it is proposed to provide 2 car parking spaces for the use of the staff at the site management company. These spaces would be provided within the Office car park, in addition to the 147 office spaces proposed.

5.2.20 The identified parking provision for each land use proposed on site would also make allowance for the provision of blue badge spaces at a ratio of 5%.

5.2.21 EV charging spaces will also be provided on site. As a guide it is proposed to provide initially 4 EV charging spaces for use by employees and café users, spaces provided within the Office car park (additional to the 147 office spaces), and a similar 4 EV charging spaces for residents (included within the 240 spaces provided for residents). These specific spaces will be provided together in order to increase their presence and visibility, as a mean to encourage uptake. The site construction will allow for the number of EV charging spaces to be increased depending on demand. It is worth noting however, that EV charging technology is rapidly evolving, and considering the burden on the national grid and on on-site infrastructure that EV charging could represent, the case for individual 'home' charging is not clear, with the development industry and energy providers increasingly considering that EV charging would be best delivered through 'electric filling stations' instead.



## 6 Access Strategy

### 6.1 Site Access and Sustainable Transport Proposals

- 6.1.1 The concept of 'Innovation Community' put forward as part of this development offers a specific lifestyle for future residents and site users, with sustainability and community high on the agenda. The access strategy for the development therefore contributes to and shape this lifestyle offer on site, building on the excellent accessibility of the site.
- 6.1.2 A set of sustainable transport proposals has been developed to maximise the potential to travel to and from the site by modes other than the private car and hence limit the potential traffic impacts arising from the development. The transport proposals consist of the following packages of measures that are discussed in more detail within this section:
- Travel Plan, prepared in parallel with this TA and submitted as a separate report for the purpose of the site's outline planning application;
  - Walking and Cycling proposals;
  - Public Transport Access strategy;
  - Vehicle Access proposals; and
  - Vehicle Parking Management proposals.

### 6.2 Travel Plan

- 6.2.1 A detailed Framework Travel Plan (FTP) for the site has been developed in accordance with appropriate guidance including NPPF, PPG and OCC's own guidance.
- 6.2.2 The key aim of the FTP is to reduce the need to travel by car, focusing on single occupancy car trips associated with the development, by promoting more sustainable alternatives such as public transport, walking and cycling and car sharing.
- 6.2.3 This aim will be achieved through a combination of hard and soft measures aimed at discouraging single occupancy car use and facilitating the use of alternative modes of transport. The FTP should be read in parallel to this TA.
- 6.2.4 In line with OCC's guidance, the FTP is promoted to reflect the mixed-use nature of the development proposals and the fact that end occupiers are not known at this stage. The FTP offers an action plan with clearly identified actions and responsibilities to ensure that the FTP's aim is met.
- 6.2.5 Of particular note, the proposals would include a parking permit scheme across the site to control and manage parking on site and encourage car sharing, car clubs and the use of electric cars. The Hub provision, including the Active Travel Hub and the on-site management company, provide the opportunity to deliver travel planning advice and support 24/7 to/from the development, encouraging further sustainable travel behaviour.
- 6.2.6 Finally, as the proposals relate to a car free / low car use lifestyle, information will be provided at the point of sale and sales staff trained to be aware of the Travel Plan vision and interventions.



## 6.3 Walking and Cycling Proposals

- 6.3.1 As detailed earlier in this report, the development site is located within walking distance and an easy cycle ride of a wide range of facilities that will meet the day-to-day needs of future residents and employees and visitors to the development. The walking and cycling proposals supporting the development therefore focus on connecting the development to the existing extensive walking and cycling networks surrounding it as well as supporting the creation of an active travel culture on site, consistent with the lifestyle offer at the proposed development.
- 6.3.2 On that basis, the proposed development would offer:
- Suitable cycle parking provision to meet the future demand of residents, staff and visitors to the site – In particular, the residential cycle provision allows for the parking of all types of bikes (cargo, tricycle) as well as providing power points to charge Ebikes;
  - The Hub will include an Active Travel Hub as a specific location where site users will be able to access advice on walking and cycling to/from the development, as well as cycle repair tools and tutorial as well as a space where bike maintenance can be carried out. The Active Travel Hub will form a specific location where Travel Plan advice can be accessed and disseminated and where cycle clubs for example could meet, contributing to community building on the development; and
  - In line with the agreed transport infrastructure provision agreed at the time of the original planning consent for the Phase 1b site, the proposed new development would deliver a shared footway/cycleway along the A41 frontage of the Phase 1b site. This would be supplemented with improved crossing facilities across Vendee Drive (link) to the north, to connect with the facility delivered by the Phase 1a consent, and specific signage provision at the southern end to route cyclists along the disused southbound slip-road to the south of the development back onto Wendlebury Road and the NCR 51. Access from the development to this new facility would be provided at a number of points along the A41 frontage connecting to a network of routes within the site linking to the various land uses proposed. These proposals are illustrated in **Drawing 46463-5501-001**.

## 6.4 Public Transport Access Strategy

- 6.4.1 The proposed development site benefits from excellent access by public transport, as outlined in section 3.4, with a number of bus stops within a reasonable walking distance providing access to local and sub-regional bus services connecting to major employment and residential destinations, and the presence of 2 railway station within a short cycle distance providing regular services to wider destinations. The strategy for the proposed development is therefore to provide good walking and cycling access to the existing public transport stops, through the proposals outlined in section 6.3 above.

## 6.5 Vehicle Access Proposals

- 6.5.1 **Drawing 46463-5501-001** illustrates the proposed vehicular access points into the proposed development. They consist of two priority T junctions. These are located in similar locations to the consented accesses into the consented Phase 1b scheme and are therefore supported by the same agreed principles including a change in speed limit on Wendlebury Road along the frontage of the site from the national speed limit to 40mph. The proposed radii at the junctions reflects the need for the development to be served by refuse vehicles and on an occasional basis by pantechnicons. Visibility splays can be delivered within the frontage of the development and are shown on the drawing.



## 6.6 Vehicle Parking Management proposals

- 6.6.1 In line with the sustainable ethos of the proposed development, the proposed car parking provision is aimed at reflecting the lifestyle on offer at the development. In particular, and as set out in Section 4, for future residents, it is expected that the connection between car ownership and car use will not follow the more typical commuter-based travel behaviour exhibited by more traditional 'suburban' residential developments. The concept for the development is one where it is expected that future residents would only have use of a car for occasional more leisure/retail orientated trips. Therefore, although future residents may choose to own a car, they would not necessarily have a need for it on a daily basis.
- 6.6.2 A vehicle Parking Management permit-based system is therefore proposed to support this lifestyle and attitude to car use. At the time of purchase, trained sales staff will advise potential purchasers of the parking management proposals, permit arrangements and sustainable transport opportunities to ensure they are making informed choices. Future residents at the development will be offered either:
- The opportunity to purchase a parking permit providing access to an allocated car parking space within the residential car park, for a fixed period of time (say 1 year), or
  - A free membership to the local car club.
- 6.6.3 A parking permit would offer access to only 1 car parking space per unit. The validity of the permit would be limited in time (say 1 year) so that residents are provided with the opportunity to review their choice between a car owning lifestyle or a car free lifestyle. The design of the residential car park would provide the flexibility to increase/decrease the number of spaces allocated to car clubs, EV, or allocated resident parking. From the growing evidence base set out in Section 4, it is expected that a proportion of future resident will choose a car free lifestyle which will then free some resident car parking spaces for visitor use. The use of these visitor/unallocated spaces would be offered through a visitor permit system. The permit system proposed would be managed by the on-site management company.
- 6.6.4 Similarly, the use of the Office car park would be controlled by a permit system, whereby office occupier will have the opportunity to manage the parking spaces allocated to them. This will also provide the opportunity for managing and encouraging car sharing to/from the office development.
- 6.6.5 It is expected that the operator of the café will control and enforce the use of their dedicated car park on site.



## 7 Development Travel Demand

### 7.1 Introduction

- 7.1.1 This section provides an overview of the likely vehicular travel demand resulting from the proposed development.
- 7.1.2 The typical weekday morning and evening peak hours have been assessed. Whilst it is recognised that these periods do not represent the entire travel demand resulting from the development proposals, they do provide a recognised benchmark from which to consider the access and movement needs of future occupants of the site.
- 7.1.3 The assessment of travel demand from the proposed development presented here are based on a set of parameters agreed with OCC, taken from typically used data sources. Therefore, by nature, these parameters are relatively generic and do not reflect the ethos of the proposed development. They do, however, represent a robust agreed basis for the purpose of assessment.

### 7.2 Trip Generation

- 7.2.1 Weekday trip rates for the B1 Office element of the proposals were taken directly from the consented development at the site. For the residential and café proposals, trip rates were extracted from the TRICS database.
- 7.2.2 Residential trip generation has been based on a development quantum of 240 dwellings as 33 out of the total 273 proposed dwellings do not have any car parking provision and therefore are not considered to generate any vehicular trips. The residential trip rates applied have been provided by OCC through the scoping process.
- 7.2.3 The trip rates identified for the coffee shop element have been reduced by 20% to reflect the likelihood of pass-by trips already on the network making up a proportion of total coffee shop trips. It is considered that the proportion of pass-by trips could be even greater than 20% but this has been taken as a conservative estimate to ensure a robust assessment.
- 7.2.4 The vehicular trip rates and resultant trip generation are set out in **Tables 7.1, 7.2** below.

Table 7.1: Weekday Vehicular Trip Rates

	Weekday Vehicular Trip Rates					
	AM Peak (08.00-09.00)			PM Peak (17.00-18.00)		
	In	Out	2-Way	In	Out	2-Way
Office	1.533	0.141	1.674	0.111	1.602	1.703
Residential	0.064	0.201	0.265	0.187	0.100	0.287
Coffee Shop	6.542	6.898	13.440	6.826	7.751	14.578



Table 7.2: Weekday Vehicular Trip Generation

	Weekday Vehicular Trip Generation					
	AM Peak (08.00-09.00)			PM Peak (17.00-18.00)		
	In	Out	2-Way	In	Out	2-Way
Office	15	48	64	45	24	69
Residential	17	55	72	51	27	78
Coffee Shop	12	12	24	12	14	26
<b>TOTAL</b>	<b>95</b>	<b>67</b>	<b>161</b>	<b>62</b>	<b>108</b>	<b>170</b>

## 7.3 Cherwell 016 MSOA Modal Split

- 7.3.1 The Bicester Gateway Phase 1b site lies within the Cherwell 016 Middle-Layer Super Output Area (MSOA). Modal splits for residential and office uses have been identified based on Census 2011 Journey to Work data as requested by OCC and are presented in **Tables 7.3** and **6.4** below. The resultant trip generation for each mode for the AM and PM peaks is also set out in the tables. Car driver trips have been adjusted assuming that the same percentage of car share passengers are car share drivers, as Census data does not include the 'car share driver' category.

Table 7.3: Census Data Modal Split and Trip Generation for Cherwell 016 MSOA – Residential

Mode of Travel	Modal Split	AM Trips	PM Trips
Drive a car alone	63%	67	72
Car share driver	5%	5	6
Car share passenger	5%	5	6
Cycle	2%	2	2
Walk	5%	5	6
Bus, minibus or coach	4%	4	5
Train	3%	3	3
Motorcycle, scooter or moped	1%	1	1
Work from Home	11%	12	13
Taxi	0%	0	0



Mode of Travel	Modal Split	AM Trips	PM Trips
Other	1%	1	1
<b>Total</b>	<b>100%</b>	<b>106</b>	<b>115</b>

Table 7.4: Census Data Modal Split and Trip Generation for Cherwell 016 MSOA – Employment

Mode of Travel	Modal Split	AM Trips	PM Trips
Drive a car alone	73%	58	62
Car share driver	8%	6	7
Car share passenger	8%	6	7
Cycle	2%	2	2
Walk	4%	3	3
Bus, minibus or coach	4%	3	3
Train	1%	1	1
Motorcycle, scooter or moped	1%	0	1
Taxi	0%	0	0
Other	1%	0	0
<b>Total</b>	<b>100%</b>	<b>79</b>	<b>86</b>

## 7.4 Predicted Residential Baseline Modal Split

- 7.4.1 The Cherwell 016 MSOA is mainly rural in nature which is reflected in the modal split shown above. However, the Bicester Gateway Phase 1b site is in a sustainable location on the edge of Bicester's built-up area which has developed significantly since 2011. The site has good quality sustainable transport connections and the 'Innovation Community' concept for the development is expected to encourage a high level of sustainable travel behaviour, including working from home, PT use and walking and cycling. Therefore, it is considered that the modal split identified in the previous section relating to residential trips is not representative of the development proposals put forward.
- 7.4.2 A residential baseline modal split that is considered more representative of the sustainable travel opportunities and development type is set out in **Table 7.5** below.



Table 7.5: Predicted Residential Baseline Modal Split

Mode of Travel	Modal Split	AM Trips	PM Trips
Drive a car alone	32%	34	36
Car share driver	6%	6	7
Car share passenger	6%	6	7
Cycle	5%	5	6
Walk	8%	8	9
Bus, minibus or coach	15%	16	17
Train	6%	6	7
Motorcycle, scooter or moped	1%	1	1
Work from Home	20%	21	23
Taxi	0%	0	0
Other	1%	1	1
<b>Total</b>	<b>100%</b>	<b>106</b>	<b>114</b>

7.4.3 The key effects of the lifestyle offered by the proposals the evidence related to changes in travel behaviour set out in Section 4, supported by the development's access strategy and building on the site's sustainability are:

- The likelihood that home working will be more prevalent, due to the type of residents targeted (young professionals in the knowledge industry), i.e. people very aware of the latest technological advances and able to capitalise on these to adopt a more environmentally friendly lifestyle – here we expect that 20% of work trips could be 'work from home', so people working from home once a week; and
- The different attitude towards car ownership and car use, supported by sustainable access to important and convenient PT hubs, is expected to increase the walking, cycling, bus and train mode shares, with bus use playing an important role given the link to Oxford and the rest of Oxfordshire and the knowledge industry.

7.4.4 This predicted residential modal split is provisional only at this stage and only aimed at reflecting the opportunity that the development proposed on the Phase 1b site represents. Accurate baseline modal splits will be identified through Travel Surveys, as detailed in the FTP. The FTP also presents a set of measures and a management process aimed at supporting sustainable travel and further reducing vehicular trips generated by the development. Provisional modal split targets for the residential and office elements of the proposed development, based on an overall 10% reduction in single occupancy vehicle travel, are included within the FTP.

7.4.5 For clarity, agreed with OCC the traffic impact assessment presented further in this report is based on the agreed trip generation and mode split as shown in **Tables 7.1, 7.2 and 7.3.**



## **7.5 Predicted Baseline Modal Split for other land uses**

- 7.5.1 In relation to the Office and Café development proposed on site, the co-living, co-working concept put forward would also lead to more sustainable travel behaviour than typically observed locally. In particular, it is expected that a large proportion of the trade at the proposed café will come from the other land uses on site. However, it is accepted that the café will also attract a number of car-based trips for outside the development.
- 7.5.2 For the proposed office development, the opportunities for access by non-car modes, are significant and the development's proposals supported by the FTP will lead to a lower than typical car use. However, for the purpose of the planning application, and in relation to this Transport Assessment and the accompanying Framework Travel Plan, the mode split presented in table 6.4 are considered an adequate provisional baseline.



## 8 Traffic Impact Assessment

### 8.1 Introduction

- 8.1.1 This section of the TA considers the vehicular traffic impact of the proposed development upon the local highway network. The conclusions of this section will quantify the severity of the traffic impact and confirm whether intervention will be required to mitigate the predicted traffic impact.
- 8.1.2 The traffic impact assessment presented here is based on the trip generation, mode share and trip distribution assumptions discussed and agreed with OCC as being required for the purpose of the assessment. As detailed above, the assumptions agreed with OCC are relatively generic and do not fully reflect the ethos of the development proposed. However, they represent a robust basis from which to assess the traffic impacts of the proposed development.
- 8.1.3 In addition, this assessment considers the proposed new Phase 1b development against the consented development on the same site. The consented Phase 1b development was accompanied by a set of highway mitigation measures including:
- Improvements at the A41/Vendee Drive roundabout;
  - Improvements at the Wendlebury Road/Vendee Drive (link) junction; and
  - Financial contribution towards the delivery of the SEPR scheme.
- 8.1.4 Furthermore, it was agreed that the consented development would not have an impact on the operation of the Strategic Road Network (SRN).
- 8.1.5 The proposed new development is different in nature from the consented development, and therefore this traffic impact assessment considers whether the mitigation schemes supporting the consented development would still be necessary and justified to support the proposed new development.

### 8.2 Quantification of Development Impact

- 8.2.1 In order to assess the likely impact of the proposed new development on the local road network, a comparison has been made between the weekday peak period trip generation of the consented B1 office development and the proposed mixed-use development. This is presented in **Table 8.1** below.



Table 8.1: Trip Generation Comparison

	AM Peak			PM Peak		
	In	Out	2-Way	In	Out	2-Way
<b>Consented Trip Generation</b>	256	24	280	19	268	287
<b>Proposed Trip Generation</b>	95	67	161	62	108	170
<b>Difference</b>	<b>-161</b>	<b>+43</b>	<b>-119</b>	<b>+43</b>	<b>-160</b>	<b>-117</b>

8.2.2 **Table 8.1** demonstrates that the overall predicted trip generation of the proposed development is significantly lower than that of the consented B1 office development. It is therefore considered that the proposed mixed-use development will have a lower impact on the local road network than is currently consented for the site.

8.2.3 This justifies the proposed review of the need for and justification for the mitigation package associated with the consented scheme. In line with scoping discussions with OCC, the likely traffic impacts of the proposed new development on the local road network have been considered for a future assessment year of 2026 and this assessment is presented below.

8.2.4 Finally, this confirms that as with the consented scheme, the proposed new development will not have an impact on the operation of the SRN.

### 8.3 Assessment Years and Traffic Growth

8.3.1 In accordance with scoping discussions with OCC, a future assessment year of 2026 has been considered within the weekday traffic impact assessments. This is a forecast year included within OCC's strategic model for the Bicester area from which baseline traffic flow data has been obtained for the A41/Vendee Drive roundabout.

8.3.2 A manual traffic count was undertaken in the AM peak hour on 19<sup>th</sup> September 2019 for the Wendlebury Road/Unnamed Road to Chesterton junction. Growth factors have been derived using TEMPro V7.2 and applied to the 2019 data to identify a 2026 baseline for this junction. The following criteria have been used in the analysis:

- Cherwell 015 MSOA; and
- All areas and road types.

8.3.3 The Cherwell 015 MSOA was selected to reflect the fact that whilst the site lies within the Cherwell 016 MSOA, it is served by the road network of Bicester's urban area (Cherwell 015) and is therefore considered more appropriate. The calculated growth factors are set out in **Table 8.2** below.



Table 8.2: TEMPro Growth Factors

	<b>M40</b>	<b>A34</b>	<b>Vendee Drive</b>	<b>A41 North</b>	<b>Wendlebury Road</b>	<b>Unnamed Road to Chesterton</b>
<b>Office Distribution</b>	9.2%	17.8%	26.7%	43.8%	0.9%	1.4%
<b>Residential Distribution</b>	11%	32.1%	12.1%	42%	1.7%	0.6%
<b>Coffee Shop Distribution</b>	41.8%		15.2%	40%	2.2%	0.8%

## 8.4 Development Traffic Assignment and Distribution

- 8.4.1 Development traffic has been distributed and assigned to the local road network based on Census 2011 Travel to Work data. For the distribution of trips generated by the proposed offices, this has been based on people working within the Cherwell 015 MSOA. For the distribution of trips generated by the residential proposals, this has been based on people living within the Cherwell 015 MSOA. For trips generated by the proposed coffee shop, the distribution has been based on proportions of baseline turning movements at the A41/Vendee Drive roundabout in the AM peak.
- 8.4.2 5% of trips in the A34 direction have been assigned to Wendlebury Road (South), and 5% of trips in the Vendee Drive direction have been assigned to the Unnamed Road to Chesterton, to account for a possible small amount of alternative routing through this local junction.
- 8.4.3 50% of trips from the A41 North have been assigned to Wendlebury Road (North) on the assumption that this would provide an alternative route (via the access road to the Blue Diamond development) to travelling via the A41/Vendee Drive roundabout.
- 8.4.4 The resultant distribution of the trips is set out in **Table 8.3** below.

Table 8.3 – Weekday peak vehicular trip distribution

	<b>M40</b>	<b>A34</b>	<b>Vendee Drive</b>	<b>A41 North</b>	<b>Wendlebury Road</b>	<b>Unnamed Road to Chesterton</b>
<b>Office Distribution</b>	9.2%	17.8%	26.7%	43.8%	0.9%	1.4%
<b>Residential Distribution</b>	11%	32.1%	12.1%	42%	1.7%	0.6%
<b>Coffee Shop Distribution</b>	41.8%		15.2%	40%	2.2%	0.8%

- 8.4.5 **Figures 8.1** and **8.2** show the development traffic assigned to the local road network.



## 8.5 Junction Capacity Assessment

8.5.1 Detailed junction capacity assessment has been undertaken for the following junctions:

- A41 / Vendee Drive Roundabout;
- Wendlebury Road/Vendee Drive (link) Priority Junction; and
- Wendlebury Road/Unnamed Road to Chesterton Priority Junction.

8.5.2 The junctions have been modelled using the industry standard Junctions 9 ARCADY and PICADY software for the 'reference' case and 'with development' case for the future year 2026. The aim of the assessment is to understand available capacity at the junctions around the site and determine whether any (including that previously identified through the consented development) mitigation would be required. Therefore the 'reference' case does not include traffic to and from the consented Bicester Gateway Phase 1b development. It does however include trips relating to the Phase 1a Hotel as this development is nearing completion and due to open soon. In addition, the geometries tested for the junctions are existing geometries, i.e. do not account for the mitigation measures agreed to support the consented Bicester Gateway Phase 1b development.

8.5.3 The results of the junction capacity assessments are set out below and full model output reports are included at [Appendix D](#).

### A41/Vendee Drive Roundabout

Table 8.4: A41 / Vendee Drive Roundabout 2026 Reference Case

Arm	AM Peak			PM Peak		
	Max RFC	MMQ	Delay (secs)	Max RFC	MMQ	Delay (secs)
Vendee Drive	0.83	5.1	20.32	0.53	1.1	6.48
A41 North	0.56	1.4	3.42	0.60	1.5	3.31
Vendee Drive Link	0.28	0.4	6.83	0.29	0.4	6.69
A41 South	0.65	2.0	3.81	0.72	2.7	4.89
Park & Ride	0.01	0.0	4.75	0.01	0.0	6.14

RFC = Ratio of Flow to Capacity

MMQ = Max. Mean Queue



Table 8.5: A41 / Vendee Drive Roundabout 2026 With Development

Arm	AM Peak			PM Peak		
	Max RFC	MMQ	Delay (secs)	Max RFC	MMQ	Delay (secs)
Vendee Drive	0.88	6.9	27.24	0.55	1.2	7.04
A41 North	0.58	1.5	3.64	0.61	1.6	3.45
Vendee Drive Link	0.35	0.5	7.63	0.41	0.7	8.11
A41 South	0.66	2.1	4.04	0.74	3.0	5.40
Park & Ride	0.01	0.0	4.95	0.02	0.0	6.65

RFC = Ration of Flow to Capacity

MMQ = Max. Mean Queue

## Wendlebury Road / Vendee Drive (link) Priority Junction

Table 8.6: Wendlebury Road / Vendee Drive Link 2026 Reference Case

Arm	AM Peak			PM Peak		
	Max RFC	MMQ	Delay (secs)	Max RFC	MMQ	Delay (secs)
Vendee Drive Link	0.37	0.6	11.03	0.17	0.2	7.60
Wendlebury Road North	0.12	0.2	5.99	0.04	0.0	6.68

RFC = Ration of Flow to Capacity

MMQ = Max. Mean Queue

Table 8.7: Wendlebury Road / Vendee Drive Link 2026 With Development

Arm	AM Peak			PM Peak		
	Max RFC	MMQ	Delay (secs)	Max RFC	MMQ	Delay (secs)
Vendee Drive Link	0.54	1.2	15.80	0.29	0.4	9.54
Wendlebury Road North	0.13	0.2	6.04	0.04	0.0	6.92

RFC = Ration of Flow to Capacity

MMQ = Max. Mean Queue



## Wendlebury Road / Unnamed Road to Chesterton Priority Junction

Table 8.8: Wendlebury Road / Unnamed Road to Chesterton 2026 Reference Case

Arm	AM Peak			PM Peak		
	Max RFC	MMQ	Delay (secs)	Max RFC	MMQ	Delay (secs)
Unnamed Road to Chesterton	0.15	0.2	6.78	0.05	0.1	6.81
Wendlebury Road North	0.15	0.2	6.72	0.02	0.0	5.74

Table 8.9: Wendlebury Road / Unnamed Road to Chesterton 2026 With Development

Arm	AM Peak			PM Peak		
	Max RFC	MMQ	Delay (secs)	Max RFC	MMQ	Delay (secs)
Unnamed Road to Chesterton	0.15	0.2	6.80	0.05	0.1	6.79
Wendlebury Road North	0.15	0.2	6.74	0.02	0.0	5.76

- 8.5.4 The assessments carried out above show that all three junctions would operate within capacity in the 2026 reference case as well as 'with development'. Furthermore, the addition of the proposed new development would not lead to any significant changes in operational performance of the junctions. On that basis, it is considered that the proposed new development on the Bicester Gateway Phase 1b site would not require any highway mitigations, and in particular would not require the delivery of the package of highway improvements attached to the consented Phase 1b development. Again, this conclusion is reached on the basis of a robust set of assessment parameters required by OCC. In practice and in line with the ethos of the proposed new development, it is expected that the traffic impact of the development will be even lower than that reported above.

## 8.6 Weekend Assessment

- 8.6.1 An assessment of the impact of the proposed development during the weekend peak hour has been undertaken as requested by OCC. OCC's concerns related solely on the traffic conditions on the A41 into Bicester town centre and more particularly Bicester Village in the weekend peak period. As a result, a simple assessment of the likely impacts of the proposed development on the A41 north of Vendee Drive has been carried out based on weekend data available from the Kingsmere Retail Park TA.



- 8.6.2 Table 7.10 details the vehicular trip distribution derived based on consistent trip generation assumptions to the assumptions used for the weekday peak assessment. Again, these are considered robust given the ethos of the new development proposed.

Table 8.10: Weekend Vehicular Trip Rates and Trip Generation

	Weekend Peak (12.00-13.00) Vehicular Trip Rates			Trip Generation		
	In	Out	2-Way	In	Out	2-Way
<b>Residential</b>	0.072	0.112	0.184	17	27	44
<b>Coffee Shop</b>	25.266	24.643	49.909	45	44	88
<b>TOTAL</b>				<b>62</b>	<b>70</b>	<b>132</b>

- 8.6.3 The result of the simple weekend peak assessment simply considers the likely change in two-way peak traffic on the section of A41 north of Vendee Drive as a result of the proposed development and is presented in **Table 8.11**.

Table 8.11: Weekend Traffic Impact Assessment

2024 Baseline Flow	Development Trips	Percentage Impact
3165	70	2.2%

- 8.6.4 The assessment above indicates that the proposed development traffic would have only a small impact on the level of vehicular traffic on the critical section of the A41 considered here at the weekend. 2.2% is likely to be within the daily variation of existing flows on the network.
- 8.6.5 Again, considering the ethos of the proposed new development, it is considered that in practice this percentage impact is likely to be significantly lower than the 2.2% reported here. The expectation is that residents on site travelling to Bicester Village and Bicester Town Centre at the weekend will do so by non-car modes. Vehicular trip making to and from the development at the weekend is likely to be lower than assessed here and trips dissipated over a wider network rather than concentrated on the A41 corridor.

## 8.7 Summary

- 8.7.1 In summary, the traffic impact assessment work carried out as part of this Transport Assessment indicates that:

- The overall predicted trip generation of the proposed development in the weekday peak periods is significantly lower than that of the consented B1 office development and therefore it is considered that the proposed new mixed-use development is acceptable in transport terms;
- The consented development was assessed as not having an impact on the operation of the SRN. The proposed new development being assessed as generating fewer vehicular trips than the consented development, it is therefore concluded that the proposed new development will not have an impact on the operation of the SRN either;



- The operational implications of the proposed new development on the local road network have been considered and this assessment concludes that the proposed new development would not have a severe impact on the operation of the local road network when the existing network's geometry is considered. This therefore confirms that the highway vehicular capacity mitigation schemes agreed as necessary to support the consented development will not be necessary to support the proposed new development;
- The predicted vehicle trip generation to/from the proposed new development is significantly lower than predicted for the consented scheme. Therefore, the rationale for and level of contribution towards the SEPR agreed for the consented scheme needs to be revisited and revised down if still considered justifiable at all;
- The assessment presented in this report also confirms that the proposed new development would not have a material impact on the local road network in the weekend peak period;
- The assessment carried out is based on relatively generic parameters agreed with OCC at the scoping stage as suitable and representing a robust basis for assessment. In practice and in line with the ethos of the proposals, it is expected that the traffic impact of the new development will much lower than predicted in this report; and
- Overall, the assessment presented confirms that the proposed new development will not have a severe traffic impact on the local and strategic road networks.



## 9 Conclusions

### 9.1 Introduction

9.1.1 This TA has been prepared by Stantec on behalf of Bicester Gateway Ltd and presents a comprehensive assessment of the potential transport implications relating to the proposed new development at the Bicester Gateway Phase 1b site in Bicester, in the context of the consented Bicester gateway Phase 1a and Phase 1b developments.

9.1.2 This TA has been prepared in accordance with local and national planning policy and guidance and Stantec has consulted with OCC, the local highway authority.

### 9.2 Development Proposals

9.2.1 The proposed new development on the Bicester Gateway Phase 1b site would include:

- Approximately 273 residential units, providing a mix of studio, 1-bed and 2-bed flats, comprising:
  - A maximum of 33 car-free residential flats, with access to 4 car club spaces;
  - Approximately 240 residential flats, served by a car park providing an overall allocation of 1 space per unit;
- Approximately 190 sqm GEA/ 177 sqm GIA of A3/Café use, served by a 20 spaces car park for customer and 2 additional spaces for staff;
- Approximately 4,413sqm GIA of open market office space (typical B1 use) served by a dedicated car park including 147 spaces, plus 4 EV charging spaces; and
- A Hub area of about 9,000sqft (GEA), including a site management office, a lounge area, desk space for hire, an Active Travel Hub and a small food retail facility (day-to-day top up shopping), for the use exclusively of residents and employees on site, served by 2 car parking spaces for the use of staff at the site management company.

9.2.2 A masterplan illustrating how these proposals could be delivered on site is provided in **Appendix A**.

9.2.3 The proposal is for a new type of residential led development based on the concept of 'co-living' and 'co-working', promoted under the banner of an 'Innovation Community', building on the high transport accessibility and sustainability of the site. The proximity of the Bicester P&R offering direct bus access to the knowledge economy jobs in Oxford and the rest of Oxfordshire, coupled with the vast range of leisure, retail, education facilities linked by excellent cycling and walking facilities in the centre of Bicester and the nearby Kingsmere and Bicester Village developments, to which can be added two railway stations with convenient links to London in particular, mean that the proposed development aims to provide community living where car use can be limited to weekend and occasional trips as most day-to-day residents needs can be accommodated on site or close by. The proposed café and the Hub at the heart of the proposed new community are therefore essential. Although it is expected that a significant element of the café's trade will come from the rest of the development, the Hub will provide a series of managed facilities for the exclusive use of residents and staff working at the proposed offices, and as such would be ancillary to the main residential and office uses proposed. The Hub would cover an area of circa 9,000sqft GEA and would include a site management office, a lounge area, a work area (where desk space can be used to support work from home), an Active Travel Hub and a small food retail area (to cover basic day-to-day loaf/milk type of supplies).



## 9.3 Transport Proposals

- 9.3.1 The concept of 'Innovation Community' put forward as part of this development offers a specific lifestyle for future residents and site users, with sustainability and community high on the agenda. The access strategy for the development therefore contributes to and shape this lifestyle offer on site, building on the excellent accessibility of the site.
- 9.3.2 The proposed development will be accompanied by a set of transport measures aimed at promoting sustainable travel patterns to and from the development and addressing any impacts associated with the development.
- 9.3.3 The sustainable transport strategy for the site is set out within Section 6 of this TA and includes:

### Travel Planning

- Development of a Framework Travel Plan, including measures aimed at encouraging the use of sustainable modes of travel including a parking management strategy.

### Walking and Cycling Strategy

- The provision of improved shared walking and cycling facilities along the A41 connecting to the extensive existing networks;
- The provision of an Active Travel Hub supporting a culture of walking and cycling at the development; and
- Suitable cycle parking provision providing facilities for the use of all types of bicycles, including cargo bikes, tricycles and Ebikes.

### Vehicle Parking Strategy

- Vehicular parking to be provided so as to accommodate the anticipated car parking demand at the development, taking into account the sustainable and community ethos of the proposals, managed through a permit-based system encouraging the adoption of a car-free lifestyle.
- 9.3.4 This demonstrates the developer's commitment to the principles of sustainable development.

## 9.4 Traffic Impact Assessment

- 9.4.1 The weekend percentage impact assessment and weekday peak junction capacity testing undertaken within this TA demonstrates that the proposed development would not have an impact on the operation of the local and strategy road networks. The proposed new development would lead to significantly reduced trip generation when compared with the consented development on site and would not necessitate any of the highway mitigation schemes and financial contributions associated with the consented scheme.

## 9.5 Overall Conclusion

- 9.5.1 This report demonstrates that the proposed new development would have a beneficial impact on the operation of the transport networks in Bicester when compared to the consented Bicester Gateway Phase 1b development. The concept for the proposed new development and its ethos are strongly anchored in the principle of sustainability, building on excellent accessibility by non-car modes.



- 9.5.2 Based on the findings of this report, it is considered that there are no valid highway or transportation reasons that should prevent the development proposals from being awarded planning consent, subject to securing the proposed package of sustainable transport measures by way of appropriate legal agreement.

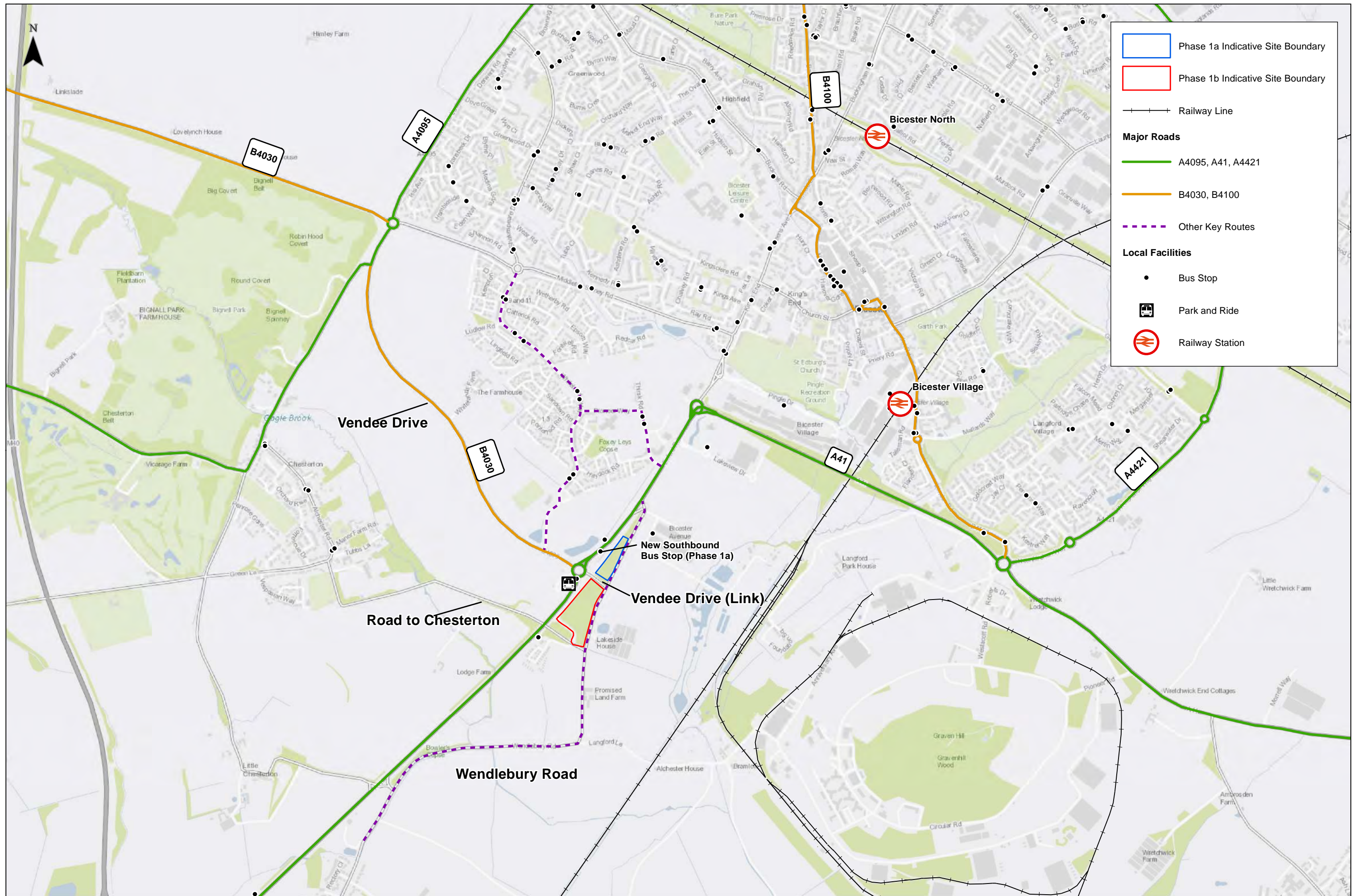


## Figure





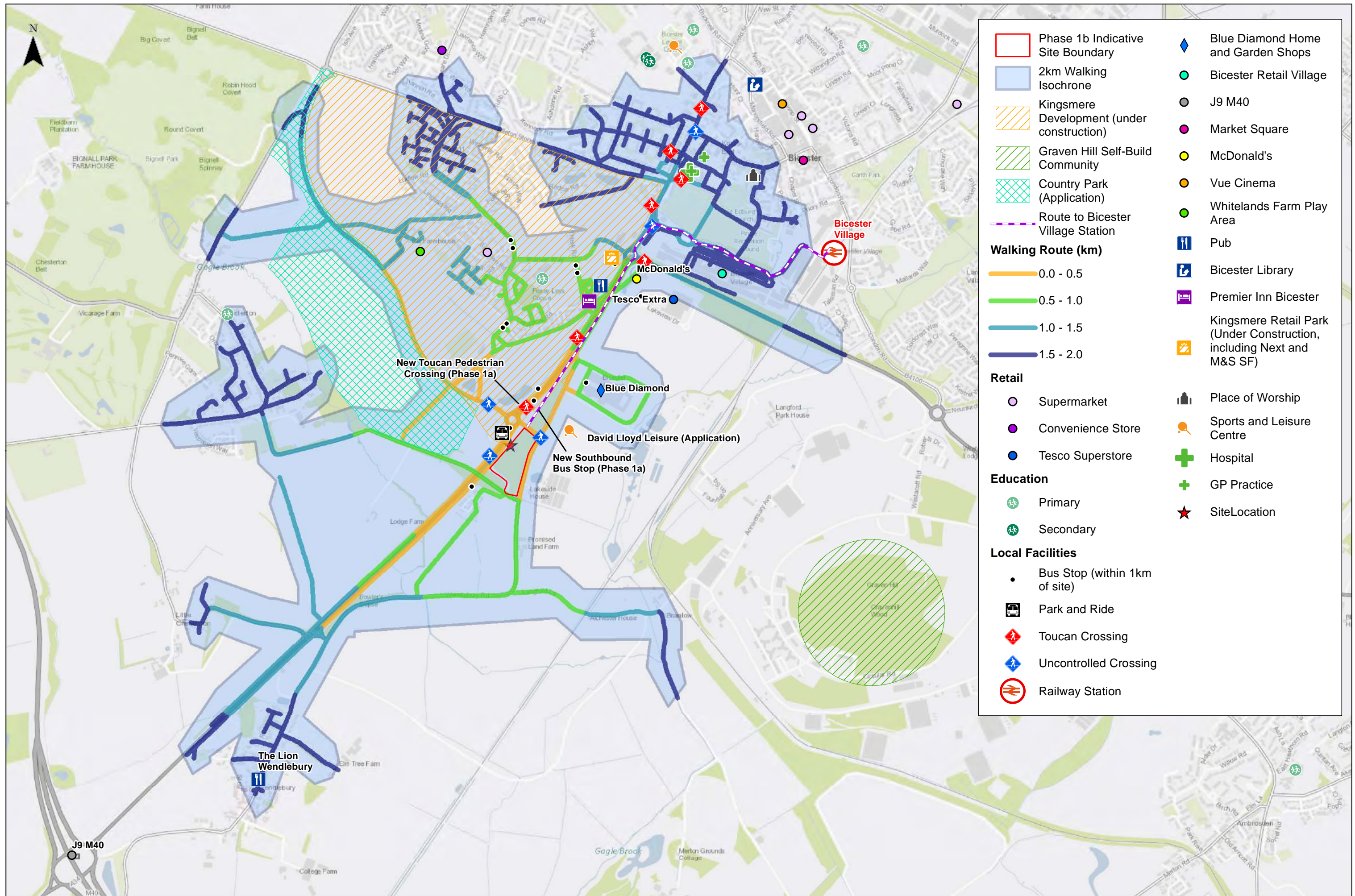












Phase 1b Indicative Site Boundary

2km Walking Isochrone

Kingsmere Development (under construction)

Graven Hill Self-Build Community

Country Park (Application)

Route to Bicester Village Station

Walking Route (km)

0.0 - 0.5

0.5 - 1.0

1.0 - 1.5

1.5 - 2.0

Retail

Supermarket

Convenience Store

Tesco Superstore

Education

Primary

Secondary

Local Facilities

Bus Stop (within 1km of site)

Park and Ride

Toucan Crossing

Uncontrolled Crossing

Railway Station

Blue Diamond Home and Garden Shops

Bicester Retail Village

J9 M40

Market Square

McDonald's

Vue Cinema

Whitlands Farm Play Area

Pub

Bicester Library

Premier Inn Bicester

Kingsmere Retail Park (Under Construction, including Next and M&S SF)

Place of Worship

Sports and Leisure Centre

Hospital

GP Practice

SiteLocation

Client

**Bicester Gateway Phase 1b Residential**

**Baseline Walking Provision**

00.51

km

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Walking routes derived from local authority datasets and digitised from OS Explorer © Landmark 2016.

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Figure 3.2

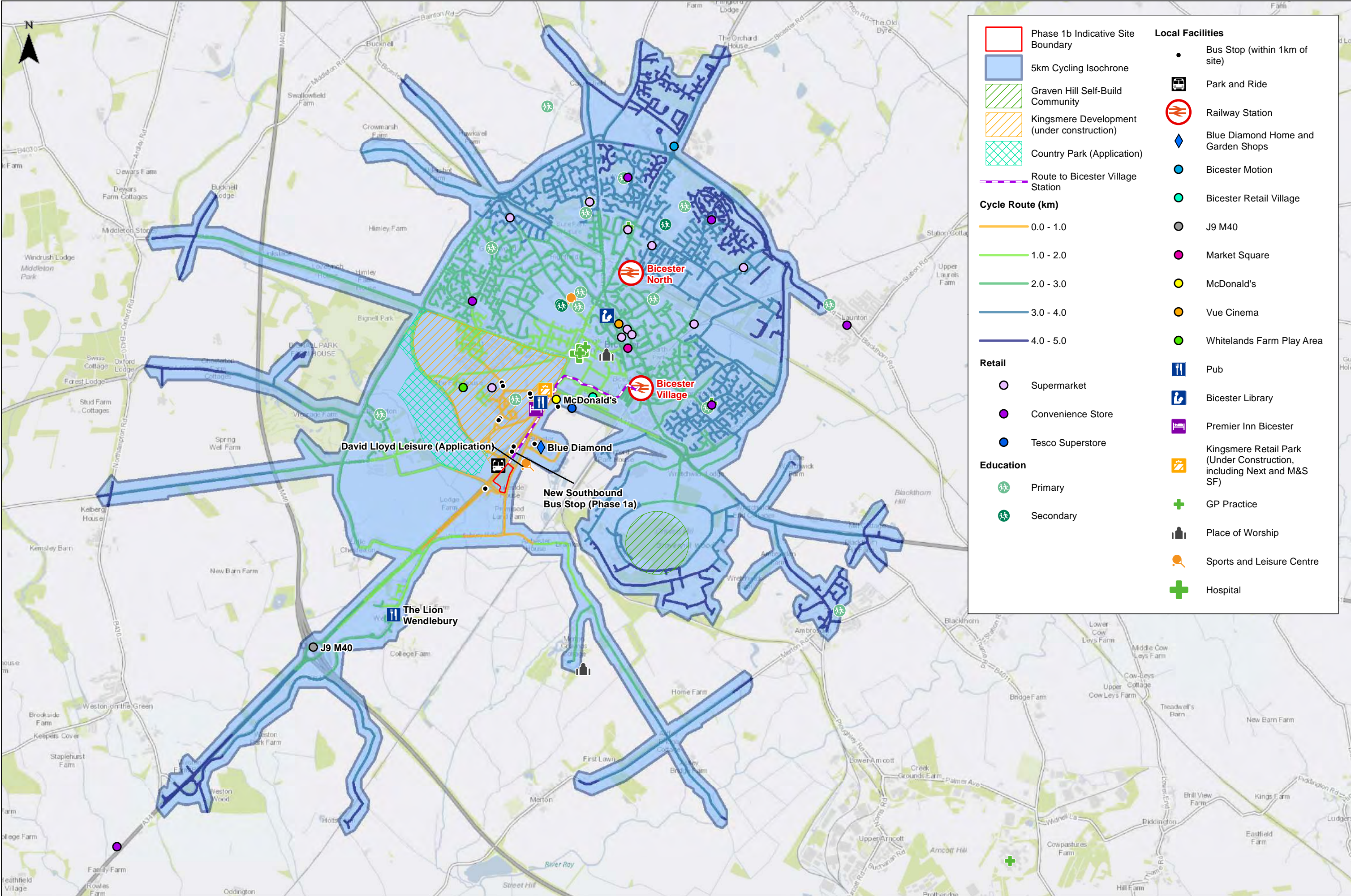
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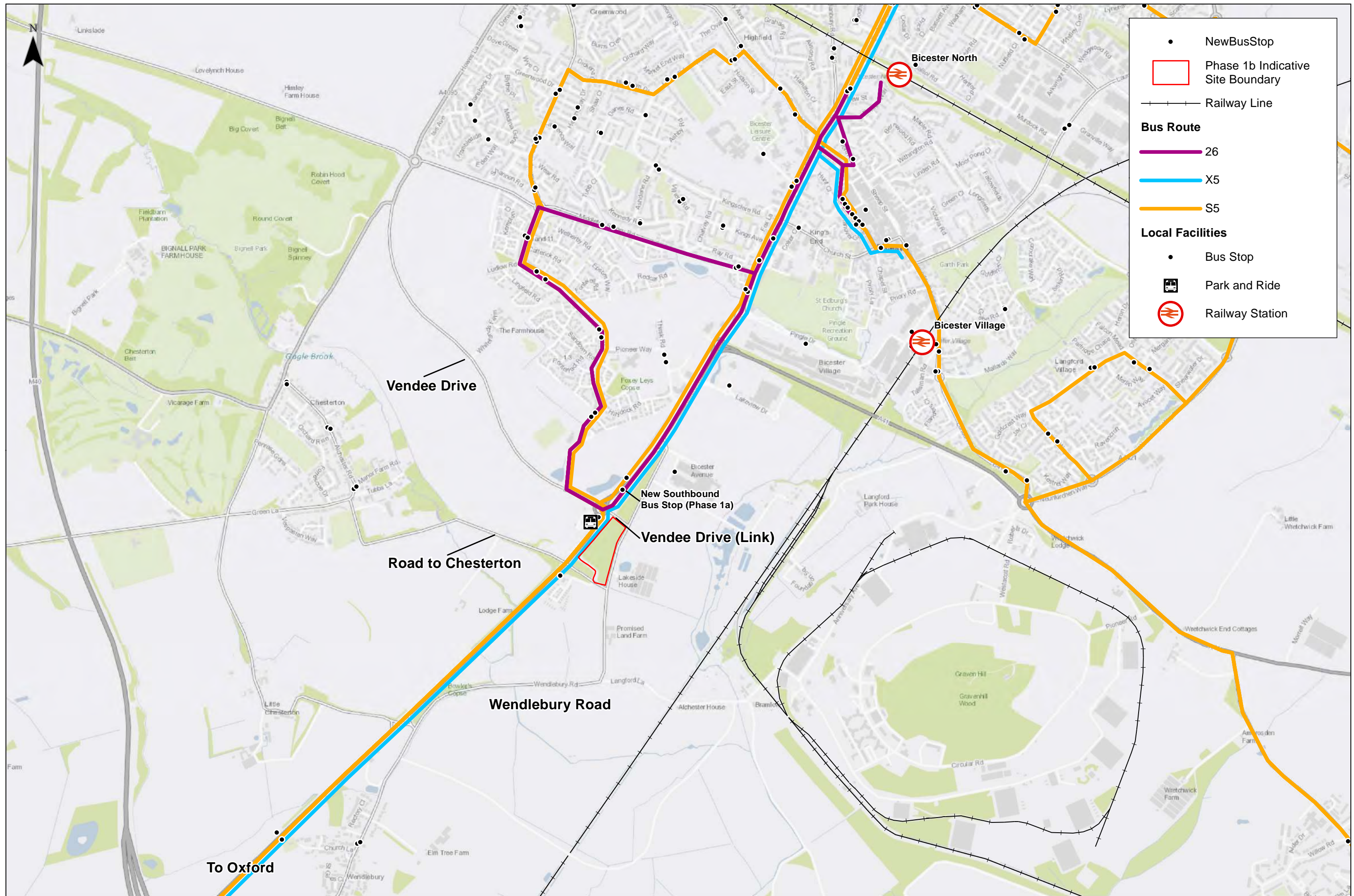
































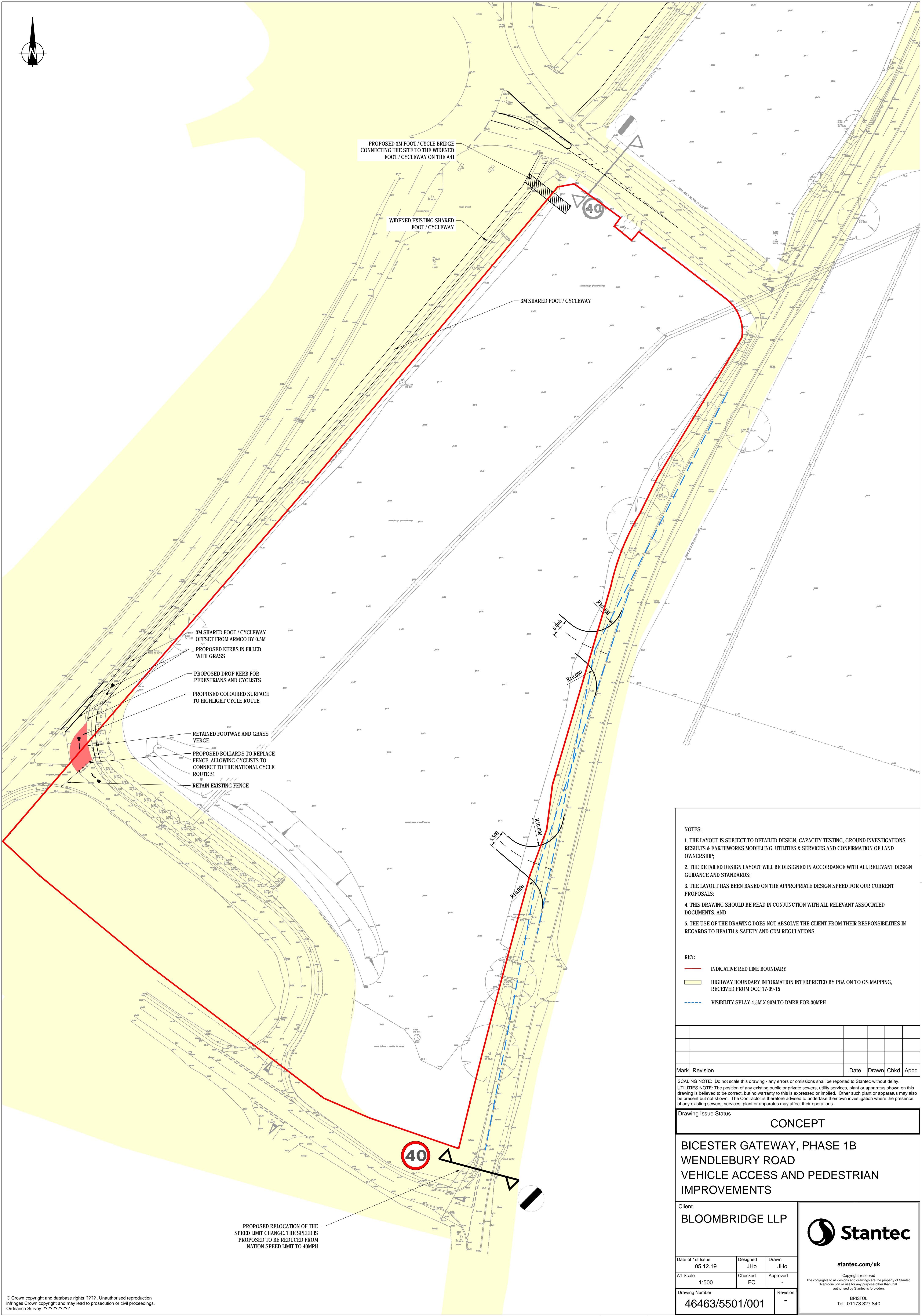


## Drawing









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## Appendix A Masterplan









Gateway Development on the A41



The Knowledge Hub

- KEY**
- CYCLE PATH
  - ACCESS (FOOT/CYCLE)
  - ACCESS (VEHICLE)
  - JOGGING / EXERCISE TRAIL
- LAND-USE**
- HUB & CAFE
  - COMMERCIAL
  - RESIDENTIAL & ANCILLARY

Relationship of the Innovation Community to Adjoining Business Park



Relationship of the Innovation Community to Adjoining Business Park



PHASE2  
OUTLINE  
PLANNING  
APPLICATION  
SUBMITTED  
BY OTHERS







## **Appendix B      Scoping**







# Scoping for Bicester Gateway Phase 1b Transport Assessment

Planning application no.:

Contact Information			
Developer		Consultant	
Company:	Bicester Gateway Ltd	Company:	Peter Brett Associates, now part of Stantec
Address:	2 <sup>nd</sup> Floor, 17 Queen Street London W1J 5PH	Address:	10 Queen Square, Bristol, BS1 4NT
Contact person:	Richard Cutler	Contact person:	Francois Chate
Tel:	07771 968227	Tel:	01173327851
E-mail:	richard@bloombridge.com	E-mail:	francois.chate@stantec.com

Development Details	
<b>Brief description of the development</b>	<p>The proposed development land forms part of the Bicester Gateway site which is allocated within Cherwell District Council's Local Plan 2011-2031 (Adopted July 2015) and is identified under Policy Bicester 10 in the Plan. Planning permission for a hotel and B1 development was granted in 2017.</p> <p>The forthcoming application would be based on the knowledge economy concept of an 'innovation community' combining the principles of 'co-living' with 'co-working.' As such, the proposed development would include high density residential as well as an element of office space and other ancillary land uses (retail and/or leisure).</p>
<b>Description of the location (please attach a location map in .pdf format when submitting this form)</b>	<p>The site is located on the western approach to Bicester along the A41, approximately 2.5km north-east of M40 Junction 9 on the A41. The Phase 1b site is bounded by the A41 to the north-west and Wendlebury Road to the south-east. It is adjacent to the consented Phase 1a Hotel development to the north which is currently under construction. The site's northern boundary is the A41/Wendlebury Road link road. The site's southern boundary is approximately the disused slip road to the A41 connecting to the bridge to Chesterton. The site location is shown on Figure 1 attached to this form.</p>
<b>Postcode</b>	OX25 2PA
<b>Number/Street name/Road</b>	A41/Wendlebury Road
<b>Town</b>	Bicester
<b>Size (GFA/no. of units)</b>	Up to 300 flats, up to 5,000 sqm B1 office space, and uses which are ancillary to the residential element such as retail and/or leisure in line with the 'innovation community' concept.
<b>Planned date of opening</b>	2021



<b>Consultant (name, address and contact details)</b>	<p>Francois Chate  Peter Brett Associates LLP,  10 Queen Square,  Bristol, BS1 4NT.  francois.chate@stantec.com  0117 332 7851</p>
<b>Applicant (name, address and contact details)</b>	<p>Richard Cutler  Bicester Gateway Ltd  2<sup>nd</sup> Floor, 17 Queen Street  London W1J 5PH</p> <p><a href="mailto:richard@bloombridge.com">richard@bloombridge.com</a>  07771 968227</p>
<b>Site/Development name and address</b>	<p>Bicester Gateway Phase 1b  Bicester  OX25 2PA</p>
<b>Description of existing use of land</b> <ul style="list-style-type: none"> <li>- <b>Constraints of existing highway network</b></li> <li>- <b>Planning history</b></li> <li>- <b>Extant uses</b></li> </ul>	<p>The site is fronted by the A41. The site is currently a greenfield with planning permission for up to 161,159 sqft of B1 employment development.</p> <p>The site is accessed via a roundabout junction on the A41. This roundabout is a five-arm junction connecting the A41 with Vendee Drive that runs around the Bicester Kingsmere Development. The junction also forms the access into a recently constructed Park and Ride site. A link road connects the roundabout to Wendlebury Road, into the Bicester Gateway site.</p> <p>Wendlebury Road in the vicinity of the site has varying carriageway width of 4.3m to 6.3m. It connects with the A41 to the north at a left-in/left-out junction that also forms the access into the Bicester Avenue development. To the south, it runs roughly parallel to the A41 for around 5km, bypassing the M40 Junction 9 and terminating at a priority junction with the B430, which provides access to the A34 by Weston-on-the-Green.</p> <p>In terms of the strategic network, the M40 runs in a north – south direction to the south of the site. The site is approximately 2.5km north-east of M40 Junction 9 on the A41. In 2015, Highways England undertook improvement works at the M40 Junction 9 through the pinch point program which aimed to address existing constraints at this location by reducing congestion on the A34 northbound carriageway and on the A41 southbound carriageway.</p> <p>Improvement works have also recently been undertaken at the A41/Oxford Road roundabout north of the site which now takes the form of a ‘hamburger’ roundabout designed to ease congestion.</p> <p>In 2017, planning permission (reference 17/02557/REM) was granted for development of the full Phase 1 Bicester Gateway site which incorporated a 149-bedroom hotel on the northern plot of land (Phase 1a) and 14,972 sq ft of B1 office space on the southern plot of land (Phase 1b). Construction is now underway on the Phase 1a hotel development.</p> <p>The following table provides a summary of the Section 106 obligations agreed as part of the extant consent on the Bicester Gateway Phase 1 site.</p>



	Obligation	Trigger	Comments
	Bus stop contribution (RTI)	Start of B1 or Hotel development	Assumed committed as part of the implementation of Phase 1a Hotel
	Strategic Transport Contribution – Instalment 1	Occupation of 3,000 sqm of B1	Related to SEPR and calculated on number of trips generated
	Strategic Transport Contribution – Instalment 2	Occupation of 7,000 sqm of B1	Related to SEPR and calculated on number of trips generated
	Strategic Transport Contribution – Instalment 3	Occupation of 10,000sqm of B1	Related to SEPR and calculated on number of trips generated
	Travel Plan Contribution – Payment 1	Occupation of Hotel	Assumed committed as part of the implementation of Phase 1a Hotel
	Travel Plan Contribution – Payment 2	Occupation of B1	
	Mini Roundabout at Wendlebury Rd/Vendee Dr	S278 agreed prior to start of B1, delivered prior to occupation of B1	
	A41/Vendee Dr junction improvements	S278 agreed prior to start of B1, delivered prior to occupation of B1	
	Shared footway/cycleway Hotel	S278 agreed prior to start of Hotel, delivered prior to occupation of Hotel	Assumed committed as part of the implementation of Phase 1a Hotel
	Shared footway/cycleway Office and link to slip-road	S278 agreed prior to start of B1, delivered prior to occupation of B1	
	Bus stop on A41	S278 agreed prior to start of Hotel, delivered prior to occupation of Hotel	Assumed committed as part of the implementation of Phase 1a Hotel
	A41 pedestrian crossing north/east of Vendee Dr	S278 agreed prior to start of Hotel and delivered prior to occupation of Hotel	Assumed committed as part of the implementation of Phase 1a Hotel



<b>If some or all existing land uses are being relocated then where to?</b>	N/A																							
<b>Approximate traffic volume level on adjacent road network? (peak hourly two way flow, average 12 hour two way flow)</b>	Traffic survey data was collected by Manual Classified turning counts on the A41/Vendee Drive/ Site Access roundabout junction in June 2016. Two-way peak hour flows on the A41, north of the Vendee Drive junction, were 2498 PCUs in the AM peak (0715-0815) and 2832 PCUs in the PM peak (1700-1800).																							
<b>Distribution/Assignment method to be used? How will this be done? i.e. gravity model or based on existing turning movements</b>	Initially, the intention is that development traffic will be distributed based on Census 2011 journey to work data for residents in the Bicester area (Cherwell 015 Middle Super Output Area). However, the rationale for the development is to meet unmet housing demand in Oxford and support the knowledge industry in Oxford (and Bicester). Sensitivity work may be undertaken to reflect this objective.																							
<b>How will potential traffic generation from the site be established? (TRICS/special surveys?)</b>	<p>Trip rates for the flats will be derived using the TRICS database and trip rates for the B1 office will remain the same as those used in the Transport Assessment for the extant consent, which were also generated using the TRICS database. It is proposed that average trip rates will be used to reflect the sustainable location and nature of the 'co-living' and 'co-working' concept for the development. The development location provides cycle connections to the centre of Bicester and the Park &amp; Ride is located opposite the site. Both Bicester Village and Bicester North railway stations are less than 3km from the proposed development site and are therefore accessible by cycling in approximately 10 minutes. Bicester Village station provides regular, frequent train services to Oxford and London Marylebone which would provide good opportunities for commuting. Services from Bicester North station run to destinations including Birmingham, Banbury and Stratford-upon-Avon as well as also to London Marylebone. A variety of residents' needs will also be met on site through the ancillary retail and leisure uses.</p> <p>The proposed vehicular trip rates are set out in the table below.</p> <table><tr><th colspan="2"></th><th>AM IN</th><th>AM OUT</th><th>2- WAY</th><th>PM IN</th><th>PM OUT</th><th>2- WAY</th></tr><tr><th rowspan="2">Trip Rates</th><th>Flats</th><td>0.053</td><td>0.178</td><td>0.231</td><td>0.166</td><td>0.087</td><td>0.253</td></tr><tr><th>Office</th><td>1.533</td><td>0.141</td><td>1.674</td><td>0.111</td><td>1.602</td><td>1.713</td></tr></table> <p>From these vehicular trip rates, person trip rates will be estimated for the development, using modal split derived from the 2011 Census initially.</p> <p>When trip generation for the proposed development is compared to the extant consent, there is a significant reduction in trip generation from the Phase 1b site in the case of the new residential-led proposals for the maximum proposed development quantum of 300 flats and 5,000 sq m B1 office space.</p>			AM IN	AM OUT	2- WAY	PM IN	PM OUT	2- WAY	Trip Rates	Flats	0.053	0.178	0.231	0.166	0.087	0.253	Office	1.533	0.141	1.674	0.111	1.602	1.713
		AM IN	AM OUT	2- WAY	PM IN	PM OUT	2- WAY																	
Trip Rates	Flats	0.053	0.178	0.231	0.166	0.087	0.253																	
	Office	1.533	0.141	1.674	0.111	1.602	1.713																	



	<p>A comparison of extant and proposed trip generation is shown in the table below.</p> <table><tr><th></th><th>AM IN</th><th>AM OUT</th><th>2-WAY</th><th>PM IN</th><th>PM OUT</th><th>2-WAY</th></tr><tr><td>Extant trips</td><td>256</td><td>24</td><td>280</td><td>19</td><td>268</td><td>286</td></tr><tr><td>Proposed trips</td><td>87</td><td>60</td><td>147</td><td>55</td><td>101</td><td>155</td></tr><tr><td>Difference</td><td>-169</td><td>+36</td><td>-133</td><td>+36</td><td>-167</td><td>-131</td></tr><tr><td>% Difference</td><td>-66%</td><td>+154%</td><td>-47%</td><td>+196%</td><td>-62%</td><td>-46%</td></tr></table> <p>The difference in nature of trips generated by office and residential development means that there is a small increase in the number of trips out of the development in the AM peak and into the development in the PM peak. However, the overall number of 2-way trips is shown to be significantly lower for the residential-led proposals.</p> <p>The Transport Assessment for the extant consent established that the development would not impact on the strategic road network including the M40 Junction 9. Therefore, it is not considered necessary to revisit this assessment for the new proposals as the trip generation is predicted to be lower than for the extant consent.</p>		AM IN	AM OUT	2-WAY	PM IN	PM OUT	2-WAY	Extant trips	256	24	280	19	268	286	Proposed trips	87	60	147	55	101	155	Difference	-169	+36	-133	+36	-167	-131	% Difference	-66%	+154%	-47%	+196%	-62%	-46%
	AM IN	AM OUT	2-WAY	PM IN	PM OUT	2-WAY																														
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Difference	-169	+36	-133	+36	-167	-131																														
% Difference	-66%	+154%	-47%	+196%	-62%	-46%																														
Estimated modal splits: Initial estimate of target modal splits:	<p>An estimated modal split of trips generated by the development will be initially determined from 2011 Census data. It is proposed that this will be based on a proxy Middle Layer Super Output Area (MSOA) that is considered representative of the sustainable location and nature of the proposed development. The Cherwell 015 and Cherwell 013 MSOAs, which cover central Bicester, will be reviewed initially to gauge whether they are likely to be representative of the proposed development. If it is considered that these do not sufficiently reflect the sustainable nature of the proposed development, it is proposed that MSOAs in Oxford such as Oxford 003 may be more appropriate.</p> <p>A Framework Travel Plan (FTP) was produced for Phases 1a and 1b of development for the extant consent. As this related to employment only on the Phase 1b site, it is proposed that a new FTP will be produced to cover the residential and office elements of the latest development proposals. This will remain in line with the objective of the previous FTP of minimising single car occupancy travel to and from the site. As future occupiers are not known at this stage, baseline and target mode split will only be set in preliminary form until they can be confirmed through surveys and monitoring.</p>																																			
Period of assessment? (peak periods of development and/or network)	<p>Weekday AM and PM peak periods will be used for the assessment. As per the Transport Assessment supporting the extant consent, we suggest using data extracted from the OCC Strategic Transport Model for all traffic capacity assessment.</p>																																			



<b>Locations of new/modified accesses of development onto existing road network? (supply plan of development area, road network and access locations)</b>	The primary access to the development is through the A41/Vendee Drive five-arm roundabout junction. Access to the individual plots will likely be achieved off Wendlebury Road via priority site access junctions (to be confirmed by masterplan).
<b>Describe committed development to be taken into account</b>	<p>It is proposed to use OCC's Strategic Transport Model for the Bicester area in order to calculate baseline traffic and it is therefore assumed that the model will already take into account all relevant committed development.</p> <p>It is assumed that the S106 schemes attached to the Phase 1a hotel development are also committed. These are:</p> <ul style="list-style-type: none"> <li>• Shared footway/cycleway along hotel frontage on A41;</li> <li>• Bus stop on A41; and</li> <li>• A41 pedestrian crossing north/east of Vendee Drive.</li> </ul>
<b>Area of impact (based on proposed development levels, existing traffic levels and existing congestion)</b>	<p>It is considered that the following three junctions are most likely to be impacted by the proposed development and will therefore be modelled for capacity assessment:</p> <ul style="list-style-type: none"> <li>• Wendlebury Rd/Vendee Dr priority junction;</li> <li>• A41/Vendee Dr roundabout; and</li> <li>• Wendlebury Rd/Unclassified Road (to Chesterton) priority junction.</li> </ul> <p>Given the significant reduction in trip generation from the site as a result of the proposed development, the impacts of the development are likely to remain local and the scope outlined above is justified.</p> <p>A contribution to the South East Perimeter Road (SEPR) was agreed as proposed mitigation against development impact on the A41 corridor into Bicester in the extant consent. The S106 agreement was for a contribution of £367,725 which was calculated based on the number of trips generated by the proposed B1 development.</p> <p>The revised development's contribution towards wider transport schemes and objectives for Bicester will need to be reviewed to reflect an evolving context. A contribution towards the SEPR, the justification for which would need to be revisited in any case in line with the predicted significantly reduced impact of development, may not be as relevant as addressing new more pressing challenges. In particular, we are aware of the recent fatal collision at the A41/Vendee Drive Roundabout, and the revised development proposals may have the ability to support OCC in addressing safety issues on the southern approach to this roundabout instead.</p>
<b>When will site become fully operational?</b>	2021
<b>Will the development be split into phases? If so supply plan of phases and timescales</b>	The forthcoming application will relate only to Phase 1b of the Bicester Gateway development, accompanied by plans illustrating the relationship with the wider Bicester Gateway site.

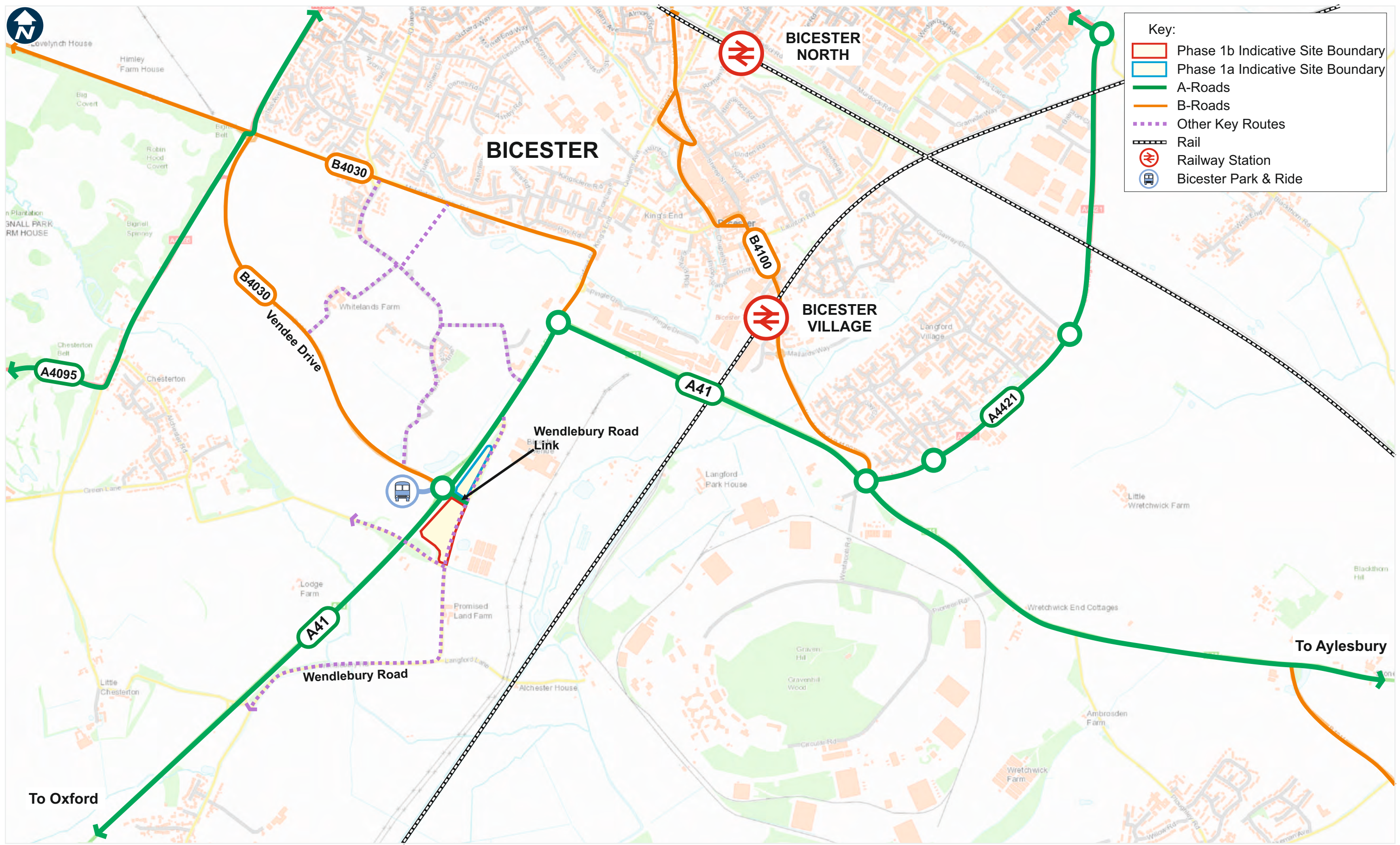


<b>Will construction traffic be significant? If so how is this dealt with and will it need specific haul routes</b>	The Transport Assessment will consider construction traffic at a high level. It is expected that any planning permission for the development will include a condition related to the delivery of a Construction Management Plan that will address construction traffic issues in more details.
<b>What are the assessment years? Existing Year of opening Design year Any other sensitivity tests required</b>	Assessment years will be informed by data extracted from OCC's Strategic Transport Model. The forecast years available in the model will be used as a guide to determining suitable assessment years.
<b>Car parking levels for each land use (on and off street)</b>	<p>Car parking for the office space will be provided in line with OCC standards at 1 space per 30 sqm. It is proposed to provide 1 allocated space per flat in line with 'Transport for New Developments Parking Standards for New Residential Developments', as well as the appropriate amount of unallocated spaces in line with the policy at:</p> <ul style="list-style-type: none"> <li>• 0.4 spaces per 1 bed flat;</li> <li>• 0.6 spaces per 2 bed flat;</li> <li>• 0.7 spaces per 2/3 bed flat; and</li> <li>• 0.8 spaces per 3 bed flat.</li> </ul> <p>It is proposed that no parking provision will be made for ancillary retail/leisure uses as these will be primarily for the use of residents of the development.</p>
<b>Provide plan of real travel 5km isochrones (cycling)</b>	Please refer to Figure 2 provided with this form.
<b>Provide plan of real travel 2km isochrones (walking)</b>	Please refer to Figure 3 provided with this form.
<b>Provide plan of existing bus stops and locations of transport interchanges in area</b>	Please refer to Figure 4 provided with this form.
<b>Road safety – accident records - examination of historical data normally 3/5 years - safety audit needed for changes to highway layout? (supply plan with recorded accident injury data)</b>	<p>We will analyse the road collision data for the last three years. We will contact the relevant officer at OCC to acquire the data.</p> <p>We are aware that there was recently a fatal accident at the A41/Wendlebury Rd roundabout and would welcome the opportunity to discuss with OCC whether the developer could support any safety schemes OCC may promote relating to this.</p> <p>Safety Audits to be procured if required once highway schemes have been designed.</p>
<b>General description of how facilities for people with mobility problems will be tackled</b>	Facilities to be provided in line with The Equalities Act 2010.
<b>Policy issues</b> - Is proposal in line with current national policy? - Is development proposal in line with	The Bicester Gateway site is allocated for employment development within the Cherwell Local Plan 2011 – 2031 which was adopted in July 2015 and is referred to as 'Policy Bicester 10' in the Local Plan.



<p><b>regional and local plan policies?</b></p> <p>- <b>Is the development included in the current development plan?</b></p>	<p>However, the B1 market in Bicester remains weak so the focus is now very much on delivering a scheme that will build the knowledge economy potential of Bicester by seeking to accommodate entrepreneurs and young professionals. This includes those who want good accessibility to central Oxford but who cannot afford accommodation in the city. The plan is now to draw from emerging themes in the knowledge economy (as set out in the Economic report prepared by Ramidus, June 2019) in particular by accommodating 'inward innovators' (people) at Bicester Gateway which, in turn, will act as a catalyst in attracting 'inward investors' (employers). This is referred to as an 'innovation community', akin to what the University has proposed at Begbroke. This means that high density residential is now being considered on the Phase 1b site on a mixed-use basis, with residential above employment on half of the site and high-density residential on the remaining consented but unallocated part.</p> <p>It is therefore considered that the proposals will align with the overarching strategy for the area. This view is endorsed by recent pre-application discussions undertaken by our clients, including Chesterton Parish Council (including County Councillor representation) and Wendlebury Parish Council, together with Robert Jolley and Steve Newman at Cherwell District Council.</p>
<p><b>Any other relevant information</b></p>	<p>We will seek to clarify the status of the CIL levy in Cherwell, the scheme(s) it relates to and how this corresponds to potential contribution to strategic transport schemes.</p>





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Client	Bloombridge LLP
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SCOPING FOR TRANSPORT ASSESSMENT

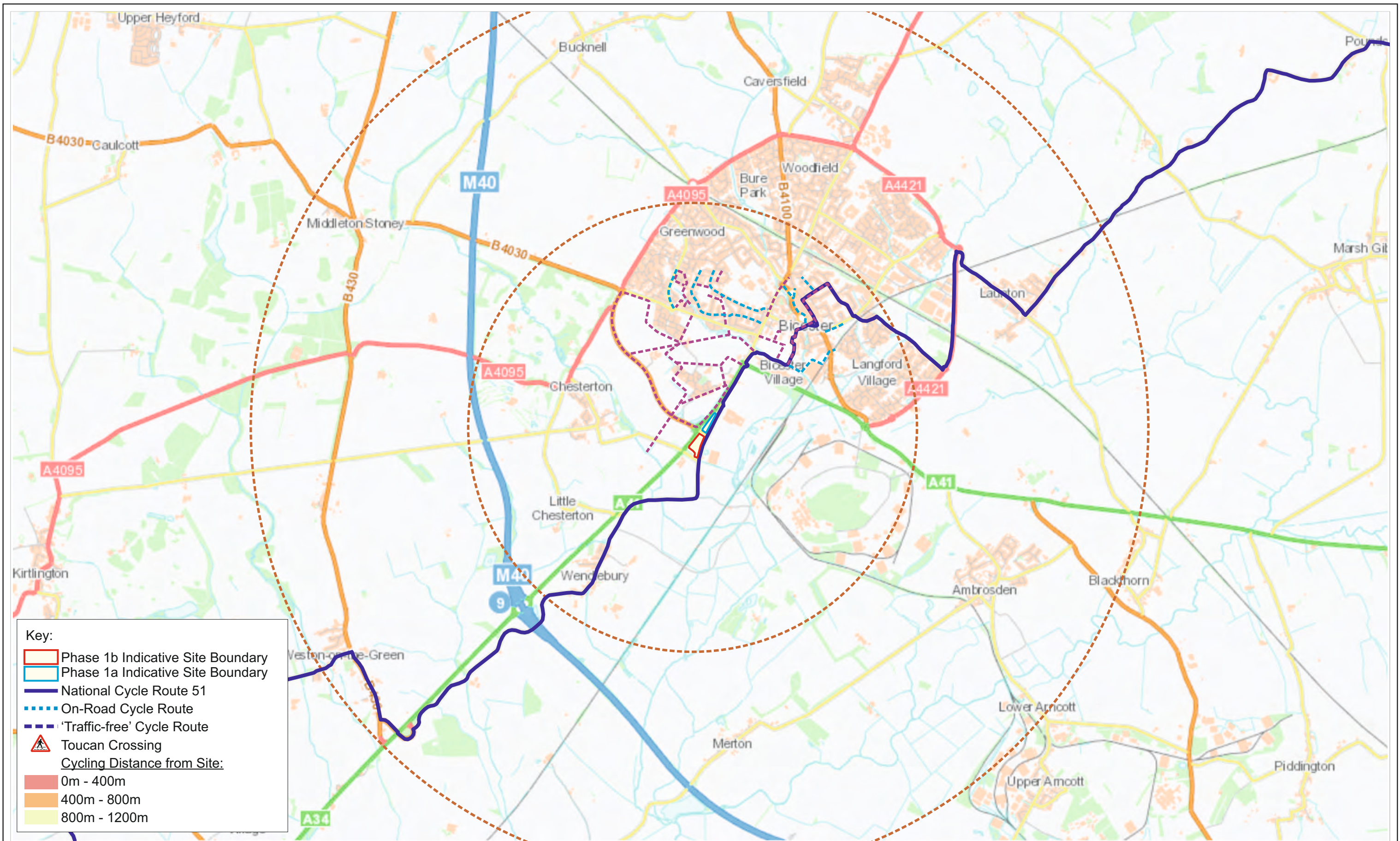
SITE LOCATION PLAN

Mark	Revision				
Date	02.07.2019	FIGURE 1			
Scale	A3 - N.T.S				
Drawn by	AA				
Checked by	RK				









SCOPING FOR TRANSPORT ASSESSMENT

EXISTING CYCLING PROVISION

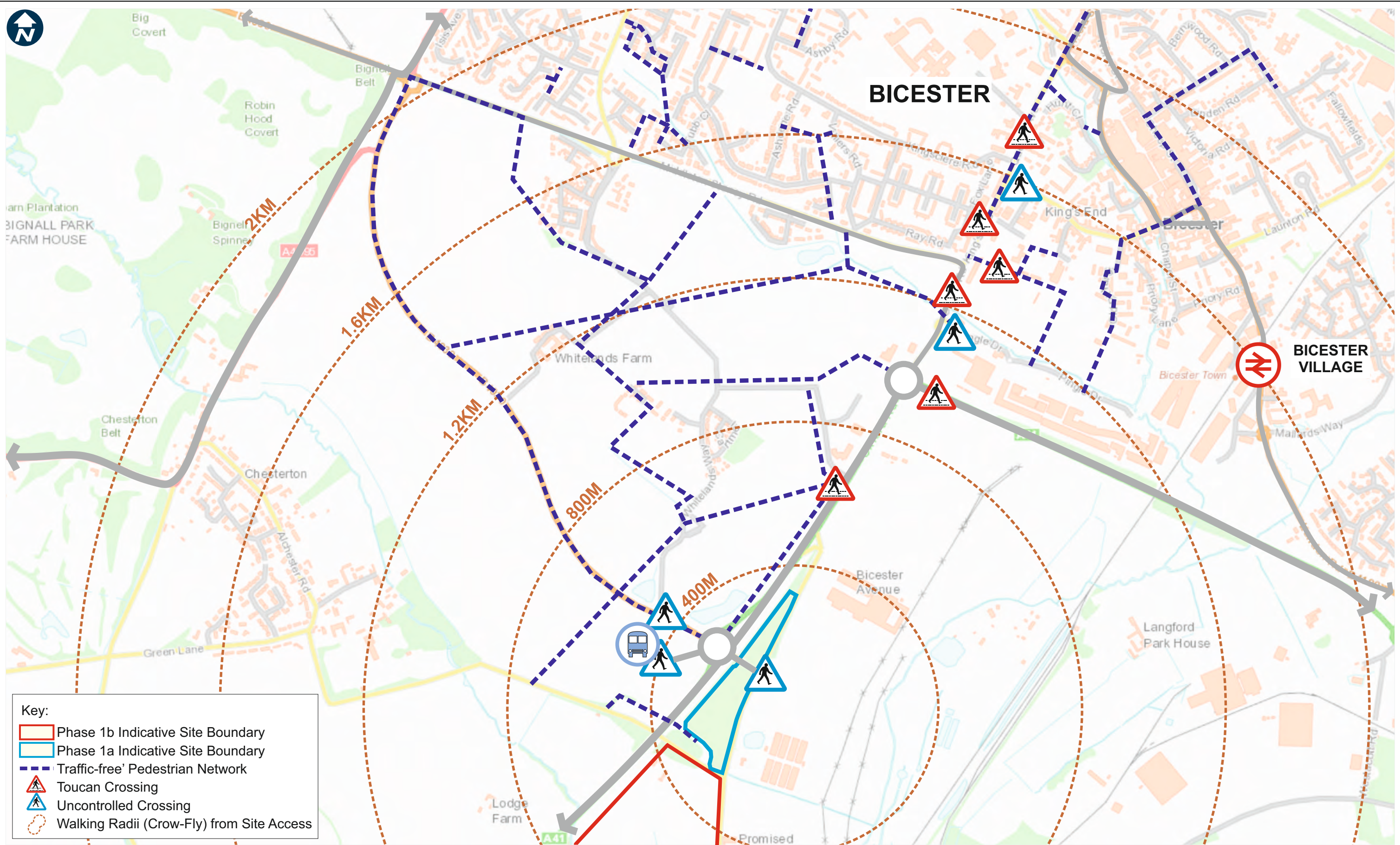
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Scale	A3 - N.T.S				
Drawn by	AA				
Checked by	RK				

<b>FIGURE 2</b>	-
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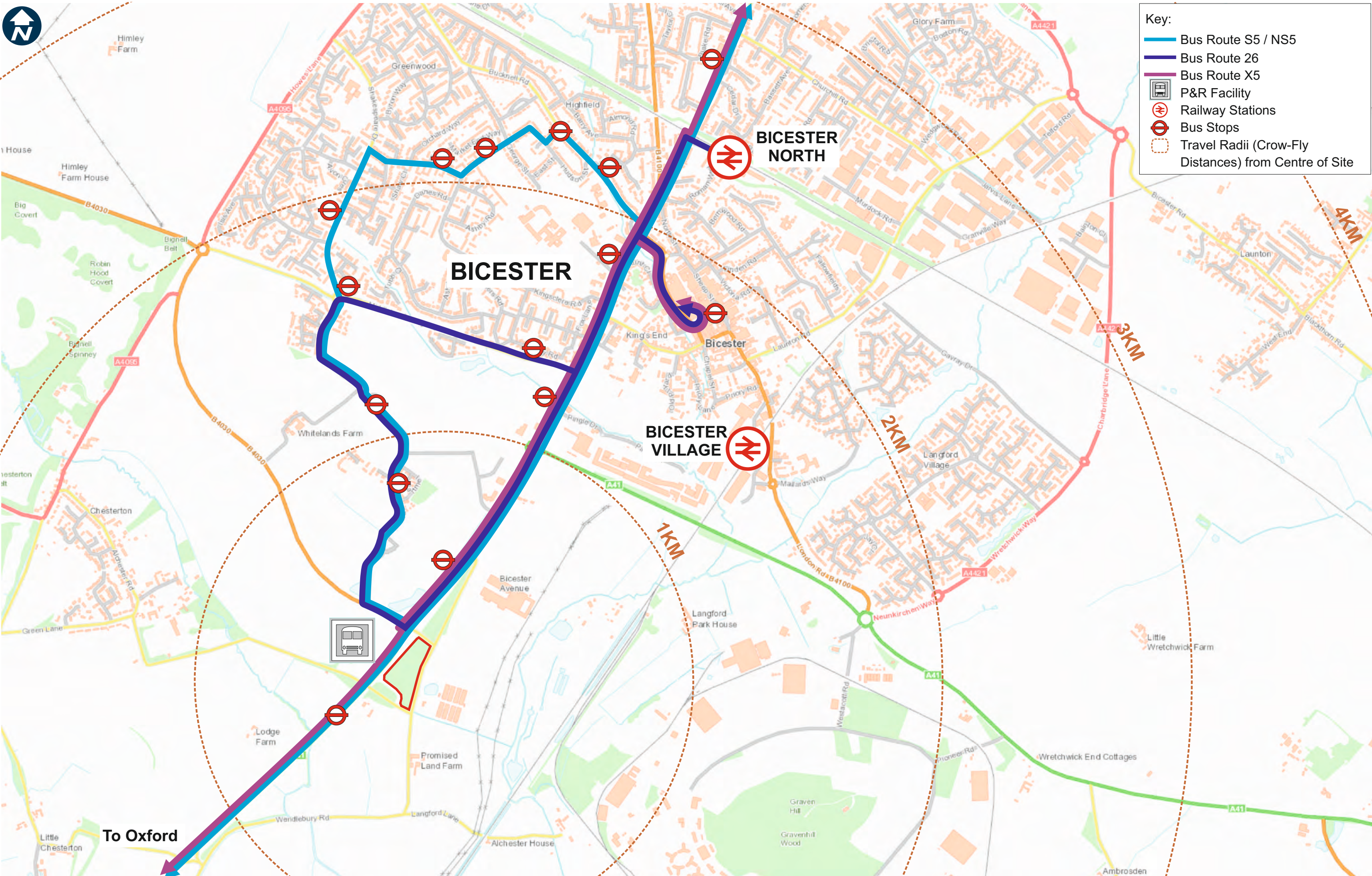












**Key:**

- Bus Route S5 / NS5
- Bus Route 26
- Bus Route X5
- P&R Facility
- Railway Stations
- Bus Stops
- Travel Radii (Crow-Fly Distances) from Centre of Site



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Bicester Gateway Phase 1b  
Bus Routes and Key Infrastructure

Review  
Drawing: Figure  
Date: 11/06/19  
Drawn by: JP  
Checked by: JHo









## **OXFORDSHIRE COUNTY COUNCIL'S PRE APPLICATION ADVICE ON THE RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL**

**District:** Cherwell

**Application No:** 19/CH0010/Preapp

**Proposal:** Scoping for Bicester Gateway phase 1b

**Location:** Bicester Gateway, Wendlebury Road, Bicester

**Response date:** 29<sup>th</sup> August 2019

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### **Purpose of document**

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic response (if appropriate) and technical team response(s).

### **Where possible these comments contain:**

- Advice on the feasibility of the location.
- Advice on what to include in a full application.
- Advice on the need for any pre-application surveying to be undertaken.

### **Disclaimer**

Please note this advice represents the opinion of an Officer(s) of the Council only, which is given entirely without prejudice to the formal consideration of any planning application which may be submitted.

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**Application no: 19/CH0010/Pre-app**

**Location:** Bicester Gateway, Wendlebury Road, Bicester

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## **Transport Development Control**

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

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

### **Legal agreement required to secure:**

An agreement will be required under Section 106 of the Town and County Planning Act 1990 to:

- Mitigate the developments local highway impact under Section 278 of the Highways Act 1980 to enable completion of off-site highway improvements.
- Provide infrastructure and contributions in line with Bicester Policy 10

An agreement under Section 278 of the Highways Act 1980 would be required to enable the applicant to complete off-site highway works relating to the above mitigation measures.

### **Conditions:**

If this was to be submitted as a planning application, planning conditions would need to be attached which relate to the following topics:

- Vehicular and pedestrian access
- Accesses, layout, turning area and vehicular parking
- Turning area for service vehicles
- Cycle parking
- Travel plan

### **Informatives:**

Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. For guidance and information



on road adoptions etc. please email the County's Road Agreements Team at [roadagreements@oxfordshire.gov.uk](mailto:roadagreements@oxfordshire.gov.uk)

### **Detailed comments:**

The application has been supported by a Scoping Note which it is felt appropriate for this consultation to respond to the items included therein.

<b>Item</b>	<b>Our response</b>
Approximate traffic volume level on adjacent road network? (peak hourly two-way flow, average 12-hour two-way flow)	This is considered out of date. It would be reasonable for assessment to be informed by a recent count which would also be useful to validate data used in OCC's Strategic Model whose data shall be used in highway capacity assessments.
Distribution/Assignment method to be used? How will this be done? i.e. gravity model or based on existing turning movements	Any trip distribution/assignment must be based on the local patterns of travel as informed by the census data of the MSOA in which the site lies. OCC struggles to find rationale in importing journey to work patterns from Oxford regardless of the site back-filling Oxford housing unmet need of housing.
How will potential traffic generation from the site be established? (TRICS/special surveys?)	It is suggested that TRICS should be used to derive trip rates for the residential flats. However, we are not in agreement on the trip rates shown in the table. The trip rates therein are significantly lower, and these should be revised. It is agreed that trip rates for the B1 land use remain the same as those used in the extant consent. On top of this, it is noted that development intends to include some form of retail/leisure which no mention of associated trips is made. This will need to be clarified and associated trips accounted for even beyond the site.
Estimated modal splits: Initial estimate of target modal splits:	See comments on Distribution/Assignment above.  Yes, a new Framework Travel Plan shall be required to reflect the changes in land use and they should still be in line with previous objectives.
Period of assessment? (development peak periods and/or network)	Acceptable. However, the extant consent did not assess weekend peaks because the applicant considered that trip generation from the then proposed uses (predominantly office use with a small part attributed to the hotel) would be limited at these times. It would be worth exploring the potential trip generation for weekend peaks now that the site is being considered for a lot more residential elements than before.
Locations of new/modified accesses of development	Agreed subject to submission of detailed access design.



onto existing road network? (supply plan of development area, road network and access locations)	It is also suggested that the application will need to revise pedestrian accessibility. This becomes a critical aspect of residential land uses compared to B1 land use where residential developments are expected to generate a varying array of users such as school going pupils and aged residents.
Committed development to be taken into account	Acceptable subject to review at the time of submission of the full application.
Area of impact (based on proposed development levels, existing traffic levels and existing congestion)	<p>It is acknowledged that under these proposals, there will be a reduction in trip generation. I do not see a need to carry out any further junction assessment.</p> <p>Nonetheless, we feel the strategic highway contributions may need to be adjusted to account for the change in trips associated with the new land uses.</p> <p>The contribution methodology has been updated since the negotiation with Bicester 10 phase 1 and so going forward, these should be calculated in line with the methodology utilised for Bicester 4 that has a basis in the CDC Developer Contributions SPD recently adopted.</p>
What are the assessment years? Existing Year of opening? Design year? Any other sensitivity tests required?	The scope of assessment is considered acceptable although a fresh TA should be produced with modelling scenarios to include the opening year and 2026 as the assessment year.
Car parking levels for each land use (on and off street)	<p>A unit parking space per 30sqm is an appropriate level of provision for B1 land use. For residential flats, this level will be determined by the type of flats – on whether they are affordable or market and number of bedrooms.</p> <p>The parking level quoted in the scoping note is additional to a parking space per flat and should be considered as “Maximum number of spaces when <b>one</b> allocated space per dwelling is provided”.</p>
Road safety – accident records - examination of historical data normally 3/5 years. Safety audit needed for changes to highway layout? (supply plan with recorded accident injury data)	<p>Since the phase 1 permission there was a double fatality at Vendee Drive junction.</p> <p>OCC would welcome the opportunity to discuss with the developer any safety features that could support highway improvements following the recent fatal accident at the A41/Wendlebury Rd roundabout subject to recommendations from the inquiry.</p> <p>Schemes may involve considering reducing speed of</p>



	the northbound A41 approach and investigating improvements to the P&R access, have become more of a priority.
Policy issues - Is the proposal in line with current national policy? Is the development proposal in line with regional and local plan policies? Is the development included in the current development plan?	The proposed development is a part of Bicester Gateway Phase 1 which was granted planning consent for a hotel and B1 development in 2017. Bicester Gateway is an allocated employment development site within the Cherwell Local Plan 2011-2031 referred to as Policy Bicester 10.
Any other relevant information.	<p>The proposals have not made any reference to the provision of cycle parking facilities. This must be included in subsequent applications in recognition of the potential for sustainable travel.</p> <p>Any mitigation requirements identified here should be considered direct local mitigation requirement and separate from the strategic mitigation contribution requirement required for the SEPR. It is not a case of one or the other.</p> <p>The contribution methodology has been updated since the negotiation with Bicester 10 phase 1 and so should be calculated in line with the methodology utilised for Bicester 4 that has a basis in the CDC Developer Contributions SPD recently adopted</p> <p>Public Transport – Agreement to contribute towards provision of a bus service to serve the site which shall include provision of a bus stop along the southern side of Vendee Drive (between Wendlebury Road and Vendee Drive roundabout)</p>

**Officer's Name: Rashid Bbosa**

**Officer's Title: Senior Transport Planner**

**Date: 28 August 2019**

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## **Lead Local Flood Authority**

### **Detailed comments:**

The [Sustainable Drainage Systems \(SuDS\) Policy](#), which came into force on the 6th April 2015 requires the use of sustainable drainage systems to manage runoff on all applications relating to major development. As well as dealing with surface water runoff, they are required to provide water quality, biodiversity and amenity benefits in line with National Guidance. The [Sustainable Drainage Systems \(SuDS\) Policy](#) also implemented changes to the [Town and Country Planning \(Development Management Procedure\) \(England\) Order 2010](#) to make the Lead Local Flood Authority (LLFA) a statutory Consultee for Major Applications in relation to surface water drainage. This was implemented in place of the SuDS Approval Bodies (SAB's) proposed in Schedule 3 of the Flood and Water Management Act 2010.

All full and outline planning applications for Major Development must be submitted with a Surface Water Management Strategy. A site-specific Flood Risk Assessment (FRA) is also required for developments of 1 hectare or greater in Flood Zone 1; all developments in Flood Zones 2 and 3 or in an area within Flood Zone 1 notified as having critical drainage problems; and where development or a change of use to a more vulnerable class may be subject to other sources of flooding.

Further information on flood risk in Oxfordshire, which includes access to view the existing fluvial and surface water flood maps, can be found on the [Oxfordshire flood tool kit](#) website. The site also includes specific flood risk information for developers and Planners.

The [National Planning Policy Framework](#) (NPPF), which was updated in February 2019 provides specific principles on flood risk (Section 14, from page 45). [National Planning Practice Guidance](#) (NPPG) provides further advice to ensure new development will come forward in line with the NPPF.

Paragraph 155 states; *"Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere."*

As stated in Paragraph 158 of the NPPF, we will expect a sequential approach to be used in areas known to be at risk now or in the future from any form of flooding.

The [Non-statutory technical Standards for sustainable drainage systems](#) were produced to provide initial principles to ensure developments provide SuDS in line with the NPPF and NPPG. Oxfordshire County Council have published the ["Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire"](#) to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in



considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.

The SuDS philosophy and concepts within the Oxfordshire guidance are based upon and derived from the CIRIA [SuDS Manual \(C753\)](#), and we expect all development to come forward in line with these principles.

In line with the above guidance, surface water management must be considered from the beginning of the development planning process and throughout – influencing site layout and design. The proposed drainage solution should not be limited by the proposed site layout and design.

Wherever possible, runoff must be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required. The proposed drainage should mimic the existing drainage regime of the site. Therefore, we will expect existing drainage features on the site to be retained and they should be utilised and enhanced wherever possible.

Although we acknowledge it will be hard to determine all the detail of source control attenuation and conveyance features at a concept stage, we will expect the Surface Water Management Strategy to set parameters for each parcel/phase to ensure these are included when these parcels/phases come forward. Space must be made for shallow conveyance features throughout the site and by also retaining existing drainage features and flood flow routes, this will ensure that the existing drainage regime is maintained, and flood risk can be managed appropriately.

By the end of the Concept Stage evaluation and initial design/investigations Flows and Volumes should be known. Therefore, we ask that the following Pro-Forma is completed and returned as soon as possible:



OCC Pro-Forma.pdf

**Officer's Name: Adam Littler**  
**Officer's Title: Drainage Engineer**  
**Date: 28 August 2019**

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## MINUTES

**Meeting Title:** Bicester Gateway Phase 1b – Residential – Transport Scoping Meeting

**Attendees:** Joy White (Oxfordshire County Council)  
 Rashid Bbosa (Oxfordshire County Council)  
 Richard Cutler (Bloombridge)  
 Francois Chate (PBA, now part of Stantec)

**Apologies:**

**cc:** Rachel Kirkwood (PBA, now part of Stantec)

**Date of Meeting:** 19<sup>th</sup> September 2019

**Job Number:** 46463

Item	Subject	Actions
1.	<b>Introductions</b>  FC introduced the meeting outlining an agenda for the discussions, including: <ul style="list-style-type: none"> <li>- RC providing an introduction to Bloombridge</li> <li>- RC and FC detailing the concept for the proposed revised development on the Bicester Gateway Phase 1B site</li> <li>- Discussion around the key parameters and assumptions for the preparation of a Transport Assessment and Travel Plan in support of the proposed development</li> </ul> The discussions made reference to the Scoping Note produced by PBA and issued to OCC on 22 <sup>nd</sup> July 2019, and OCC's Pre-app response emailed to Richard Cutler by Tracey Randall on 29 <sup>th</sup> August 2019 (both attached for completeness).	
2.	<b>Bloombridge and the Knowledge Economy</b>  RC detailed Bloombridge's role in the promotion of the local Knowledge Economy.  Richard Cutler has been part of the knowledge economy and active in Oxfordshire for 25 years through projects such as the Northern Gateway, Oxford Technology Park, Bicester Gateway and Carterton. Further afield, Bloombridge led the master planning and planning application team on Silverstone Circuit, selling the investment on behalf of the BRDC to MEPC in 2014. On Bicester Gateway, Bloombridge achieved an allocation for the Gateway site in the Cherwell Local Plan (Bicester 10) and then gained consent for the Bicester Gateway Phase 1 development (ref: 16/02586/OUT).  RC indicated that, unfortunately, Bloombridge no longer have any involvement in the development of the Bicester Gateway Phase 2 site (now promoted by Albion, under the name of Catalyst Bicester (CDC ref: 19/01746/OUT)). The reason for this is that the Phase 2 land was subject to a restrictive covenant in favour of Faccenda (the adjoining chicken farm) who also fund Albion. Bloombridge could not agree terms with Faccenda.	



## MINUTES

	<p>Bloombridge have been supporting local aspirations to attract the University(ies), and other 'knowledge economy' investors, to Bicester and the proposed new scheme for the Phase 1B site contributes to this objective, aiming to offer an attractive 'co-living' and 'co-working' environment to people working in Oxford, at the University or at the John Radcliffe Hospital for example. A report that Bloombridge commissioned from Dr Rob Harris of Ramidus charts the changing working environment and suggests that Bicester Gateway should target 'inward innovators' (people) as opposed to 'inward investors, (employers)' with the logic that the former will attract the latter.</p>	
3.	<p><b>Proposed development</b></p> <p>The concept for the development is to deliver an environment where people can live and work, benefiting from 'community' facilities on site. This 'co-living' / 'co-working' concept involves typically studio, 1-bed and 2-bed flats, supported by ancillary facilities in a Hub, including a lounge, workspace that can be hired (desks, meeting rooms, admin support), a gym, a nursery potentially. The community facilities would also be enhanced by other 'public' facilities including a coffee shop and employment on site (B1 and serviced offices). The development would need to be managed on a daily basis by a site 'concierge' who could act as or support a Travel Plan coordinator and manage sustainable travel/active travel initiatives on site (Active Travel Hub, cycle hire, car club hire etc...).</p> <p>The masterplan for the proposed revised development on the Bicester Gateway Phase 1B site is being finalised but based on the above it is likely to include:</p> <ul style="list-style-type: none"> <li>- 250 flats (studio, 1-bed and 2-bed)</li> <li>- Around 60,000 sqft of commercial space (around 40,000 to 50,000sqft of B1 (eg regional scale employer) and serviced offices and the remainder for the hub including lounge, gym, nursery, active travel hub etc...</li> <li>- A coffee shop, potentially with a drive-thru.</li> </ul> <p>RC indicated that Chesterton Parish Council were supportive of the proposed change of use on site and supportive of the concept and rationale for it.</p> <p>FC highlighted the highly sustainable location of the site with the connection to Oxford via the P&amp;R bus services (S5/NS5, also connecting to the JRH) and to Bicester (including leisure and shopping facilities as well as two railway stations) via active modes and bus (local bus service 26 stopping on the A41 next to the Phase 1 site). RC stated that the S5 offers a quicker route into central Oxford than the S3 from Begbroke, suggesting that Bicester Gateway could/should satisfy the accessibility requirements of the University.</p> <p>JW asked if Bloombridge could provide examples of such development concept in the area. RC explained that The Perch, in Bicester town centre, is a good example of the proposed 'hub'. So far as co-working and co-living is concerned, there are numerous examples charted in the Ramidus Report. The original examples are in London, for example The Collective (see: <a href="https://www.thecollective.com/co-living/?qclid=EALalQobChMliqL55Yy93glVypPtCh3tEA95EAAYASAAEgl0HPD_BwE">https://www.thecollective.com/co-living/?qclid=EALalQobChMliqL55Yy93glVypPtCh3tEA95EAAYASAAEgl0HPD_BwE</a>). There is also The Guild in Bath (see: <a href="https://www.theguildhub.co.uk/en">https://www.theguildhub.co.uk/en</a>) and, more generically, all of the big serviced office providers like Regus and WeWork offer the kind of space being proposed at Phase 1B. RC explained that the University is proposing an 'innovation community' at Begbroke, which Bicester Gateway hopes to replicate on a smaller scale (and in a better location). Bloombridge are also working with Santander on a 'knowledge hub' as a redevelopment of its facilities at Bletchley, which will include residential accommodation designed in a way that attracts talent from Gen Z.</p>	



## MINUTES

	<p><b>ACTION: Bloombridge to provide further information on examples of similar schemes to OCC .</b></p> <p><i>(post meeting note – see paragraph above that provides web links to the examples mentioned during the meeting)</i></p> <p>Some specific aspects of the proposed development were discussed in more details:</p> <ul style="list-style-type: none"> <li>- Coffee shop and drive-thru:</li> </ul> <p>JW made it clear that she did not see a drive-thru as being consistent with the concept proposed for the development. Furthermore, she highlighted the likely convoluted route that traffic would have to take to access a drive-thru facility on site and the resulting impact on the operation of the local highway network.</p> <p>FC queried this last point indicating that an egress point from a potential drive-thru facility on site could be gained onto Vendee Dr (link). JW indicated that OCC had the aspiration to locate a bus stop on Vendee Dr (link) and that a drive-thru egress would conflict with this. The OCC's proposal for a bus stop in that location was then discussed in more details (see point 4. below).</p> <ul style="list-style-type: none"> <li>- Car parking provision:</li> </ul> <p>FC indicated that at this stage car parking provision was likely to be: as per OCC's standards for the office and coffee shop elements and 1 space per unit for the residential element. FC also indicated that residential visitor parking would be limited and shared across land uses. Consideration would be given to car free units supported by car club spaces. JW and RB were generally supportive of the approach and highlighted how car free development and car club provision would be in line with the proposed concept.</p> <ul style="list-style-type: none"> <li>- Cycle parking provision:</li> </ul> <p>FC indicated that the proposals would be in line with OCC's standards, except where the standards would lead to an obvious over provision (residential visitors). Office provision would be located in a visible and safe location and covered. Residential provision would most likely be located within the residential undercroft car park to deliver a secure and convenient cycle parking location. Visitor provision would most likely be shared between the key land uses on site and located close to the element being visited.</p>	<p><b>Bloombridge</b></p> <p><b>(actioned)</b></p>
4.	<p><b>Additional points discussed</b></p> <p>As part of the discussions around the context for the development, a couple of peripheral considerations were raised:</p> <ul style="list-style-type: none"> <li>- Pedestrian crossing on A41 and bus access:</li> </ul> <p>FC indicated that the Phase 1B development would benefit from access to the bus services and associated pedestrian facilities agreed as part of the extant consent, the main part of which would be delivered as part of the Phase 1A RM consent. This included the maintained commitment for Phase 1B to upgrade the pedestrian facility along its A41 frontage to a shared facility with cyclists and then connecting into the shared pedestrian and cycle facility</p>	



## MINUTES

	<p>along the Phase 1A site frontage linking to a new pedestrian crossing on the A41 to the north of Vendee Dr with a new bus stop on the southbound A41 carriageway (to add to the existing stop on the northbound side). This would locate the Phase 1B development (centroid) around 400m from stops served by the S5/NS5 and local service 26. On that basis, FC considered that the Phase 1B development benefits from appropriate accessibility by active and public transport modes.</p> <p>However, FC indicated that the Phase 1B site being located immediately across the A41 from the Park and Ride site, there would be some logic in considering a pedestrian crossing on the southern side of the Vendee Dr roundabout to link the Phase 1B site to services at the P&amp;R site. FC explained that he has tested this at high level and identified that once a pedestrian crossing is located in line with design standards, the walking route from the site (centroid) to the actual stops at the P&amp;R site would likely be around 300m. However, services available at the P&amp;R would be only the S5/NS5 (no local bus services).</p> <p>FC asked OCC for their advice on the suitability of a pedestrian crossing especially considering in addition the road safety issue on the southern A41 approach into the Vendee Dr roundabout (2 recent fatalities).</p> <p>JW indicated that she could see the logic of a pedestrian crossing in that location but also accepted that the currently committed provision would be appropriate. The safety considerations would be key.</p> <p>FC concluded by asking OCC to consider the possibility of a new pedestrian crossing on the southern A41 approach into the Vendee Dr roundabout and feedback to Bloombridge on whether they think this could form part of a road safety solution for the roundabout. Bloombridge would then consider whether to support an OCC led scheme at that location. RC added that this could be shared as part of the s106 requirement put on Phase 2, being three times the size of Phase 1.</p> <p><b>ACTION: OCC to provide further feedback on a southern pedestrian crossing</b></p> <ul style="list-style-type: none"> <li>- Bus stop on Vendee Dr (link):</li> </ul> <p>As indicated during the discussions related to the potential coffee shop drive-thru, OCC expressed the aspiration to locate a new bus stop on the southern side of Vendee Dr (link). RC and FC sought clarifications on the rationale for this. JW and RB indicated that such a stop would relate to the Bicester Gateway Phase 2/Catalyst Bicester development and the aim was to improve access for this additional development to public transport routes.</p> <p>OCC indicated that due to land ownership constraints, the new stop would most likely be on carriageway. RC tested the logic of such an approach and highlighted that having buses stopped on carriageway on the access route to the Bloombridge's development site would create a commercial issue for Bloombridge and is therefore unacceptable. RC explained that he felt it was evident that OCC were promoting such a solution due to the fact that Albion do not control the land that would be required for delivering a proper draw in stop at the location suggested by OCC. Bloombridge control that land and the Phase 1 Master Plan has provided for these and other road widening measures along the Vendee Drive (link) to ensure the efficient and safe distribution of traffic from Bicester Gateway. By way of example, RC referred to Oxford Business Park, where cars can queue for an hour in the evening rush and stated that lessons need to be learnt.</p>	OCC
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## MINUTES

	<p>JW sought clarification on this last point as she understood that the Phase 1A and Phase 1B developments did not allow for any changes to Vendee Dr (link). RC made it clear that the Phase 1 development parcels were designed to safeguard land on both sides of Vendee Dr (link) as it was Bloombridge's view, supported by PBA (and the approved Master Plan) that this land would be required to create a suitable access connection into the wider Bicester 10 site (i.e. triggered by the development of the Phase 2 land (now Catalyst Bicester)). RC stated that the highways solution is clear. It just requires co-ordination between Bloombridge and Albion; and the current highways limitations of Phase 2 have only arisen because Albion did not consult with Bloombridge prior to submitting the Phase 2 application.</p> <p><b>ACTION: OCC to consider the case for widening Vendee Drive.</b></p>	OCC
5.	<p><b>Transport Assessment</b></p> <p>During the meeting, the parameters to be considered in the preparation of the Transport Assessment supporting the Phase 1B site new application were discussed and the following was agreed:</p> <ul style="list-style-type: none"> <li>- The proposed revised development will be considered against the extant consent on the site. The agreed position is that the revised proposals will generate less vehicular traffic than the consented scheme. In this context the TA will present highway capacity calculations with the sole purpose to demonstrate no severe impact and discount the need for the highway mitigations attached to the extant consent. As such the highway capacity calculations will be limited to a 2026 forecast scenario. The 2026 forecast scenario will be based on 2026 data available from the recent Bicester 4 and Catalyst Bicester TAs, data itself extracted from OCC's Strategic Model.</li> <li>- The MSOA covering the centre of Bicester is to be used for the purpose of distributing development traffic.</li> <li>- The same MSOA will be used as a starting point for deriving modal split, although the Travel Plan will reflect fully the concept of the development proposed.</li> <li>- TRICS restaurant/fast-food (A3 use) will be used to derive trip generation for the proposed coffee shop. JW highlighted the potential for pass-by trips for this particular land use.</li> <li>- It will be assumed that ancillary uses will not generate additional trips or create additional parking demand, except for staff associated with the facilities. JW queried this logic if a nursery is to be provided on site (is there a business case for a nursery not open to the wider public?). If a nursery cannot be considered as ancillary, TRICS should be used to derive associated trip generation (based on sqm GIA). RC made the point that it is difficult at this stage to be prescriptive about the ancillary uses in the mix, noting that the DLL proposed on Phase 2 is likely to have a nursery.</li> <li>- OCC proposed residential trip rates are accepted.</li> <li>- The TA will include a simple weekend assessment based on data available from the recent Kingsmere Retail Park TA.</li> </ul> <p>It was therefore concluded that the inputs to the TA were agreed.</p>	



## MINUTES

6.	<p><b>SEPR Contribution</b></p> <p>RC and FC acknowledged correspondence from OCC providing the formula likely to be used to derive a revised contribution to the SEPR from the Phase 1B development.</p> <p>FC indicated that he identified the same formula in the Bicester 4 application material and that in the case of the Bicester 4 development the formula equated to a contribution of around £930 per trip, applied to the sum of the predicted AM and PM peak hourly vehicular trips generated by the development.</p> <p>RC indicated that Bloombridge would like to consider in more detail the likely 'exposure' of the proposed revised development and would need OCC to clarify the cost per trip that they would ask to be applied to the revised development.</p> <p><b>ACTION: OCC to provide the details of the SEPR contribution they would require including the formula applied and the resultant cost per trip.</b></p>	OCC
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- Dimensions are in millimeters, unless stated otherwise.  
- Scaling of this drawing is not recommended.  
- It is the recipient's responsibility to print this document to the correct scale.  
- All relevant drawings and specifications should be read in conjunction with this drawing.





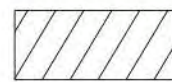
SCHEDULE OF ACCOMMODATION

PHASE IA	- 2.58 Acres (1.043 Ha)
PHASE IA Land to be Retained for Future Phase II Road Widening	- 0.02 Acres (0.01 Ha)
Total Area PHASE IA	- 2.58 Acres (1.044 Ha)

PHASE IB	- 6.56 Acres (2.65 Ha)
PHASE IB Land to be Retained for Future Phase II Road Widening	- .25 Acres (0.10 Ha)
Total Area PHASE IB	- 6.81 Acres (2.75 Ha)

TOTAL AREA	- 9.39 Acres (3.794 Ha)
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AREA PHASE II	- 37.6 Acres (15.22 Ha)
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-  BOUNDARY
-  LAND TO BE RETAINED  
FOR PHASE II ROAD WIDENING
-  Land Retained For the Future Phase II  
Road Widening - 1.84Acres

rev | amendments | by | ckd | date

Bicester Gateway, Bicester  
Masterplan - Phase 1&2

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Drawing Status:	Planning
Drawn / Checked:	GW / GMc
Date:	12.12.2016
Scale:	1:1250 @ A1
Drawing no:	Revision:
16084 P103	-







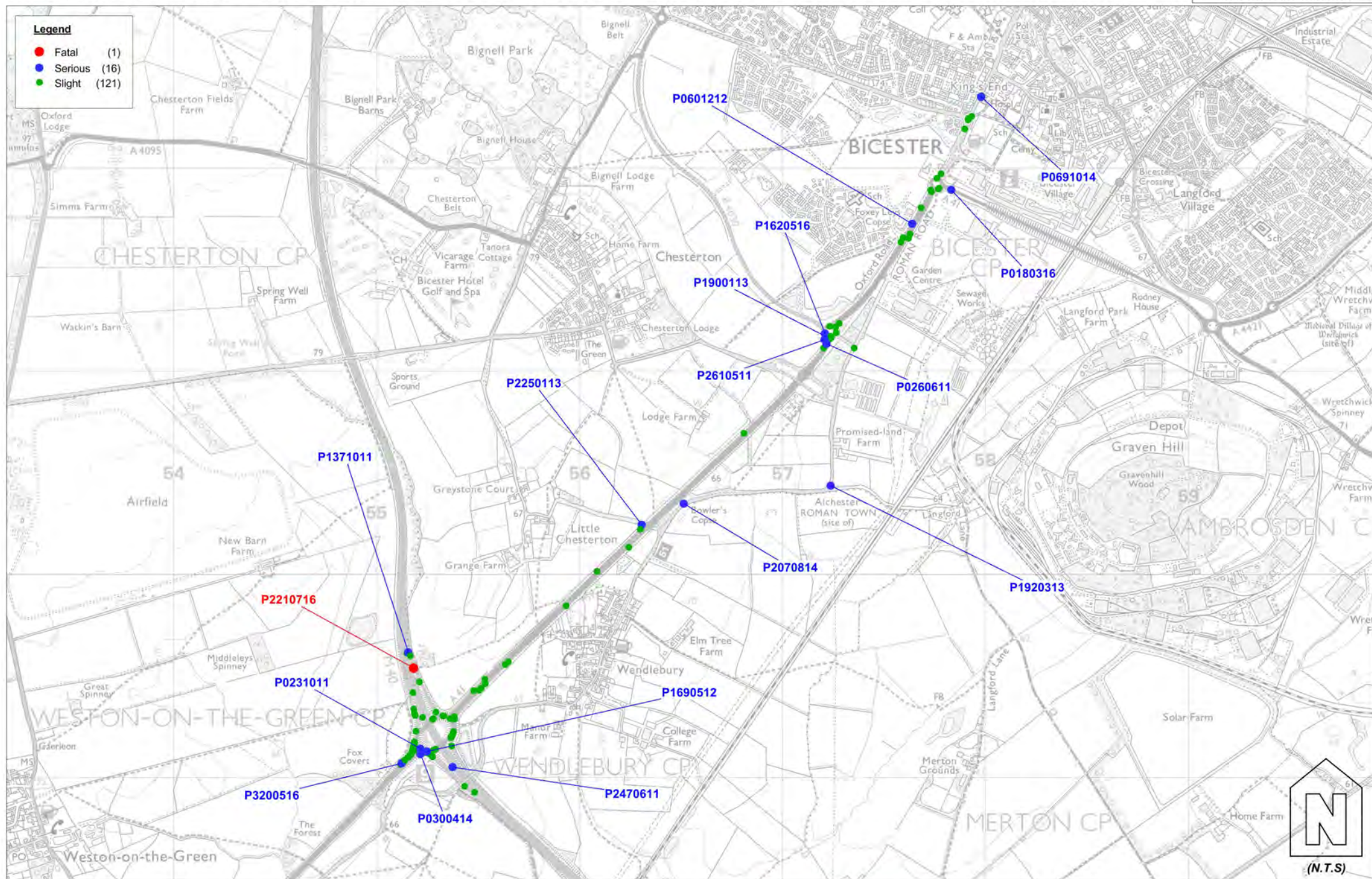


## Appendix C    PIC data















Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 20/01/2011 Time 1300 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455183 N: 219155 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Dry Daylight:street lights present  
 Vehicle Reference 1 Car Moving from S to N Going ahead other On main carriageway  
 Vehicle Reference 2 Car Moving from S to N Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 2  
 Vehicle Reference 3 Car Moving from S to N Going ahead other On main carriageway

Monday 31/01/2011 Time 1015 Slight at A41 NBOUND J/W A41 BICESTER BYPASS & B4030 OXFORD RD BICESTER

E: 457731 N: 221893 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Dry Daylight:street lights present  
 Vehicle Reference 1 Car Moving from S to N Stopping On main carriageway  
 Vehicle Reference 2 Car Moving from S to N Stopping On main carriageway  
 Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 30/03/2011 Time 2009 Slight at B4030 OXFORD RD AT MINI RBT J/W B4030 MIDDLETON STONEY RD BICESTER

E: 457916 N: 222240 Junction Detail: Mini roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1	Car	Moving from	W	to	S	Turning right	On main carriageway
Casualty Reference:	1	Age:	33		Female	Driver/rider	Severity: Slight Injured by vehicle: 1
Casualty Reference:	2	Age:	45		Female	Passenger	Severity: Slight Injured by vehicle: 1
Vehicle Reference 2	Car	Moving from	S	to	N	Going ahead other	On main carriageway

Saturday 02/04/2011 Time 1343 Slight at A41 NBOUND 150M N OF RBT J/W A34 & M40 WENDLEBURY

E: 455479 N: 219426 Junction Detail: Not within 20m of j Control:  
Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1	Car	Moving from	S	to	NE	Going ahead other	On main carriageway
Vehicle Reference 2	Car	Moving from	S	to	NE	Going ahead other	On main carriageway
Casualty Reference:	1	Age:	30		Male	Driver/rider	Severity: Slight Injured by vehicle: 2
Vehicle Reference 3	Car	Moving from	S	to	NE	Going ahead other	On main carriageway
Vehicle Reference 4	Car	Moving from	S	to	NE	Going ahead other	On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 03/04/2011 Time 1700 Slight at A41 NBOUND APPROX 300M SW OF J/W LITTLE CHESTERTON RD CHESTERTON

E: 456086 N: 220015 Junction Detail: Not within 20m of j Control:

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

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

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight Injured by vehicle: 1

Casualty Reference: 3 Age: 57 Female Passenger Severity: Slight Injured by vehicle: 1

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

Casualty Reference: 2 Age: 86 Female Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead other On main carriageway

Monday 25/04/2011 Time 0330 Slight at A41 NBOUND C/WAY IN ROAD WORKS FOR NEW ROUNDABOUT UNDER CONSTRUCTION APPROX 1 KM S OF RBT J/W BICESTER BYPASS CHESTERTON

E: 457222 N: 221149 Junction Detail: Not within 20m of j Control:

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

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

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 27/05/2011 Time 0230 Slight at A41 NBOUND AT ROAD WORKS FOR NEW RONDBAOUT UNDER CONSTRUCTION APPROX 1KM S OF J/W  
A41 BICESTER BYPASS - CHESTERTON  
E: 457220 N: 221142 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: no street lighting  
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 28/05/2011 Time 2145 Serious at A41 NBOUND AT CONSTRUCTION SITE FOR NEW RBT FOR SW BICESTER DEVELOPMENT CHESTERTON  
E: 457221 N: 221153 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Serious Injured by vehicle: 1  
Casualty Reference: 2 Age: 33 Male Passenger Severity: Serious Injured by vehicle: 1  
Casualty Reference: 3 Age: 27 Male Passenger Severity: Serious Injured by vehicle: 1  
Casualty Reference: 4 Age: 31 Male Passenger Severity: Serious Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 01/06/2011 Time 1400 Slight at A34 RBT J/W M40 NBOUND WENDLEBURY

E: 455221 N: 219125 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from NE to N Going ahead right bend On main carriageway

Vehicle Reference 2 Car Moving from NE to S Turning left On main carriageway

Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 04/06/2011 Time 0435 Serious at A41 NBOUND AT CONSTRUCTION SITE FOR NEW RBT FOR SW BICESTER DEVELOPMENT CHESTERTON

E: 457220 N: 221148 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

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

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Monday 06/06/2011 Time 1951 Slight at B4030 OXFORD ROAD NBOUND CWAY APPROX 30M N OF RBT J/W A41 BICESTER

E: 457782 N: 221974 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight:street lights present

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

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

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

Casualty Reference: 2 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 07/06/2011 Time 0750 Slight at A34 WENDLEBURY INTERCHANGE RBT NEAR J/W M40 NBOUND EXIT SLIP RD WENDLEBURY

E: 455278 N: 219132 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

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

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

Vehicle Reference 2 Car Moving from NE to S Stopping On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Monday 13/06/2011 Time 0800 Slight at A34 NBOUND AT J/W M40 WENDLEBURY INTERCHANGE RBT J/W M40 SBOUND EXIT SLIP WENDLEBURY

E: 455278 N: 219289 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

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

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

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 21 Male Passenger Severity: Slight Injured by vehicle: 2

Friday 24/06/2011 Time 2334 Serious at M40 NBOUND AT MP97/1 BY A34 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455376 N: 219051 Junction Detail: Not within 20m of j Control:

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

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

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Serious Injured by vehicle: 1

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

Casualty Reference: 3 Age: 62 Female Driver/rider Severity: Slight Injured by vehicle: 2

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

Casualty Reference: 2 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Car Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 4 Age: 44 Female Driver/rider Severity: Slight Injured by vehicle: 4



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 26/06/2011 Time 0714 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455182 N: 219138 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 60 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 09/07/2011 Time 1435 Slight at A34 WENDLEBURY INTERCHANGE RBT J/W M40 SBOUND EXIT SLIP RD WENDLEBURY

E: 455275 N: 219285 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

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

Casualty Reference: 1 Age: 75 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods 7.5 tonnes mg Moving from S to NE Going ahead but held up On main carriageway

Saturday 23/07/2011 Time 0030 Slight at A41 NBOUND C/WAY IN RD WORKS FOR NEW ROUNDABOUT UNDER CONSTRUCTION APPROX 1 KM S OF RBT J/W BICESTER BYPASS CHESTERTON

E: 457220 N: 221145 Junction Detail: Roundabout Control: Give way or controlled

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

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

Casualty Reference: 1 Age: 42 Female Driver/rider Severity: Slight Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 26/07/2011 Time 0655 Slight at M40 SBOUND EXIT SLIP RD IMMEDIALEY N OF J/W A34 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455292 N: 219321 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

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

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

Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Goods over 3.5 ton Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 2 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 3

Wednesday 31/08/2011 Time 1800 Slight at A34 / M40 WENDLEBURY INTERCHANGE RBT J/W EXIT TO A34 SBOUND WENDLEBURY

E: 455223 N: 219124 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from E to N Going ahead right bend On main carriageway

Vehicle Reference 2 Car Moving from E to S Turning left On main carriageway

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 03/09/2011 Time 1758 Slight at A34 RBT J/W M40 NBOUND WENDLEBURY

E: 455214 N: 219127 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from NE to S Changing lane to right On main carriageway

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

Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 01/10/2011 Time 0700 Serious at A34 RBT J/W M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455227 N: 219129 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

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

Vehicle Reference 2 Motor Cycle over 1 Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Serious Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday	12/10/2011	Time	0830	Slight	at	A34 RBT J/W M40 NBOUND EXIT SLIP ROAD	WENDLEBURY
E: 455257	N: 219123	Junction Detail:	Roundabout	Control:	Automatic traffic sign		
Fine without high winds			Road surface	Dry	Daylight:street lights present		
Vehicle Reference 1	Car			Moving from	SE to N	Going ahead other	On main carriageway
Vehicle Reference 2	Car			Moving from	SE to N	Going ahead other	On main carriageway
Casualty Reference:	1			Age:	31	Female	Severity: Slight Injured by vehicle: 2
Thursday	13/10/2011	Time	0726	Slight	at	A34 RBT J/W M40 WENDLEBURY INTERCHANGE	WENDLEBURY
E: 455228	N: 219128	Junction Detail:	Roundabout	Control:	Automatic traffic sign		
Fine without high winds			Road surface	Dry	Daylight:street lights present		
Vehicle Reference 1	Goods 7.5 tonnes mg			Moving from	NE to S	Going ahead other	On main carriageway
Vehicle Reference 2	Car			Moving from	NE to S	Going ahead other	On main carriageway
Casualty Reference:	1			Age:	26	Male	Severity: Slight Injured by vehicle: 2
Casualty Reference:	2			Age:	38	Male	Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday	15/10/2011	Time	1949	Serious	at	M40 SOUTHBOUND OFF-SLIP RD J/W A34	WESTON ON THE GREEN
E: 455156	N: 219616	Junction Detail:	Slip Road	Control:	Give way or controlled		
Fine without high winds		Road surface	Dry	Daylight:	no street lighting		
Vehicle Reference 1	Car	Moving from	N to S	Going ahead other	On main carriageway		
Vehicle Reference 2	Car	Moving from	N to S	Going ahead other	On main carriageway		
Casualty Reference:	1	Age:	78	Female	Passenger	Severity:	Serious Injured by vehicle: 2
Vehicle Reference 3	Car	Moving from	N to S	Going ahead other	On main carriageway		

Wednesday	26/10/2011	Time	1032	Slight	at	A41 BICESTER BYPASS J/W A41 & B4030 OXFORD	BICESTER
E: 457772	N: 221903	Junction Detail:	Roundabout	Control:	Give way or controlled		
Fine without high winds		Road surface	Dry	Daylight:	street lights present		
Vehicle Reference 1	Car	Moving from	SE to N	Changing lane to right	On main carriageway		
Vehicle Reference 2	Motor Cycle over 1	Moving from	SE to N	Going ahead other	On main carriageway		
Casualty Reference:	1	Age:	34	Male	Driver/rider	Severity:	Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 27/10/2011 Time 0625 Slight at M40 NBOUND ENTRY SLIP ROAD APPROX 100M N OF EXIT FROM RBT AT WENDLEBURY INTERCHANGE  
WESTON ON THE GREEN

E: 455182 N: 219335 Junction Detail: Not within 20m of j Control:

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

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

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

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

Monday 21/11/2011 Time 1717 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455186 N: 219174 Junction Detail: Roundabout Control: Give way or controlled

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

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

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

Casualty Reference: 1 Age: 55 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 27/11/2011 Time 1000 Slight at A41 SBOUND AT NEW RBT APPROX 800M S OF J/W A41 BICESTER BYPASS CHESTERTON

E: 457265 N: 221190 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Dry Daylight:street lights present  
 Vehicle Reference 1 Car Moving from NE to S Going ahead other On lay-by or hard shoulder  
 Vehicle Reference 2 Car Moving from NE to S Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 23 Female Pedestrian Severity: Slight Injured by vehicle: 2

Monday 28/11/2011 Time 1330 Slight at A41 BICESTER BYPASS J/W A41 & B4030 OXFORD BICESTER

E: 457768 N: 221898 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Dry Daylight:street lights present  
 Vehicle Reference 1 Car Moving from E to S Turning left On main carriageway  
 Vehicle Reference 2 Car Moving from E to S Turning left On main carriageway  
 Casualty Reference: 1 Age: 23 Male Passenger Severity: Slight Injured by vehicle: 2  
 Casualty Reference: 2 Age: 21 Male Passenger Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 29/11/2011 Time 1605 Slight at A41 SOUTHBOUND C/WAY 350M N OF RBT J/W M40 (SOME UNCERTAINTY OVER EXACT LOCATION)  
WENDLEBURY

E: 455648 N: 219568 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Darkness: street lighting unknown

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

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

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 02/12/2011 Time 1824 Slight at A41 NBOUND C/WAY J/W NEW RBT WITH VENDEE DRIVE CHESTERTON

E: 457217 N: 221145 Junction Detail: Roundabout Control: Give way or controlled

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

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

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

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Goods 7.5 tonnes mg Moving from S to E Turning right On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 18/12/2011 Time 0918 Slight at A41 SBOUND 250M NE OF J/W M40 WENDLEBURY

E: 455536 N: 219460 Junction Detail: Not within 20m of j Control:  
Other Road surface Frost/Ice Daylight:street lights present  
Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway  
Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight Injured by vehicle: 1

Friday 13/01/2012 Time 0015 Slight at A41 NBOUND C/WAY J/W NEW RBT WITH VENDEE DRIVE CHESTERTON

E: 457218 N: 221150 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 1

Friday 24/02/2012 Time 0149 Slight at M40 SOUTHBOUND OFF-SLIP RD J/W A34 WESTON ON THE GREEN

E: 455149 N: 219611 Junction Detail: Slip Road Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: no street lighting  
Vehicle Reference 1 Car Moving from N to S Going ahead other On main carriageway  
Casualty Reference: 1 Age: 57 Male Driver/rider Severity: Slight Injured by vehicle: 1  
Casualty Reference: 2 Age: 49 Female Passenger Severity: Slight Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 25/02/2012 Time 1152 Slight at A41 SBOUND APPROX 160M SW OF J/W EXIT SLIP TO WENDLEBURY CHESTERTON

E: 456242 N: 220133 Junction Detail: Not within 20m of j Control:

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

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

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

Casualty Reference: 2 Age: 19 Male Passenger Severity: Slight Injured by vehicle: 1

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

Casualty Reference: 3 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 04/03/2012 Time 1529 Slight at M40 NBOUND ENTRY SLIP RD AT J9 WENDLEBURY

E: 455189 N: 219307 Junction Detail: Not within 20m of j Control:

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

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

Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 1

Casualty Reference: 2 Age: 3 Male Passenger Severity: Slight Injured by vehicle: 1

Casualty Reference: 3 Age: 58 Female Passenger Severity: Slight Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Monday	05/03/2012	Time	1158	Slight	at	A34 NBOUND J/W RBT J/W M40 & A41 AT J9	WENDLEBURY
E: 455187	N: 219170	Junction Detail:	Roundabout	Control:	Give way or controlled		
Fine without high winds			Road surface	Dry	Daylight:street lights present		
Vehicle Reference 1	Car			Moving from	S to NE	Going ahead but held up	On main carriageway
Vehicle Reference 2	Car			Moving from	S to NE	Going ahead but held up	On main carriageway
Casualty Reference:	1			Age:	49	Female	Severity: Slight Injured by vehicle: 2
Sunday	18/03/2012	Time	2041	Slight	at	M40 NBOUND AT SLIP ROAD MARKER POST 96/9	WENDLEBURY
E: 455482	N: 218925	Junction Detail:	Slip Road	Control:	Give way or controlled		
Fine without high winds			Road surface	Dry	Darkness: no street lighting		
Vehicle Reference 1	Car			Moving from	SE to N	Changing lane to left	On main carriageway
Casualty Reference:	1			Age:	31	Male	Severity: Slight Injured by vehicle: 1
Monday	19/03/2012	Time	1544	Slight	at	A34/M40 WENDLEBURY INTERCHANGE RBT J/W EXIT TO A34 SBOUND	WENDLEBURY
E: 455221	N: 219127	Junction Detail:	Roundabout	Control:	Automatic traffic sign		
Fine without high winds			Road surface	Dry	Daylight:street lights present		
Vehicle Reference 1	Car			Moving from	NE to N	Changing lane to right	On main carriageway
Casualty Reference:	1			Age:	48	Female	Severity: Slight Injured by vehicle: 1
Vehicle Reference 2	Van or Goods 3.5 to			Moving from	NE to S	Turning left	On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 20/03/2012 Time 1835 Slight at A41 NBOUND APPROX 120M SW OF J/W A41 BICESTER BYPASS & B4030 OXFORD RD BICESTER

E: 457684 N: 221806 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Motorcycle over 500 Moving from S to NE Going ahead other On main carriageway

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

Thursday 29/03/2012 Time 0945 Slight at A41 BICESTER BYPASS J/W NEW RBT AT J/W VENDEE DRIVE) CHESTERTON - PROBBALE LOCATION -  
ALTERNATIVE IS RBT J/W A41 BICESTER BYPASS THOUGH SKETCH PLAN SUGGESTS FORMER

E: 457236 N: 221162 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

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

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

Casualty Reference: 1 Age: 67 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 04/04/2012 Time 1333 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455180 N: 219152 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Bus or coach Moving from S to N Going ahead other On main carriageway

Casualty Reference: 2 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods over 3.5 ton Moving from S to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 41 Male Passenger Severity: Slight Injured by vehicle: 2

Saturday 05/05/2012 Time 1715 Slight at M40 SBOUND EXIT SLIP RD ON APPROACH TO RBT RD AT J/W A34 WENDLEBURY INTERCHANGE  
WENDLEBURY - SOME UNCERTAINTY OVER EXACT LOCATION ON SLIP ROAD

E: 455211 N: 219469 Junction Detail: Not within 20m of j Control:

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

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

Vehicle Reference 2 Car Moving from N to SE Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 41 Female Driver/rider Severity: Slight Injured by vehicle: 2

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

Casualty Reference: 3 Age: 10 Female Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 4 Age: 41 Female Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 5 Age: 9 Female Passenger Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 17/05/2012 Time 1800 Serious at A34/M40 WENDLEBURY INTERCHANGE RBT J/W EXIT TO A34 SBOUND WENDLEBURY

E: 455233 N: 219126 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from NE to N Going ahead right bend On main carriageway

Vehicle Reference 2 Motorcycle over 500 Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Serious Injured by vehicle: 2

Friday 18/05/2012 Time 2115 Slight at A34/M40 WENDLEBURY INTERCHANGE RBT J/W EXIT TO A34 SBOUND WENDLEBURY

E: 455227 N: 219123 Junction Detail: Roundabout Control: Automatic traffic sign

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

Vehicle Reference 1 Car Moving from NE to S Starting On main carriageway

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

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 08/06/2012 Time 0753 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455186 N: 219173 Junction Detail: Roundabout Control: Give way or controlled  
 Raining without high winds Road surface Wet/Damp Daylight:street lights present  
 Vehicle Reference 1 Car Moving from S to N Going ahead other On main carriageway  
 Vehicle Reference 2 Car Moving from S to N Going ahead but held up On main carriageway  
 Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight Injured by vehicle: 2

Friday 08/06/2012 Time 1450 Slight at A41 SBOUND 100M N OF J/W M40 WENDLEBURY - EXACT LOCATION NOT SUPPLIED

E: 455505 N: 219428 Junction Detail: Not within 20m of j Control:  
 Fine without high winds Road surface Wet/Damp Daylight:street lights present  
 Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Casualty Reference: 2 Age: 20 Male Passenger Severity: Slight Injured by vehicle: 1  
 Casualty Reference: 3 Age: 21 Male Passenger Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Car Moving from NE to S Going ahead but held up On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday	08/06/2012	Time	0432	Slight	at	A34 NBOUND J/W RBT J/W M40 & A41 AT J9	WENDLEBURY
E: 455195	N: 219226	Junction Detail:	Slip Road	Control:	Give way or controlled		
Raining with high winds		Road surface	Wet/Damp	Daylight:	street lights present		
Vehicle Reference	1	Car	Moving from	S	to N	Turning left	On main carriageway
Casualty Reference:	1	Age:	53	Male	Driver/rider	Severity:	Slight Injured by vehicle: 1
Monday	11/06/2012	Time	0230	Slight	at	A34 WENDLEBURY INTERCHANGE RBT BY J/W M40 SBOUND ENTRY SLIP / A41	WENDLEBURY
E: 455331	N: 219302	Junction Detail:	Roundabout	Control:	Automatic traffic sign		
Raining without high winds		Road surface	Wet/Damp	Darkness:	street lights present and lit		
Vehicle Reference	1	Van or Goods 3.5 to	Moving from	S	to NE	Going ahead right bend	On main carriageway
Casualty Reference:	1	Age:	23	Male	Driver/rider	Severity:	Slight Injured by vehicle: 1
Wednesday	20/06/2012	Time	2151	Slight	at	A41 NBOUND J/W LITTLE CHESTERTON RD	CHESTERTON
E: 456300	N: 220222	Junction Detail:	T or staggered junct	Control:	Give way or controlled		
Fine without high winds		Road surface	Dry	Daylight:	no street lighting		
Vehicle Reference	1	Motorcycle over 500	Moving from	S	to N	Turning left	On main carriageway
Casualty Reference:	1	Age:	30	Male	Driver/rider	Severity:	Slight Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 04/07/2012 Time 1652 Slight at M40 NBOUND AT J/W SLIP RD MARKER POST 96/9 WENDLEBURY

E: 455433 N: 218954 Junction Detail: Slip Road Control: Give way or controlled

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

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from SE to N Changing lane to left On main carriageway

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

Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 16/07/2012 Time 1748 Slight at A41 BICESTER BYPASS J/W RBT AT J/W VENDEE DRIVE) CHESTERTON

E: 457233 N: 221221 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

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

Vehicle Reference 2 Motorcycle over 500 Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 19/07/2012 Time 0026 Slight at A34 WENDLEBURY INTERCHANGE RBT J//W A41 SBOUND ENTRY APPROACH WENDLEBURY

E: 455362 N: 219288 Junction Detail: Roundabout Control: Automatic traffic sign  
 Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit  
 Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Goods 7.5 tonnes mg Moving from N to SE Starting On main carriageway  
 Casualty Reference: 2 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 29/07/2012 Time 1610 Slight at A34 NBOUND AT MP 98/2 APPROX 90M SW OF J/W M40 WENDLEBURY

E: 455133 N: 219075 Junction Detail: Not within 20m of j Control:  
 Raining without high winds Road surface Wet/Damp Daylight:street lights present  
 Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway  
 Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway  
 Casualty Reference: 2 Age: 9 Female Passenger Severity: Slight Injured by vehicle: 2  
 Casualty Reference: 3 Age: 7 Male Passenger Severity: Slight Injured by vehicle: 2  
 Vehicle Reference 3 Car Moving from S to NE Stopping On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 04/08/2012 Time 0421 Slight at A41 NBOUND AT RBT J/W VENDEE DRIVE AND LINK ROAD TO WENDLEBURY CHESTERTON

E: 457223 N: 221169 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Dry Darkness: street lights present and lit  
 Vehicle Reference 1 Car Moving from S to N Going ahead left bend On main carriageway  
 Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Casualty Reference: 2 Age: 33 Female Passenger Severity: Slight Injured by vehicle: 1

Sunday 26/08/2012 Time 1515 Slight at A41 SBOUND CWAY AT LAYBY APPROX 350M N OF RBT J/W M40 WENDLEBURY

E: 455634 N: 219554 Junction Detail: Not within 20m of j Control:  
 Fine without high winds Road surface Dry Daylight:street lights present  
 Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Car Moving from NE to S Overtaking stat vehicle O/S On main carriageway  
 Vehicle Reference 3 Car Moving from NE to Parked On lay-by or hard shoulder  
 Casualty Reference: 2 Age: 52 Male Driver/rider Severity: Slight Injured by vehicle: 3  
 Vehicle Reference 4 Goods 7.5 tonnes mg Moving from NE to Parked On lay-by or hard shoulder



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 07/09/2012 Time 0735 Slight at KINGS END AT PELICAN XING JUST S OF J/W KINGS AVE BICESTER

E: 457982 N: 222358 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight:street lights present

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

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

Casualty Reference: 1 Age: 15 Female Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 10/11/2012 Time 1005 Slight at M40 NBOUND ENTRY SLIP RD AT J9 AT BEND APPROX 75M N OF EXIT FROM RBT J/W A34 & A41 WENDLEBURY

E: 455191 N: 219303 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Wet/Damp Daylight:street lights present

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

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

Sunday 11/11/2012 Time 1820 Slight at A34 WENDLEBURY INTERCHANGE RBT AT EXIT INTO A34 SBOUND WENDLEBURY

E: 455208 N: 219122 Junction Detail: Roundabout Control: Automatic traffic sign

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

Vehicle Reference 1 Van or Goods 3.5 to Moving from E to S Changing lane to right On main carriageway

Vehicle Reference 2 Car Moving from E to S Going ahead left bend On main carriageway

Casualty Reference: 1 Age: 19 Female Passenger Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 06/12/2012 Time 1932 Serious at A41 NBOUND APPROX 180M SW OF J/W A41 BICESTER BYPASS BICESTER

E: 457640 N: 221729 Junction Detail: Not within 20m of j Control:

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

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

Casualty Reference: 1 Age: 53 Female Driver/rider Severity: Serious Injured by vehicle: 1

Saturday 05/01/2013 Time 1637 Slight at B4030 OXFORD ROAD MINI RBT J/W B4030 MIDDLETON STONEY ROAD BICESTER

E: 457915 N: 222246 Junction Detail: Mini roundabout Control: Give way or controlled

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

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

Vehicle Reference 2 Motorcycle over 500 Moving from S to N Going ahead other On main carriageway

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 20/01/2013 Time 1220 Serious at A41 AT RBT J/W B4030 VENDEE DRIVE CHESTERTON

E: 457222	N: 221168	Junction Detail:	Roundabout	Control:	Give way or controlled	
Snowing without high winds		Road surface	Wet/Damp		Daylight	
Vehicle Reference 1	Minibus	Moving from	S to NE	Going ahead other		On main carriageway
Casualty Reference:	1	Age:	41	Female	Passenger	Severity: Serious Injured by vehicle: 1
Casualty Reference:	2	Age:	40	Female	Passenger	Severity: Slight Injured by vehicle: 1
Casualty Reference:	3	Age:	62	Female	Passenger	Severity: Slight Injured by vehicle: 1

Saturday 26/01/2013 Time 1134 Serious at A41 NBOUND J/W LITTLE CHESTERTON RD CHESTERTON

E: 456306	N: 220246	Junction Detail:	T or staggered junct	Control:	Give way or controlled	
Fine without high winds		Road surface	Wet/Damp		Daylight	
Vehicle Reference 1	Car	Moving from	S to W	Turning left		On main carriageway
Casualty Reference:	1	Age:	33	Female	Driver/rider	Severity: Slight Injured by vehicle: 1
Casualty Reference:	2	Age:	35	Female	Passenger	Severity: Slight Injured by vehicle: 1
Casualty Reference:	3	Age:	24	Female	Passenger	Severity: Slight Injured by vehicle: 1
Casualty Reference:	4	Age:	27	Female	Passenger	Severity: Slight Injured by vehicle: 1
Casualty Reference:	5	Age:	38	Female	Passenger	Severity: Serious Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 03/02/2013 Time 1300 Slight at A41 NBOUND CWAY APPROX 40M SW OF RBT J/W VENDEE DRIVE CHESTERTON

E: 457203 N: 221114 Junction Detail: Not within 20m of j Control:

Fine without high winds

Road surface

Dry

Daylight

Vehicle Reference 1

Car

Moving from

S

to

NE

Stopping

On main carriageway

Casualty Reference:

1

Age:

32

Female

Driver/rider

Severity: Slight

Injured by vehicle: 1

Casualty Reference:

2

Age:

29

Male

Passenger

Severity: Slight

Injured by vehicle: 1

Vehicle Reference 2

Car

Moving from

S

to

NE

Going ahead but held up

On main carriageway

Saturday 02/03/2013 Time 1855 Slight at A41 OXFORD ROAD AT J/W PIONEER WAY (NEW SIGNALLED JUNCTION FOR PREMIER INN ETC) BICESTER

E: 457583 N: 221636 Junction Detail: T or staggered junct Control: Automatic traffic sign

Fine without high winds

Road surface

Dry

Darkness: street lights present and lit

Vehicle Reference 1

Car

Moving from

S

to

NE

Going ahead other

On main carriageway

Vehicle Reference 2

Car

Moving from

S

to

NE

Going ahead but held up

On main carriageway

Casualty Reference:

1

Age:

68

Male

Driver/rider

Severity: Slight

Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 19/03/2013 Time 1850 Serious at WENDLEBURY ROAD JUST N OF BEND APPROX 150M S OF ACCESS TO PROMISED LAND FARM CHESTERTON

E: 457239 N: 220439 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

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

Casualty Reference: 1 Age: 53 Female Pedestrian Severity: Serious Injured by vehicle: 1

Thursday 21/03/2013 Time 0406 Slight at A41 NBOUND J/W VENDEE DRIVE CHESTERTON

E: 457223 N: 221156 Junction Detail: Roundabout Control: Give way or controlled

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

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

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1

Sunday 24/03/2013 Time 1723 Slight at A41 SBOUND AT APPROACH TO A34 WENDLEBURY INTERCHANGE RBT AT JCT 9 M40 WENDLEBURY

E: 455384 N: 219287 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Car Moving from NE to S Stopping On main carriageway

Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 30/03/2013 Time 1632 Slight at A34 WENDLEBURY INTERHCANGE RBT AT J/W EXIT SLIP ROAD TO A34 WENDLEBURY

E: 455229 N: 219124 Junction Detail: Roundabout Control: Automatic traffic sign  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from E to W Changing lane to right On main carriageway  
 Vehicle Reference 2 Car Moving from E to S Going ahead left bend On main carriageway  
 Casualty Reference: 1 Age: 18 Male Passenger Severity: Slight Injured by vehicle: 2

Wednesday 03/04/2013 Time 1732 Slight at M40 NBOUND EXIT SLIP ROAD J/W A34 WENDLEBURY

E: 455263 N: 219111 Junction Detail: Roundabout Control: Automatic traffic sign  
 Fine with high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from SE to N Stopping On main carriageway  
 Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Casualty Reference: 2 Age: 29 Female Passenger Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Car Moving from SE to N Stopping On main carriageway  
 Vehicle Reference 3 Car Moving from SE to N Going ahead but held up On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 19/04/2013 Time 0749 Slight at A34 WENDLEBURY INTERCHANGE RBT AT EXIT INTO A34 SBOUND WENDLEBURY

E: 455212 N: 219122 Junction Detail: Roundabout Control: Automatic traffic sign  
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car	Moving from NE to S	Going ahead other	On main carriageway
Casualty Reference:	1	Age: 43 Female	Driver/rider	Severity: Slight Injured by vehicle: 1
Vehicle Reference 2	Car	Moving from NE to S	Going ahead other	On main carriageway
Vehicle Reference 3	Car	Moving from NE to S	Going ahead other	On main carriageway
Casualty Reference:	2	Age: 43 Male	Driver/rider	Severity: Slight Injured by vehicle: 3

Monday 27/05/2013 Time 1320 Slight at A34 WENDLEBURY INTERCHANGE RBT NEAR J/W M40 NBOUND EXIT SLIP RD WENDLEBURY

E: 455291 N: 219138 Junction Detail: Roundabout Control: Automatic traffic sign  
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Motorcycle over 500	Moving from NE to S	Overtaking stat vehicle O/S	On main carriageway
Casualty Reference:	1	Age: 26 Male	Driver/rider	Severity: Slight Injured by vehicle: 1
Vehicle Reference 2	Car	Moving from NE to S	Going ahead but held up	On main carriageway
Vehicle Reference 3	Taxi/Private hire car	Moving from NE to S	Going ahead but held up	On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 11/06/2013 Time 2034 Slight at M40 NBOUND AT MP97/5A NR WENDLEBURY INTERCHANGE WENDLEBURY

E: 455179 N: 219416 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

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

Casualty Reference: 1 Age: 48 Male Pedestrian Severity: Slight Injured by vehicle: 1

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

Sunday 23/06/2013 Time 1813 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND ENTRY SLIP RD WENDELBURY

E: 455370 N: 219199 Junction Detail: Roundabout Control: Automatic traffic sign

Unknown Road surface Wet/Damp Daylight

Vehicle Reference 1 Van or Goods 3.5 to Moving from NE to S Going ahead other On main carriageway

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

Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 03/07/2013 Time 1905 Slight at A41 SBOUND AT RBT J/W VENDEE DRIVE CHESTERTON

E: 457279 N: 221237 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Daylight

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

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1

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

Thursday 04/07/2013 Time 1752 Slight at A34 NBOUND AT RBT J/W M40 AT J9 WENDLEBURY

E: 455182 N: 219144 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Car Moving from S to N Going ahead left bend On main carriageway

Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to N Going ahead left bend On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 25/07/2013 Time 0715 Slight at M40 SBOUND ENTRY SLIP ROAD APPROX 50M S OF A34 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455369 N: 219152 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Wet/Damp Daylight

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

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 10/08/2013 Time 1529 Slight at A41 OXFORD ROAD AT J/W PIONEER WAY (NEW SIGNALLED JUNCTION FOR PREMIER INN ETC) BICESTER

E: 457628 N: 221675 Junction Detail: T or staggered junct Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

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

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

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

Casualty Reference: 2 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from NE to S Going ahead but held up On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday	28/08/2013	Time	1618	Slight	at	A34 NBOUND J/W RBT J/W M40 & A41 AT J9	WENDLEBURY
E: 455183	N: 219167	Junction Detail:	Roundabout	Control:	Give way or controlled		
Fine without high winds		Road surface	Dry		Daylight		
Vehicle Reference 1	Van or Goods 3.5 to	Moving from	S to NE	Going ahead other		On main carriageway	
Vehicle Reference 2	Van or Goods 3.5 to	Moving from	S to NE	Going ahead but held up		On main carriageway	
Casualty Reference:	1	Age:	61	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2
Vehicle Reference 3	Van or Goods 3.5 to	Moving from	S to NE	Going ahead but held up		On main carriageway	
Vehicle Reference 4	Car	Moving from	S to NE	Going ahead but held up		On main carriageway	
Casualty Reference:	2	Age:	54	Female	Driver/rider	Severity: Slight	Injured by vehicle: 4

Wednesday	18/09/2013	Time	1817	Slight	at	A41 BICESTER BYPASS RBT AT J/W VENDEE DRIVE	CHESTERTON
E: 457241	N: 221165	Junction Detail:	Roundabout	Control:	Give way or controlled		
Fine without high winds		Road surface	Dry		Daylight		
Vehicle Reference 1	Car	Moving from	E to NE	Turning right		On main carriageway	
Vehicle Reference 2	Motorcycle over 500	Moving from	NE to S	Going ahead other		On main carriageway	
Casualty Reference:	1	Age:	32	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 11/10/2013 Time 1824 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND ENTRY SLIP RD WENDELBURY

E: 455376 N: 219212 Junction Detail: Roundabout Control: Automatic traffic sign

Raining with high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from NE to SE Turning left On main carriageway

Vehicle Reference 2 Goods 7.5 tonnes mg Moving from NE to S Going ahead other On main carriageway

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

Friday 11/10/2013 Time 1615 Slight at A41 SBOUND AT APPROACH TO A34 WENDLEBURY INTERCHANGE RBT AT JCT 9 M40 WENDLEBURY

E: 455380 N: 219285 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Van or Goods 3.5 to Moving from NE to S Stopping On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 16/10/2013 Time 0640 Slight at A34/M40 WENDLEBURY INTERCHANGE RBT J/W EXIT TO A34 SBOUND WENDLEBURY

E: 455217 N: 219124 Junction Detail: Roundabout Control: Automatic traffic sign

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

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from NE to W Changing lane to right On main carriageway

Vehicle Reference 2 Car Moving from E to S Starting On main carriageway

Casualty Reference: 1 Age: 37 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 22/10/2013 Time 1530 Slight at KINGS END AT J/W LANE TO SPORTS CLUB JUST N OF MINI RBT J/W B4030 MIDDLETON STONEY ROAD BICESTER

E: 457932 N: 222256 Junction Detail: Using private drive c Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Daylight

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

Vehicle Reference 2 Pedal Cycle Moving from N to S Overtaking nearside On main carriageway

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

Wednesday 11/12/2013 Time 2234 Slight at WENDLEBURY ROAD J/W LINK ROAD FROM A41 VENDEE DRIVE RBT CHESTERTON

E: 457353 N: 221114 Junction Detail: T or staggered junct Control: Give way or controlled

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

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

Casualty Reference: 1 Age: 79 Male Driver/rider Severity: Slight Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 27/12/2013 Time 1020 Slight at A34 WENDLEBURY INTERHCANGE RBT AT J/W EXIT SLIP ROAD TO A34 WENDLEBURY

E: 455226 N: 219125 Junction Detail: Roundabout Control: Automatic traffic sign  
 Fine without high winds Road surface Wet/Damp Daylight  
 Vehicle Reference 1 Goods 7.5 tonnes mg Moving from NE to W Going ahead right bend On main carriageway  
 Vehicle Reference 2 Car Moving from NE to S Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 82 Male Driver/rider Severity: Slight Injured by vehicle: 2  
 Casualty Reference: 2 Age: 86 Female Passenger Severity: Slight Injured by vehicle: 2

Thursday 16/01/2014 Time 1710 Slight at A34 RBT J/W A34 WENDLEBURY

E: 455217 N: 219126 Junction Detail: Roundabout Control: Automatic traffic sign  
 Fine without high winds Road surface Dry Darkness: street lights present and lit  
 Vehicle Reference 1 Car Moving from NE to W Going ahead right bend On main carriageway  
 Vehicle Reference 2 Car Moving from NE to S Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 51 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 17/01/2014 Time 1639 Slight at OXFORD RD APPROX 45M S OF MINI RBT J/W B4030 MIDDLETON STONEY RD BICESTER

E: 457899 N: 222195 Junction Detail: Not within 20m of j Control:

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

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

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

Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up On main carriageway

Casualty Reference: 2 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Bus or coach Moving from S to NE Going ahead but held up On main carriageway

Friday 24/01/2014 Time 1705 Slight at A41 OXFORD ROAD J/W PIONEER WAY BICESTER

E: 457621 N: 221655 Junction Detail: T or staggered junct Control: Automatic traffic sign

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

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from NE to S Stopping On main carriageway

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

Casualty Reference: 1 Age: 52 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 15/03/2014 Time 1650 Slight at A41 OXFORD ROAD RBT J/W B4030 VENDEE DRIVE CHESTERTON

E: 457209 N: 221177 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Reversing On main carriageway

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

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Friday 04/04/2014 Time 1356 Serious at A34 WENDLEBURY INTERHCANGE RBT AT J/W EXIT SLIP ROAD TO A34 WENDLEBURY

E: 455231 N: 219118 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from E to S Changing lane to left On main carriageway

Casualty Reference: 1 Age: 83 Female Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Goods vehicle - unk Moving from E to S Going ahead left bend On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday	11/04/2014	Time	0824	Slight	at	A34 WENDLEBURY INTERCHANGE RBT AT J/W EXIT TO A34	WENDLEBURY
E: 455224	N: 219126	Junction Detail:	Roundabout	Control:	Automatic traffic sign		
Fine without high winds		Road surface	Dry		Daylight		
Vehicle Reference 1	Van or Goods 3.5 to	Moving from	NE to N	Going ahead right bend	On main carriageway		
Vehicle Reference 2	Car	Moving from	NE to S	Going ahead other	On main carriageway		
Vehicle Reference 3	Car	Moving from	NE to S	Going ahead other	On main carriageway		
Casualty Reference:	1	Age:	45	Female	Passenger	Severity: Slight	Injured by vehicle: 3

Saturday	19/04/2014	Time	1835	Slight	at	M40 NBOUND AT MP97/4A NR WENDLEBURY INTERCHANGE	WENDLEBURY
E: 455226	N: 219295	Junction Detail:	Not within 20m of j	Control:			
Fine without high winds		Road surface	Dry		Daylight		
Vehicle Reference 1	Car	Moving from	S to N	Going ahead other	On main carriageway		
Casualty Reference:	1	Age:	29	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1
Casualty Reference:	2	Age:	25	Female	Passenger	Severity: Slight	Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 11/05/2014 Time 0849 Slight at A41 RBT AT J/W VENDEE DRIVE CHESTERTON

E: 457218 N: 221163 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1  
Casualty Reference: 2 Age: 26 Female Passenger Severity: Slight Injured by vehicle: 1

Monday 19/05/2014 Time 0705 Slight at A41 SBOUND AT RBT J/WB4030 VENDEE DRIVE CHESTERTON

E: 457263 N: 221217 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway  
Casualty Reference: 2 Age: 33 Male Passenger Severity: Slight Injured by vehicle: 1  
Casualty Reference: 3 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1  
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up On main carriageway  
Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 06/06/2014 Time 1347 Slight at M40 NBOUND EXIT SLIP ROAD J/W A34 WENDLEBURY

E: 455273 N: 219104 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Car Moving from SE to N Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 19 Female Passenger Severity: Slight Injured by vehicle: 2

Monday 16/06/2014 Time 1849 Slight at A34/M40 WENDLEBURY INTERCHANGE RBT J/W EXIT TO A34 SBOUND WENDLEBURY

E: 455220 N: 219123 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Van or Goods 3.5 to Moving from NE to N Starting On main carriageway

Vehicle Reference 2 Car Moving from NE to S Starting On main carriageway

Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 29/06/2014 Time 1939 Slight at A34 NBOUND AT M40 WENDLEBURY INTERCHANGE AT J/W EXIT INTO M40 NBOUND WENDLEBURY

E: 455187 N: 219161 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 30/06/2014 Time 0715 Slight at A34 AT WENDLEBURY INTERCHANGE J/W M40 & A41 WENDLEBURY

E: 455247 N: 219121 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

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

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

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday	20/07/2014	Time	1317	Slight	at	A34 RBT J/W M40 NBOUND	WENDLEBURY
E: 455238	N: 219121	Junction Detail:	Roundabout	Control:	Automatic traffic sign		
Fine without high winds			Road surface	Dry	Daylight		
Vehicle Reference	1	Car	Moving from	NE to N	Going ahead right bend	On main carriageway	
Vehicle Reference	2	Motorcycle over 500	Moving from	NE to S	Going ahead other	On main carriageway	
Casualty Reference:	1	Age:	63	Male	Driver/rider	Severity:	Slight Injured by vehicle: 2

Tuesday	05/08/2014	Time	1508	Slight	at	A41 NBOUND APPROX 600M SW OF RBT J/W B4030 VENDEE DRIVE	CHESTERTON
E: 456811	N: 220694	Junction Detail:	Not within 20m of j	Control:			
Fine without high winds			Road surface	Dry	Daylight		
Vehicle Reference	1	Car	Moving from	S to NE	Changing lane to left	On main carriageway	
Casualty Reference:	1	Age:	29	Female	Driver/rider	Severity:	Slight Injured by vehicle: 1
Casualty Reference:	2	Age:	6	Female	Passenger	Severity:	Slight Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 16/08/2014 Time 1210 Slight at M40 NBOUND EXIT SLIP ROAD J/W A34 WENDLEBURY

E: 455275 N: 219099 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Taxi/Private hire car Moving from SE to N Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 35 Male Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from SE to N Going ahead but held up On main carriageway

Wednesday 20/08/2014 Time 0322 Serious at WENDLEBURY RD APPROX 220M NE OF J/W A41 CHESTERTON

E: 456515 N: 220350 Junction Detail: Not within 20m of j Control:

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

Vehicle Reference 1 Motorcycle over 500 Moving from E to S Going ahead left bend On main carriageway

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Serious Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Monday 06/10/2014 Time 0955 Serious at KINGS END AT PELICAN XING JUST S OF J/W KINGS AVE BICESTER

E: 457979 N: 222355 Junction Detail: Not within 20m of j Control:

Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Taxi/Private hire car Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 43 Female Pedestrian Severity: Serious Injured by vehicle: 1

Wednesday 08/10/2014 Time 0710 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455184 N: 219159 Junction Detail: Roundabout Control: Give way or controlled

Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to NE Starting On main carriageway

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

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

Saturday 25/10/2014 Time 0707 Slight at A41 BICESTER BYPASS RBT J/W OXFORD RD BICESTER

E: 457760 N: 221951 Junction Detail: Roundabout Control: Give way or controlled

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

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

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

Casualty Reference: 1 Age: 38 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 28/10/2014 Time 1921 Slight at A34 NBOUND AT J/W M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455181 N: 219148 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit  
 Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
 Vehicle Reference 2 Car Moving from S to NE Going ahead but held up On main carriageway  
 Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 28/10/2014 Time 0513 Slight at A41 OXFORD ROAD AT J/W PIONEER WAY (NEW SIGNALLED JUNCTION FOR PREMIER INN ETC) BICESTER

E: 457595 N: 221659 Junction Detail: T or staggered junct Control: Give way or controlled  
 Fine without high winds Road surface Dry Darkness: street lights present and lit  
 Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 1

Sunday 02/11/2014 Time 1312 Slight at A41 NBOUND RBT J/W OXFORD RD & A41 BICESTER BYPASS BICESTER

E: 457735 N: 221886 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
 Vehicle Reference 2 Car Moving from S to NE Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 19/11/2014 Time 0651 Slight at A41 SBOUND 100M N OF J/W M40 WENDLEBURY

E: 455516 N: 219440 Junction Detail: Not within 20m of j Control:

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

Vehicle Reference 1 Van or Goods 3.5 to Moving from NE to S Going ahead other On main carriageway

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

Thursday 12/02/2015 Time 0719 Slight at A41 NE BOUND CWAY APPROX 250M N OF M40 JUNCTION 9 BY WORKS ACCESS WENDLEBURY

E: 455533 N: 219483 Junction Detail: Other junction Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Changing lane to left On main carriageway

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1

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

Casualty Reference: 2 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead other On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 17/04/2015 Time 0548 Slight at A41 SBOUND APPROX 750M N OF M40 J9 WENDLEBURY - CONSIDERABLE UNCERTIANTY OVER EXACT LOCATION

E: 455934 N: 219844 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

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

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

Saturday 18/04/2015 Time 1530 Slight at A34 WENDLEBURY INTERCHANGE RBT J/W M40 SBOUND ENTRY SLIP ROAD WENDLEBURY

E: 455369 N: 219204 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Turning left On main carriageway

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

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 02/05/2015 Time 1453 Slight at A34 NBOUND AT MP 98/2 APPROX 100M SW OF J/W M40 WENDLEBURY

E: 455129 N: 219069 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Changing lane to left On main carriageway

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 11/07/2015 Time 0604 Slight at A41 NBOUND RBT J/W B4030 VENDEE DRIVE & WENDLEBURY ROAD BICESTER

E: 457217 N: 221155 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 29/08/2015 Time 1312 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455164 N: 219109 Junction Detail: Not within 20m of j Control:  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway  
 Vehicle Reference 2 Car Moving from S to NE Going ahead but held up On main carriageway  
 Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 2  
 Vehicle Reference 3 Taxi/Private hire car Moving from S to NE Going ahead but held up On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 04/09/2015 Time 1700 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455158 N: 219100 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Changing lane to left On main carriageway

Vehicle Reference 2 Motorcycle over 500 Moving from S to NE Overtaking stat vehicle O/S On main carriageway

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 07/09/2015 Time 1120 Slight at A34 AT J/W M40 / A41 WENDLEBURY INTERCHANGE RBT - NO OTHER LOCATION DETAILS SUPPLIED AS TO SPECIFIC LOCATION IN JUNCTION

E: 455178 N: 219130 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Van or Goods 3.5 to Moving from to Going ahead other On main carriageway

Casualty Reference: 1 Age: 56 Female Driver/rider Severity: Slight Injured by vehicle: 1

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 16/12/2015 Time 1027 Slight at A34 NBOUND AT MP98/3 ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455168 N: 219110 Junction Detail: Not within 20m of j Control:

Other Road surface Dry Daylight

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

Vehicle Reference 2 Car Moving from S to NE Changing lane to left On main carriageway

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up On main carriageway

Monday 21/12/2015 Time 1237 Slight at A41 SBOUND AT APPROACH TO A34 WENDLEBURY INTERCHANGE RBT AT JCT 9 M40 WENDLEBURY

E: 455383 N: 219297 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Stopping On main carriageway

Vehicle Reference 2 Car Moving from NE to S Stopping On main carriageway

Casualty Reference: 1 Age: 23 Male Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Van or Goods 3.5 to Moving from NE to S Stopping On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 07/01/2016 Time 1856 Slight at A34 WENDLEBURY INTERCHANGE RBT AT EXIT INTO A34 SBOUND WENDLEBURY

E: 455225 N: 219120 Junction Detail: Roundabout Control: Automatic traffic sign

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

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

Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from E to S Going ahead left bend On main carriageway

Vehicle Reference 3 Car Moving from E to S Going ahead left bend On main carriageway

Sunday 07/02/2016 Time 0715 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455178 N: 219135 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

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

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 20/02/2016 Time 1506 Slight at A34 NBOUND AT MP 98/2 APPROX 90M SW OF J/W M40 WENDLEBURY

E: 455135 N: 219081 Junction Detail: Not within 20m of j Control:

Raining without high winds

Road surface

Wet/Damp

Daylight

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

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 1

Casualty Reference: 4 Age: 26 Female Passenger Severity: Slight Injured by vehicle: 1

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

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

Casualty Reference: 3 Age: 40 Male Passenger Severity: Slight Injured by vehicle: 2

Wednesday 02/03/2016 Time 2335 Serious at A41 BICESTER BYPASS AT TOUCAN CROSSING APPROX 70M E OF J/W A41 / B4030 RBT BICESTER

E: 457832 N: 221897 Junction Detail: Not within 20m of j Control:

Fine with high winds

Road surface

Dry

Darkness: no street lighting

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

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

Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Serious Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 13/03/2016 Time 1839 Slight at A34 NBOUND APPROX 100M S OF J/W A34 / M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455129 N: 219075 Junction Detail: Not within 20m of j Control:

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

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

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 27/03/2016 Time 1459 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT BY OVERHEAD GANTRY WENDLEBURY

E: 455152 N: 219096 Junction Detail: Not within 20m of j Control:

Raining without high winds Road surface Wet/Damp Daylight

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

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Stopping On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months  
Selection: Notes:  
Selected using Manual Selection

Wednesday 30/03/2016 Time 1425 Slight at A34 NBOUND AT MP 98/1A WESTON ON THE GREEN

E: 455116 N: 219063 Junction Detail: Not within 20m of j Control:  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway  
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 1  
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up On main carriageway

Saturday 09/04/2016 Time 1804 Slight at A34 NBOUND APPROX 40M SW OF RBT J/W M40 AT J9 WENDLEBURY

E: 455174 N: 219123 Junction Detail: Not within 20m of j Control:  
Raining without high winds Road surface Wet/Damp Daylight  
Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway  
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up On main carriageway  
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 16/05/2016 Time 0452 Serious at A41 RBT AT J/W B4030 VENDEE DRIVE CHESTERTON

E: 457220 N: 221170 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: street lighting unknown  
Vehicle Reference 1 Van or Goods 3.5 to Moving from S to NE Going ahead other On main carriageway  
Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Serious Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Monday 30/05/2016 Time 1022 Slight at A34 NBOUND AT MP 98/2 APPROX 90M SW OF J/W M40 WENDLEBURY

E: 455140 N: 219085 Junction Detail: Not within 20m of j Control:

Fine without high winds

Road surface

Dry

Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up On main carriageway

Vehicle Reference 4 Car Moving from S to NE Going ahead but held up On main carriageway

Monday 30/05/2016 Time 1630 Slight at A34 WENDLEBURY INTERCHANGE RBT BY J/W M40 SBOUND ENTRY SLIP / A41 WENDLEBURY

E: 455326 N: 219302 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds

Road surface

Wet/Damp

Daylight

Vehicle Reference 1 Car Moving from S to SE Going ahead right bend On main carriageway

Vehicle Reference 2 Motorcycle over 500 Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Monday 30/05/2016 Time 1340 Serious at A34 NBOUND AT MP 98/2 APPROX 100M SW OF J/W M40 WENDLEBURY

E: 455124 N: 219069 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Motorcycle over 500 Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Tuesday 31/05/2016 Time 1345 Slight at M40 NBOUND ENTRY SLIP RD AT BEND APPROX 75M N OF EXIT FROM A34 / M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455187 N: 219313 Junction Detail: Not within 20m of j Control:

Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from S to N Changing lane to left On main carriageway

Vehicle Reference 2 Car Moving from S to N Going ahead left bend On main carriageway

Casualty Reference: 1 Age: 5 Female Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 33 Female Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 3 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 14/06/2016 Time 1446 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND ENTRY SLIP RD WENDELBURY

E: 455378 N: 219224 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Changing lane to left On main carriageway

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

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 76 Female Passenger Severity: Slight Injured by vehicle: 2

Sunday 19/06/2016 Time 1259 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND ENTRY SLIP RD WENDELBURY

E: 455366 N: 219194 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

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

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

Vehicle Reference 2 Car Moving from NE to S Turning left On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 30/06/2016 Time 2237 Slight at M40 SOUTHBOUND OFF-SLIP RD J/W A34 WESTON ON THE GREEN

E: 455166 N: 219597 Junction Detail: Slip Road Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Vehicle Reference 1 Car Moving from N to S Changing lane to right On main carriageway  
Casualty Reference: 1 Age: 74 Male Driver/rider Severity: Slight Injured by vehicle: 1

Sunday 17/07/2016 Time 1915 Slight at A41 RBT AT J/W VENDEE DRIVE CHESTERTON

E: 457208 N: 221170 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Car Moving from SE to W Turning left On main carriageway  
Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 1

Wednesday 27/07/2016 Time 0422 Fatal at M40 SOUTHBOUND AT MP97/7 AT EXIT SLIP ROAD TO A34 WENDLEBURY INTERCHANGE WESTON  
ON THE GREEN

E: 455183 N: 219540 Junction Detail: Slip Road Control: Give way or controlled  
Raining without high winds Road surface Wet/Damp Darkness: no street lighting  
Vehicle Reference 1 Goods 7.5 tonnes mg Moving from N to S Going ahead other On main carriageway  
Casualty Reference: 1 Age: 37 Male Pedestrian Severity: Slight Injured by vehicle: 1  
Casualty Reference: 2 Age: 27 Male Pedestrian Severity: Fatal Injured by vehicle: 1  
Casualty Reference: 3 Age: 37 Male Pedestrian Severity: Serious Injured by vehicle: 1



**Accidents between dates**      **01/01/2011 and 31/08/2016**      (68) months

**Selection:**      **Notes:**

Selected using Manual Selection

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	11	108	120
2-wheeled motor vehicles	0	4	11	15
Pedal cycles	0	1	2	3
Horses & other	0	0	0	0
Total	1	16	121	138

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	6	112	118
Passenger	0	6	49	55
Motorcycle rider	0	4	11	15
Cyclist	0	1	2	3
Pedestrian	1	3	3	7
Other	0	0	0	0
Total	1	20	177	198

**Number of casualties meeting the criteria:**      **198**



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 20/01/2011 Time 1300 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455183 N: 219155 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Dry Daylight:street lights present  
 Vehicle Reference 1 Car Moving from S to N Going ahead other On main carriageway  
 Vehicle Reference 2 Car Moving from S to N Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 2  
 Vehicle Reference 3 Car Moving from S to N Going ahead other On main carriageway

Monday 31/01/2011 Time 1015 Slight at A41 NBOUND J/W A41 BICESTER BYPASS & B4030 OXFORD RD BICESTER

E: 457731 N: 221893 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Dry Daylight:street lights present  
 Vehicle Reference 1 Car Moving from S to N Stopping On main carriageway  
 Vehicle Reference 2 Car Moving from S to N Stopping On main carriageway  
 Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 30/03/2011 Time 2009 Slight at B4030 OXFORD RD AT MINI RBT J/W B4030 MIDDLETON STONEY RD BICESTER

E: 457916 N: 222240 Junction Detail: Mini roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1	Car	Moving from	W	to	S	Turning right	On main carriageway
Casualty Reference:	1	Age:	33		Female	Driver/rider	Severity: Slight Injured by vehicle: 1
Casualty Reference:	2	Age:	45		Female	Passenger	Severity: Slight Injured by vehicle: 1
Vehicle Reference 2	Car	Moving from	S	to	N	Going ahead other	On main carriageway

Saturday 02/04/2011 Time 1343 Slight at A41 NBOUND 150M N OF RBT J/W A34 & M40 WENDLEBURY

E: 455479 N: 219426 Junction Detail: Not within 20m of j Control:  
Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1	Car	Moving from	S	to	NE	Going ahead other	On main carriageway
Vehicle Reference 2	Car	Moving from	S	to	NE	Going ahead other	On main carriageway
Casualty Reference:	1	Age:	30		Male	Driver/rider	Severity: Slight Injured by vehicle: 2
Vehicle Reference 3	Car	Moving from	S	to	NE	Going ahead other	On main carriageway
Vehicle Reference 4	Car	Moving from	S	to	NE	Going ahead other	On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 03/04/2011 Time 1700 Slight at A41 NBOUND APPROX 300M SW OF J/W LITTLE CHESTERTON RD CHESTERTON

E: 456086 N: 220015 Junction Detail: Not within 20m of j Control:

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

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

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight Injured by vehicle: 1

Casualty Reference: 3 Age: 57 Female Passenger Severity: Slight Injured by vehicle: 1

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

Casualty Reference: 2 Age: 86 Female Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead other On main carriageway

Monday 25/04/2011 Time 0330 Slight at A41 NBOUND C/WAY IN ROAD WORKS FOR NEW ROUNDABOUT UNDER CONSTRUCTION APPROX 1 KM S OF RBT J/W BICESTER BYPASS CHESTERTON

E: 457222 N: 221149 Junction Detail: Not within 20m of j Control:

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

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

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 27/05/2011 Time 0230 Slight at A41 NBOUND AT ROAD WORKS FOR NEW RONDBAOUT UNDER CONSTRUCTION APPROX 1KM S OF J/W  
A41 BICESTER BYPASS - CHESTERTON  
E: 457220 N: 221142 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: no street lighting  
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 28/05/2011 Time 2145 Serious at A41 NBOUND AT CONSTRUCTION SITE FOR NEW RBT FOR SW BICESTER DEVELOPMENT CHESTERTON  
E: 457221 N: 221153 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Serious Injured by vehicle: 1  
Casualty Reference: 2 Age: 33 Male Passenger Severity: Serious Injured by vehicle: 1  
Casualty Reference: 3 Age: 27 Male Passenger Severity: Serious Injured by vehicle: 1  
Casualty Reference: 4 Age: 31 Male Passenger Severity: Serious Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 01/06/2011 Time 1400 Slight at A34 RBT J/W M40 NBOUND WENDLEBURY

E: 455221 N: 219125 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from NE to N Going ahead right bend On main carriageway

Vehicle Reference 2 Car Moving from NE to S Turning left On main carriageway

Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 04/06/2011 Time 0435 Serious at A41 NBOUND AT CONSTRUCTION SITE FOR NEW RBT FOR SW BICESTER DEVELOPMENT CHESTERTON

E: 457220 N: 221148 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

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

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Monday 06/06/2011 Time 1951 Slight at B4030 OXFORD ROAD NBOUND CWAY APPROX 30M N OF RBT J/W A41 BICESTER

E: 457782 N: 221974 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight:street lights present

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

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

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

Casualty Reference: 2 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 07/06/2011 Time 0750 Slight at A34 WENDLEBURY INTERCHANGE RBT NEAR J/W M40 NBOUND EXIT SLIP RD WENDLEBURY

E: 455278 N: 219132 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

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

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

Vehicle Reference 2 Car Moving from NE to S Stopping On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Monday 13/06/2011 Time 0800 Slight at A34 NBOUND AT J/W M40 WENDLEBURY INTERCHANGE RBT J/W M40 SBOUND EXIT SLIP WENDLEBURY

E: 455278 N: 219289 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

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

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

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 21 Male Passenger Severity: Slight Injured by vehicle: 2

Friday 24/06/2011 Time 2334 Serious at M40 NBOUND AT MP97/1 BY A34 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455376 N: 219051 Junction Detail: Not within 20m of j Control:

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

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

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Serious Injured by vehicle: 1

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

Casualty Reference: 3 Age: 62 Female Driver/rider Severity: Slight Injured by vehicle: 2

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

Casualty Reference: 2 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Car Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 4 Age: 44 Female Driver/rider Severity: Slight Injured by vehicle: 4



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 26/06/2011 Time 0714 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455182 N: 219138 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 60 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 09/07/2011 Time 1435 Slight at A34 WENDLEBURY INTERCHANGE RBT J/W M40 SBOUND EXIT SLIP RD WENDLEBURY

E: 455275 N: 219285 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

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

Casualty Reference: 1 Age: 75 Female Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods 7.5 tonnes mg Moving from S to NE Going ahead but held up On main carriageway

Saturday 23/07/2011 Time 0030 Slight at A41 NBOUND C/WAY IN RD WORKS FOR NEW ROUNDABOUT UNDER CONSTRUCTION APPROX 1 KM S OF RBT J/W BICESTER BYPASS CHESTERTON

E: 457220 N: 221145 Junction Detail: Roundabout Control: Give way or controlled

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

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

Casualty Reference: 1 Age: 42 Female Driver/rider Severity: Slight Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 26/07/2011 Time 0655 Slight at M40 SBOUND EXIT SLIP RD IMMEDIALEY N OF J/W A34 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455292 N: 219321 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

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

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

Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Goods over 3.5 ton Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 2 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 3

Wednesday 31/08/2011 Time 1800 Slight at A34 / M40 WENDLEBURY INTERCHANGE RBT J/W EXIT TO A34 SBOUND WENDLEBURY

E: 455223 N: 219124 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from E to N Going ahead right bend On main carriageway

Vehicle Reference 2 Car Moving from E to S Turning left On main carriageway

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 03/09/2011 Time 1758 Slight at A34 RBT J/W M40 NBOUND WENDLEBURY

E: 455214 N: 219127 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from NE to S Changing lane to right On main carriageway

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

Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 01/10/2011 Time 0700 Serious at A34 RBT J/W M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455227 N: 219129 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

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

Vehicle Reference 2 Motor Cycle over 1 Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Serious Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday	12/10/2011	Time	0830	Slight	at	A34 RBT J/W M40 NBOUND EXIT SLIP ROAD	WENDLEBURY
E: 455257	N: 219123	Junction Detail:	Roundabout	Control:	Automatic traffic sign		
Fine without high winds			Road surface	Dry	Daylight:street lights present		
Vehicle Reference 1	Car		Moving from	SE to N	Going ahead other	On main carriageway	
Vehicle Reference 2	Car		Moving from	SE to N	Going ahead other	On main carriageway	
Casualty Reference:	1	Age:	31	Female	Passenger	Severity: Slight Injured by vehicle: 2	

Thursday	13/10/2011	Time	0726	Slight	at	A34 RBT J/W M40 WENDLEBURY INTERCHANGE	WENDLEBURY
E: 455228	N: 219128	Junction Detail:	Roundabout	Control:	Automatic traffic sign		
Fine without high winds			Road surface	Dry	Daylight:street lights present		
Vehicle Reference 1	Goods 7.5 tonnes mg		Moving from	NE to S	Going ahead other	On main carriageway	
Vehicle Reference 2	Car		Moving from	NE to S	Going ahead other	On main carriageway	
Casualty Reference:	1	Age:	26	Male	Driver/rider	Severity: Slight Injured by vehicle: 2	
Casualty Reference:	2	Age:	38	Male	Passenger	Severity: Slight Injured by vehicle: 2	



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday	15/10/2011	Time	1949	Serious	at	M40 SOUTHBOUND OFF-SLIP RD J/W A34	WESTON ON THE GREEN
E: 455156	N: 219616	Junction Detail:	Slip Road	Control:	Give way or controlled		
Fine without high winds		Road surface	Dry	Daylight:	no street lighting		
Vehicle Reference 1	Car	Moving from	N to S	Going ahead other	On main carriageway		
Vehicle Reference 2	Car	Moving from	N to S	Going ahead other	On main carriageway		
Casualty Reference:	1	Age:	78	Female	Passenger	Severity:	Serious Injured by vehicle: 2
Vehicle Reference 3	Car	Moving from	N to S	Going ahead other	On main carriageway		

Wednesday	26/10/2011	Time	1032	Slight	at	A41 BICESTER BYPASS J/W A41 & B4030 OXFORD	BICESTER
E: 457772	N: 221903	Junction Detail:	Roundabout	Control:	Give way or controlled		
Fine without high winds		Road surface	Dry	Daylight:	street lights present		
Vehicle Reference 1	Car	Moving from	SE to N	Changing lane to right	On main carriageway		
Vehicle Reference 2	Motor Cycle over 1	Moving from	SE to N	Going ahead other	On main carriageway		
Casualty Reference:	1	Age:	34	Male	Driver/rider	Severity:	Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 27/10/2011 Time 0625 Slight at M40 NBOUND ENTRY SLIP ROAD APPROX 100M N OF EXIT FROM RBT AT WENDLEBURY INTERCHANGE  
WESTON ON THE GREEN

E: 455182 N: 219335 Junction Detail: Not within 20m of j Control:

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

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

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

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

Monday 21/11/2011 Time 1717 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455186 N: 219174 Junction Detail: Roundabout Control: Give way or controlled

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

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

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

Casualty Reference: 1 Age: 55 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 27/11/2011 Time 1000 Slight at A41 SBOUND AT NEW RBT APPROX 800M S OF J/W A41 BICESTER BYPASS CHESTERTON

E: 457265 N: 221190 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from NE to S Going ahead other On lay-by or hard shoulder

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

Casualty Reference: 1 Age: 23 Female Pedestrian Severity: Slight Injured by vehicle: 2

Monday 28/11/2011 Time 1330 Slight at A41 BICESTER BYPASS J/W A41 & B4030 OXFORD BICESTER

E: 457768 N: 221898 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

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

Vehicle Reference 2 Car Moving from E to S Turning left On main carriageway

Casualty Reference: 1 Age: 23 Male Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 21 Male Passenger Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 29/11/2011 Time 1605 Slight at A41 SOUTHBOUND C/WAY 350M N OF RBT J/W M40 (SOME UNCERTAINTY OVER EXACT LOCATION)  
WENDLEBURY

E: 455648 N: 219568 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Darkness: street lighting unknown

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

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

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 02/12/2011 Time 1824 Slight at A41 NBOUND C/WAY J/W NEW RBT WITH VENDEE DRIVE CHESTERTON

E: 457217 N: 221145 Junction Detail: Roundabout Control: Give way or controlled

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

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

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

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Goods 7.5 tonnes mg Moving from S to E Turning right On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 18/12/2011 Time 0918 Slight at A41 SBOUND 250M NE OF J/W M40 WENDLEBURY

E: 455536 N: 219460 Junction Detail: Not within 20m of j Control:  
Other Road surface Frost/Ice Daylight:street lights present  
Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway  
Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight Injured by vehicle: 1

Friday 13/01/2012 Time 0015 Slight at A41 NBOUND C/WAY J/W NEW RBT WITH VENDEE DRIVE CHESTERTON

E: 457218 N: 221150 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 1

Friday 24/02/2012 Time 0149 Slight at M40 SOUTHBOUND OFF-SLIP RD J/W A34 WESTON ON THE GREEN

E: 455149 N: 219611 Junction Detail: Slip Road Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: no street lighting  
Vehicle Reference 1 Car Moving from N to S Going ahead other On main carriageway  
Casualty Reference: 1 Age: 57 Male Driver/rider Severity: Slight Injured by vehicle: 1  
Casualty Reference: 2 Age: 49 Female Passenger Severity: Slight Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 25/02/2012 Time 1152 Slight at A41 SBOUND APPROX 160M SW OF J/W EXIT SLIP TO WENDLEBURY CHESTERTON

E: 456242 N: 220133 Junction Detail: Not within 20m of j Control:

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

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

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

Casualty Reference: 2 Age: 19 Male Passenger Severity: Slight Injured by vehicle: 1

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

Casualty Reference: 3 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 04/03/2012 Time 1529 Slight at M40 NBOUND ENTRY SLIP RD AT J9 WENDLEBURY

E: 455189 N: 219307 Junction Detail: Not within 20m of j Control:

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

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

Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 1

Casualty Reference: 2 Age: 3 Male Passenger Severity: Slight Injured by vehicle: 1

Casualty Reference: 3 Age: 58 Female Passenger Severity: Slight Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Monday	05/03/2012	Time	1158	Slight	at	A34 NBOUND J/W RBT J/W M40 & A41 AT J9	WENDLEBURY
E: 455187	N: 219170	Junction Detail:	Roundabout	Control:	Give way or controlled		
Fine without high winds			Road surface	Dry	Daylight:street lights present		
Vehicle Reference 1	Car			Moving from	S to NE	Going ahead but held up	On main carriageway
Vehicle Reference 2	Car			Moving from	S to NE	Going ahead but held up	On main carriageway
Casualty Reference:	1			Age:	49	Female	Severity: Slight Injured by vehicle: 2
Sunday	18/03/2012	Time	2041	Slight	at	M40 NBOUND AT SLIP ROAD MARKER POST 96/9	WENDLEBURY
E: 455482	N: 218925	Junction Detail:	Slip Road	Control:	Give way or controlled		
Fine without high winds			Road surface	Dry	Darkness: no street lighting		
Vehicle Reference 1	Car			Moving from	SE to N	Changing lane to left	On main carriageway
Casualty Reference:	1			Age:	31	Male	Severity: Slight Injured by vehicle: 1
Monday	19/03/2012	Time	1544	Slight	at	A34/M40 WENDLEBURY INTERCHANGE RBT J/W EXIT TO A34 SBOUND	WENDLEBURY
E: 455221	N: 219127	Junction Detail:	Roundabout	Control:	Automatic traffic sign		
Fine without high winds			Road surface	Dry	Daylight:street lights present		
Vehicle Reference 1	Car			Moving from	NE to N	Changing lane to right	On main carriageway
Casualty Reference:	1			Age:	48	Female	Severity: Slight Injured by vehicle: 1
Vehicle Reference 2	Van or Goods 3.5 to			Moving from	NE to S	Turning left	On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 20/03/2012 Time 1835 Slight at A41 NBOUND APPROX 120M SW OF J/W A41 BICESTER BYPASS & B4030 OXFORD RD BICESTER

E: 457684 N: 221806 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Motorcycle over 500 Moving from S to NE Going ahead other On main carriageway

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

Thursday 29/03/2012 Time 0945 Slight at A41 BICESTER BYPASS J/W NEW RBT AT J/W VENDEE DRIVE) CHESTERTON - PROBBALE LOCATION -  
ALTERNATIVE IS RBT J/W A41 BICESTER BYPASS THOUGH SKETCH PLAN SUGGESTS FORMER

E: 457236 N: 221162 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

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

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

Casualty Reference: 1 Age: 67 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 04/04/2012 Time 1333 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455180 N: 219152 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Bus or coach Moving from S to N Going ahead other On main carriageway

Casualty Reference: 2 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Goods over 3.5 ton Moving from S to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 41 Male Passenger Severity: Slight Injured by vehicle: 2

Saturday 05/05/2012 Time 1715 Slight at M40 SBOUND EXIT SLIP RD ON APPROACH TO RBT RD AT J/W A34 WENDLEBURY INTERCHANGE  
WENDLEBURY - SOME UNCERTAINTY OVER EXACT LOCATION ON SLIP ROAD

E: 455211 N: 219469 Junction Detail: Not within 20m of j Control:

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

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

Vehicle Reference 2 Car Moving from N to SE Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 41 Female Driver/rider Severity: Slight Injured by vehicle: 2

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

Casualty Reference: 3 Age: 10 Female Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 4 Age: 41 Female Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 5 Age: 9 Female Passenger Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 17/05/2012 Time 1800 Serious at A34/M40 WENDLEBURY INTERCHANGE RBT J/W EXIT TO A34 SBOUND WENDLEBURY

E: 455233 N: 219126 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1 Car Moving from NE to N Going ahead right bend On main carriageway

Vehicle Reference 2 Motorcycle over 500 Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Serious Injured by vehicle: 2

Friday 18/05/2012 Time 2115 Slight at A34/M40 WENDLEBURY INTERCHANGE RBT J/W EXIT TO A34 SBOUND WENDLEBURY

E: 455227 N: 219123 Junction Detail: Roundabout Control: Automatic traffic sign

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

Vehicle Reference 1 Car Moving from NE to S Starting On main carriageway

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

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 08/06/2012 Time 0753 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455186 N: 219173 Junction Detail: Roundabout Control: Give way or controlled  
 Raining without high winds Road surface Wet/Damp Daylight:street lights present  
 Vehicle Reference 1 Car Moving from S to N Going ahead other On main carriageway  
 Vehicle Reference 2 Car Moving from S to N Going ahead but held up On main carriageway  
 Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight Injured by vehicle: 2

Friday 08/06/2012 Time 1450 Slight at A41 SBOUND 100M N OF J/W M40 WENDLEBURY - EXACT LOCATION NOT SUPPLIED

E: 455505 N: 219428 Junction Detail: Not within 20m of j Control:  
 Fine without high winds Road surface Wet/Damp Daylight:street lights present  
 Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Casualty Reference: 2 Age: 20 Male Passenger Severity: Slight Injured by vehicle: 1  
 Casualty Reference: 3 Age: 21 Male Passenger Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Car Moving from NE to S Going ahead but held up On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday	08/06/2012	Time	0432	Slight	at	A34 NBOUND J/W RBT J/W M40 & A41 AT J9	WENDLEBURY
E: 455195	N: 219226	Junction Detail:	Slip Road	Control:	Give way or controlled		
Raining with high winds		Road surface	Wet/Damp	Daylight:	street lights present		
Vehicle Reference	1	Car	Moving from	S	to	N	Turning left
							On main carriageway
Casualty Reference:	1	Age:	53	Male	Driver/rider	Severity:	Slight Injured by vehicle: 1
Monday	11/06/2012	Time	0230	Slight	at	A34 WENDLEBURY INTERCHANGE RBT BY J/W M40 SBOUND ENTRY SLIP / A41	WENDLEBURY
E: 455331	N: 219302	Junction Detail:	Roundabout	Control:	Automatic traffic sign		
Raining without high winds		Road surface	Wet/Damp	Darkness:	street lights present and lit		
Vehicle Reference	1	Van or Goods 3.5 to	Moving from	S	to	NE	Going ahead right bend
							On main carriageway
Casualty Reference:	1	Age:	23	Male	Driver/rider	Severity:	Slight Injured by vehicle: 1
Wednesday	20/06/2012	Time	2151	Slight	at	A41 NBOUND J/W LITTLE CHESTERTON RD	CHESTERTON
E: 456300	N: 220222	Junction Detail:	T or staggered junct	Control:	Give way or controlled		
Fine without high winds		Road surface	Dry	Daylight:	no street lighting		
Vehicle Reference	1	Motorcycle over 500	Moving from	S	to	N	Turning left
							On main carriageway
Casualty Reference:	1	Age:	30	Male	Driver/rider	Severity:	Slight Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 04/07/2012 Time 1652 Slight at M40 NBOUND AT J/W SLIP RD MARKER POST 96/9 WENDLEBURY

E: 455433 N: 218954 Junction Detail: Slip Road Control: Give way or controlled

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

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from SE to N Changing lane to left On main carriageway

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

Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 16/07/2012 Time 1748 Slight at A41 BICESTER BYPASS J/W RBT AT J/W VENDEE DRIVE) CHESTERTON

E: 457233 N: 221221 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight:street lights present

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

Vehicle Reference 2 Motorcycle over 500 Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 19/07/2012 Time 0026 Slight at A34 WENDLEBURY INTERCHANGE RBT J//W A41 SBOUND ENTRY APPROACH WENDLEBURY

E: 455362 N: 219288 Junction Detail: Roundabout Control: Automatic traffic sign  
 Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit  
 Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Goods 7.5 tonnes mg Moving from N to SE Starting On main carriageway  
 Casualty Reference: 2 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 29/07/2012 Time 1610 Slight at A34 NBOUND AT MP 98/2 APPROX 90M SW OF J/W M40 WENDLEBURY

E: 455133 N: 219075 Junction Detail: Not within 20m of j Control:  
 Raining without high winds Road surface Wet/Damp Daylight:street lights present  
 Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway  
 Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway  
 Casualty Reference: 2 Age: 9 Female Passenger Severity: Slight Injured by vehicle: 2  
 Casualty Reference: 3 Age: 7 Male Passenger Severity: Slight Injured by vehicle: 2  
 Vehicle Reference 3 Car Moving from S to NE Stopping On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 04/08/2012 Time 0421 Slight at A41 NBOUND AT RBT J/W VENDEE DRIVE AND LINK ROAD TO WENDLEBURY CHESTERTON

E: 457223 N: 221169 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Dry Darkness: street lights present and lit  
 Vehicle Reference 1 Car Moving from S to N Going ahead left bend On main carriageway  
 Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Casualty Reference: 2 Age: 33 Female Passenger Severity: Slight Injured by vehicle: 1

Sunday 26/08/2012 Time 1515 Slight at A41 SBOUND CWAY AT LAYBY APPROX 350M N OF RBT J/W M40 WENDLEBURY

E: 455634 N: 219554 Junction Detail: Not within 20m of j Control:  
 Fine without high winds Road surface Dry Daylight:street lights present  
 Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Car Moving from NE to S Overtaking stat vehicle O/S On main carriageway  
 Vehicle Reference 3 Car Moving from NE to Parked On lay-by or hard shoulder  
 Casualty Reference: 2 Age: 52 Male Driver/rider Severity: Slight Injured by vehicle: 3  
 Vehicle Reference 4 Goods 7.5 tonnes mg Moving from NE to Parked On lay-by or hard shoulder



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 07/09/2012 Time 0735 Slight at KINGS END AT PELICAN XING JUST S OF J/W KINGS AVE BICESTER

E: 457982 N: 222358 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight:street lights present

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

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

Casualty Reference: 1 Age: 15 Female Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 10/11/2012 Time 1005 Slight at M40 NBOUND ENTRY SLIP RD AT J9 AT BEND APPROX 75M N OF EXIT FROM RBT J/W A34 & A41 WENDLEBURY

E: 455191 N: 219303 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Wet/Damp Daylight:street lights present

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

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

Sunday 11/11/2012 Time 1820 Slight at A34 WENDLEBURY INTERCHANGE RBT AT EXIT INTO A34 SBOUND WENDLEBURY

E: 455208 N: 219122 Junction Detail: Roundabout Control: Automatic traffic sign

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

Vehicle Reference 1 Van or Goods 3.5 to Moving from E to S Changing lane to right On main carriageway

Vehicle Reference 2 Car Moving from E to S Going ahead left bend On main carriageway

Casualty Reference: 1 Age: 19 Female Passenger Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 06/12/2012 Time 1932 Serious at A41 NBOUND APPROX 180M SW OF J/W A41 BICESTER BYPASS BICESTER

E: 457640 N: 221729 Junction Detail: Not within 20m of j Control:

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

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

Casualty Reference: 1 Age: 53 Female Driver/rider Severity: Serious Injured by vehicle: 1

Saturday 05/01/2013 Time 1637 Slight at B4030 OXFORD ROAD MINI RBT J/W B4030 MIDDLETON STONEY ROAD BICESTER

E: 457915 N: 222246 Junction Detail: Mini roundabout Control: Give way or controlled

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

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

Vehicle Reference 2 Motorcycle over 500 Moving from S to N Going ahead other On main carriageway

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 20/01/2013 Time 1220 Serious at A41 AT RBT J/W B4030 VENDEE DRIVE CHESTERTON

E: 457222	N: 221168	Junction Detail:	Roundabout	Control:	Give way or controlled	
Snowing without high winds		Road surface	Wet/Damp	Daylight		
Vehicle Reference 1	Minibus	Moving from	S to NE	Going ahead other		On main carriageway
Casualty Reference:	1	Age:	41	Female	Passenger	Severity: Serious Injured by vehicle: 1
Casualty Reference:	2	Age:	40	Female	Passenger	Severity: Slight Injured by vehicle: 1
Casualty Reference:	3	Age:	62	Female	Passenger	Severity: Slight Injured by vehicle: 1

Saturday 26/01/2013 Time 1134 Serious at A41 NBOUND J/W LITTLE CHESTERTON RD CHESTERTON

E: 456306	N: 220246	Junction Detail:	T or staggered junct	Control:	Give way or controlled	
Fine without high winds		Road surface	Wet/Damp	Daylight		
Vehicle Reference 1	Car	Moving from	S to W	Turning left		On main carriageway
Casualty Reference:	1	Age:	33	Female	Driver/rider	Severity: Slight Injured by vehicle: 1
Casualty Reference:	2	Age:	35	Female	Passenger	Severity: Slight Injured by vehicle: 1
Casualty Reference:	3	Age:	24	Female	Passenger	Severity: Slight Injured by vehicle: 1
Casualty Reference:	4	Age:	27	Female	Passenger	Severity: Slight Injured by vehicle: 1
Casualty Reference:	5	Age:	38	Female	Passenger	Severity: Serious Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 03/02/2013 Time 1300 Slight at A41 NBOUND CWAY APPROX 40M SW OF RBT J/W VENDEE DRIVE CHESTERTON

E: 457203 N: 221114 Junction Detail: Not within 20m of j Control:

Fine without high winds

Road surface

Dry

Daylight

Vehicle Reference 1

Car

Moving from

S

to

NE

Stopping

On main carriageway

Casualty Reference:

1

Age:

32

Female

Driver/rider

Severity: Slight

Injured by vehicle: 1

Casualty Reference:

2

Age:

29

Male

Passenger

Severity: Slight

Injured by vehicle: 1

Vehicle Reference 2

Car

Moving from

S

to

NE

Going ahead but held up

On main carriageway

Saturday 02/03/2013 Time 1855 Slight at A41 OXFORD ROAD AT J/W PIONEER WAY (NEW SIGNALLED JUNCTION FOR PREMIER INN ETC) BICESTER

E: 457583 N: 221636 Junction Detail: T or staggered junct Control: Automatic traffic sign

Fine without high winds

Road surface

Dry

Darkness: street lights present and lit

Vehicle Reference 1

Car

Moving from

S

to

NE

Going ahead other

On main carriageway

Vehicle Reference 2

Car

Moving from

S

to

NE

Going ahead but held up

On main carriageway

Casualty Reference:

1

Age:

68

Male

Driver/rider

Severity: Slight

Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 19/03/2013 Time 1850 Serious at WENDLEBURY ROAD JUST N OF BEND APPROX 150M S OF ACCESS TO PROMISED LAND FARM CHESTERTON

E: 457239 N: 220439 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

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

Casualty Reference: 1 Age: 53 Female Pedestrian Severity: Serious Injured by vehicle: 1

Thursday 21/03/2013 Time 0406 Slight at A41 NBOUND J/W VENDEE DRIVE CHESTERTON

E: 457223 N: 221156 Junction Detail: Roundabout Control: Give way or controlled

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

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

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1

Sunday 24/03/2013 Time 1723 Slight at A41 SBOUND AT APPROACH TO A34 WENDLEBURY INTERCHANGE RBT AT JCT 9 M40 WENDLEBURY

E: 455384 N: 219287 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Car Moving from NE to S Stopping On main carriageway

Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 30/03/2013 Time 1632 Slight at A34 WENDLEBURY INTERHCANGE RBT AT J/W EXIT SLIP ROAD TO A34 WENDLEBURY

E: 455229 N: 219124 Junction Detail: Roundabout Control: Automatic traffic sign  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from E to W Changing lane to right On main carriageway  
 Vehicle Reference 2 Car Moving from E to S Going ahead left bend On main carriageway  
 Casualty Reference: 1 Age: 18 Male Passenger Severity: Slight Injured by vehicle: 2

Wednesday 03/04/2013 Time 1732 Slight at M40 NBOUND EXIT SLIP ROAD J/W A34 WENDLEBURY

E: 455263 N: 219111 Junction Detail: Roundabout Control: Automatic traffic sign  
 Fine with high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from SE to N Stopping On main carriageway  
 Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 1  
 Casualty Reference: 2 Age: 29 Female Passenger Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Car Moving from SE to N Stopping On main carriageway  
 Vehicle Reference 3 Car Moving from SE to N Going ahead but held up On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 19/04/2013 Time 0749 Slight at A34 WENDLEBURY INTERCHANGE RBT AT EXIT INTO A34 SBOUND WENDLEBURY

E: 455212 N: 219122 Junction Detail: Roundabout Control: Automatic traffic sign  
Fine without high winds Road surface Dry Daylight

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

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

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

Vehicle Reference 3 Car Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 2 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 3

Monday 27/05/2013 Time 1320 Slight at A34 WENDLEBURY INTERCHANGE RBT NEAR J/W M40 NBOUND EXIT SLIP RD WENDLEBURY

E: 455291 N: 219138 Junction Detail: Roundabout Control: Automatic traffic sign  
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Motorcycle over 500 Moving from NE to S Overtaking stat vehicle O/S On main carriageway

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1

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

Vehicle Reference 3 Taxi/Private hire car Moving from NE to S Going ahead but held up On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 11/06/2013 Time 2034 Slight at M40 NBOUND AT MP97/5A NR WENDLEBURY INTERCHANGE WENDLEBURY

E: 455179 N: 219416 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

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

Casualty Reference: 1 Age: 48 Male Pedestrian Severity: Slight Injured by vehicle: 1

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

Sunday 23/06/2013 Time 1813 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND ENTRY SLIP RD WENDELBURY

E: 455370 N: 219199 Junction Detail: Roundabout Control: Automatic traffic sign

Unknown Road surface Wet/Damp Daylight

Vehicle Reference 1 Van or Goods 3.5 to Moving from NE to S Going ahead other On main carriageway

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

Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday	03/07/2013	Time	1905	Slight	at	A41 SBOUND AT RBT J/W VENDEE DRIVE	CHESTERTON
E: 457279	N: 221237	Junction Detail:	Roundabout	Control:	Give way or controlled		
Fine without high winds			Road surface	Dry	Daylight		
Vehicle Reference 1	Car			Moving from	NE to S	Going ahead other	On main carriageway
	Casualty Reference:	1		Age:	37	Male	Driver/rider
						Severity: Slight	Injured by vehicle: 1
Vehicle Reference 2	Car			Moving from	NE to S	Going ahead but held up	On main carriageway
Thursday	04/07/2013	Time	1752	Slight	at	A34 NBOUND AT RBT J/W M40 AT J9	WENDLEBURY
E: 455182	N: 219144	Junction Detail:	Roundabout	Control:	Give way or controlled		
Fine without high winds			Road surface	Dry	Daylight		
Vehicle Reference 1	Car			Moving from	S to N	Going ahead left bend	On main carriageway
Vehicle Reference 2	Car			Moving from	S to N	Going ahead left bend	On main carriageway
	Casualty Reference:	1		Age:	24	Female	Driver/rider
						Severity: Slight	Injured by vehicle: 2
Vehicle Reference 3	Car			Moving from	S to N	Going ahead left bend	On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 25/07/2013 Time 0715 Slight at M40 SBOUND ENTRY SLIP ROAD APPROX 50M S OF A34 WENDLEBURY INTERCHANGE RBT  
WENDLEBURY

E: 455369 N: 219152 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Wet/Damp Daylight

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

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 10/08/2013 Time 1529 Slight at A41 OXFORD ROAD AT J/W PIONEER WAY (NEW SIGNALLED JUNCTION FOR PREMIER INN ETC)  
BICESTER

E: 457628 N: 221675 Junction Detail: T or staggered junct Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

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

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

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

Casualty Reference: 2 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from NE to S Going ahead but held up On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday	28/08/2013	Time	1618	Slight	at	A34 NBOUND J/W RBT J/W M40 & A41 AT J9	WENDLEBURY
<p>E: 455183 N: 219167 Junction Detail: Roundabout Control: Give way or controlled</p> <p>Fine without high winds Road surface Dry Daylight</p>							
Vehicle Reference	1	Van or Goods	3.5 to	Moving from	S to NE	Going ahead other	On main carriageway
Vehicle Reference	2	Van or Goods	3.5 to	Moving from	S to NE	Going ahead but held up	On main carriageway
Casualty Reference:	1	Age:	61	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2
Vehicle Reference	3	Van or Goods	3.5 to	Moving from	S to NE	Going ahead but held up	On main carriageway
Vehicle Reference	4	Car		Moving from	S to NE	Going ahead but held up	On main carriageway
Casualty Reference:	2	Age:	54	Female	Driver/rider	Severity: Slight	Injured by vehicle: 4

Wednesday	18/09/2013	Time	1817	Slight	at	A41 BICESTER BYPASS RBT AT J/W VENDEE DRIVE	CHESTERTON
<p>E: 457241 N: 221165 Junction Detail: Roundabout Control: Give way or controlled</p> <p>Fine without high winds Road surface Dry Daylight</p>							
Vehicle Reference	1	Car		Moving from	E to NE	Turning right	On main carriageway
Vehicle Reference	2	Motorcycle over 500		Moving from	NE to S	Going ahead other	On main carriageway
Casualty Reference:	1	Age:	32	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 11/10/2013 Time 1824 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND ENTRY SLIP RD WENDELBURY

E: 455376 N: 219212 Junction Detail: Roundabout Control: Automatic traffic sign

Raining with high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from NE to SE Turning left On main carriageway

Vehicle Reference 2 Goods 7.5 tonnes mg Moving from NE to S Going ahead other On main carriageway

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

Friday 11/10/2013 Time 1615 Slight at A41 SBOUND AT APPROACH TO A34 WENDLEBURY INTERCHANGE RBT AT JCT 9 M40 WENDLEBURY

E: 455380 N: 219285 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Van or Goods 3.5 to Moving from NE to S Stopping On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 16/10/2013 Time 0640 Slight at A34/M40 WENDLEBURY INTERCHANGE RBT J/W EXIT TO A34 SBOUND WENDLEBURY

E: 455217 N: 219124 Junction Detail: Roundabout Control: Automatic traffic sign

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

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from NE to W Changing lane to right On main carriageway

Vehicle Reference 2 Car Moving from E to S Starting On main carriageway

Casualty Reference: 1 Age: 37 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 22/10/2013 Time 1530 Slight at KINGS END AT J/W LANE TO SPORTS CLUB JUST N OF MINI RBT J/W B4030 MIDDLETON STONEY ROAD BICESTER

E: 457932 N: 222256 Junction Detail: Using private drive c Control: Give way or controlled

Fine without high winds Road surface Wet/Damp Daylight

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

Vehicle Reference 2 Pedal Cycle Moving from N to S Overtaking nearside On main carriageway

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

Wednesday 11/12/2013 Time 2234 Slight at WENDLEBURY ROAD J/W LINK ROAD FROM A41 VENDEE DRIVE RBT CHESTERTON

E: 457353 N: 221114 Junction Detail: T or staggered junct Control: Give way or controlled

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

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

Casualty Reference: 1 Age: 79 Male Driver/rider Severity: Slight Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 27/12/2013 Time 1020 Slight at A34 WENDLEBURY INTERHCANGE RBT AT J/W EXIT SLIP ROAD TO A34 WENDLEBURY

E: 455226 N: 219125 Junction Detail: Roundabout Control: Automatic traffic sign  
 Fine without high winds Road surface Wet/Damp Daylight  
 Vehicle Reference 1 Goods 7.5 tonnes mg Moving from NE to W Going ahead right bend On main carriageway  
 Vehicle Reference 2 Car Moving from NE to S Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 82 Male Driver/rider Severity: Slight Injured by vehicle: 2  
 Casualty Reference: 2 Age: 86 Female Passenger Severity: Slight Injured by vehicle: 2

Thursday 16/01/2014 Time 1710 Slight at A34 RBT J/W A34 WENDLEBURY

E: 455217 N: 219126 Junction Detail: Roundabout Control: Automatic traffic sign  
 Fine without high winds Road surface Dry Darkness: street lights present and lit  
 Vehicle Reference 1 Car Moving from NE to W Going ahead right bend On main carriageway  
 Vehicle Reference 2 Car Moving from NE to S Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 51 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 17/01/2014 Time 1639 Slight at OXFORD RD APPROX 45M S OF MINI RBT J/W B4030 MIDDLETON STONEY RD BICESTER

E: 457899 N: 222195 Junction Detail: Not within 20m of j Control:

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

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

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

Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up On main carriageway

Casualty Reference: 2 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 3

Vehicle Reference 4 Bus or coach Moving from S to NE Going ahead but held up On main carriageway

Friday 24/01/2014 Time 1705 Slight at A41 OXFORD ROAD J/W PIONEER WAY BICESTER

E: 457621 N: 221655 Junction Detail: T or staggered junct Control: Automatic traffic sign

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

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from NE to S Stopping On main carriageway

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

Casualty Reference: 1 Age: 52 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 15/03/2014 Time 1650 Slight at A41 OXFORD ROAD RBT J/W B4030 VENDEE DRIVE CHESTERTON

E: 457209 N: 221177 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Reversing On main carriageway

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

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Friday 04/04/2014 Time 1356 Serious at A34 WENDLEBURY INTERHCANGE RBT AT J/W EXIT SLIP ROAD TO A34 WENDLEBURY

E: 455231 N: 219118 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from E to S Changing lane to left On main carriageway

Casualty Reference: 1 Age: 83 Female Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Goods vehicle - unk Moving from E to S Going ahead left bend On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday	11/04/2014	Time	0824	Slight	at	A34 WENDLEBURY INTERCHANGE RBT AT J/W EXIT TO A34	WENDLEBURY
E: 455224	N: 219126	Junction Detail:	Roundabout	Control:	Automatic traffic sign		
Fine without high winds		Road surface	Dry		Daylight		
Vehicle Reference 1	Van or Goods 3.5 to	Moving from	NE to N	Going ahead right bend	On main carriageway		
Vehicle Reference 2	Car	Moving from	NE to S	Going ahead other	On main carriageway		
Vehicle Reference 3	Car	Moving from	NE to S	Going ahead other	On main carriageway		
Casualty Reference:	1	Age:	45	Female	Passenger	Severity: Slight	Injured by vehicle: 3

Saturday	19/04/2014	Time	1835	Slight	at	M40 NBOUND AT MP97/4A NR WENDLEBURY INTERCHANGE	WENDLEBURY
E: 455226	N: 219295	Junction Detail:	Not within 20m of j	Control:			
Fine without high winds		Road surface	Dry		Daylight		
Vehicle Reference 1	Car	Moving from	S to N	Going ahead other	On main carriageway		
Casualty Reference:	1	Age:	29	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1
Casualty Reference:	2	Age:	25	Female	Passenger	Severity: Slight	Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 11/05/2014 Time 0849 Slight at A41 RBT AT J/W VENDEE DRIVE CHESTERTON

E: 457218 N: 221163 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

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

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1

Casualty Reference: 2 Age: 26 Female Passenger Severity: Slight Injured by vehicle: 1

Monday 19/05/2014 Time 0705 Slight at A41 SBOUND AT RBT J/WB4030 VENDEE DRIVE CHESTERTON

E: 457263 N: 221217 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

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

Casualty Reference: 2 Age: 33 Male Passenger Severity: Slight Injured by vehicle: 1

Casualty Reference: 3 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1

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

Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 06/06/2014 Time 1347 Slight at M40 NBOUND EXIT SLIP ROAD J/W A34 WENDLEBURY

E: 455273 N: 219104 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Car Moving from SE to N Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 19 Female Passenger Severity: Slight Injured by vehicle: 2

Monday 16/06/2014 Time 1849 Slight at A34/M40 WENDLEBURY INTERCHANGE RBT J/W EXIT TO A34 SBOUND WENDLEBURY

E: 455220 N: 219123 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Van or Goods 3.5 to Moving from NE to N Starting On main carriageway

Vehicle Reference 2 Car Moving from NE to S Starting On main carriageway

Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 29/06/2014 Time 1939 Slight at A34 NBOUND AT M40 WENDLEBURY INTERCHANGE AT J/W EXIT INTO M40 NBOUND WENDLEBURY

E: 455187 N: 219161 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 30/06/2014 Time 0715 Slight at A34 AT WENDLEBURY INTERCHANGE J/W M40 & A41 WENDLEBURY

E: 455247 N: 219121 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

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

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

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 20/07/2014 Time 1317 Slight at A34 RBT J/W M40 NBOUND WENDLEBURY

E: 455238 N: 219121 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to N Going ahead right bend On main carriageway

Vehicle Reference 2 Motorcycle over 500 Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 05/08/2014 Time 1508 Slight at A41 NBOUND APPROX 600M SW OF RBT J/W B4030 VENDEE DRIVE CHESTERTON

E: 456811 N: 220694 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Changing lane to left On main carriageway

Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 1

Casualty Reference: 2 Age: 6 Female Passenger Severity: Slight Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 16/08/2014 Time 1210 Slight at M40 NBOUND EXIT SLIP ROAD J/W A34 WENDLEBURY

E: 455275 N: 219099 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

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

Vehicle Reference 2 Taxi/Private hire car Moving from SE to N Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 35 Male Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from SE to N Going ahead but held up On main carriageway

Wednesday 20/08/2014 Time 0322 Serious at WENDLEBURY RD APPROX 220M NE OF J/W A41 CHESTERTON

E: 456515 N: 220350 Junction Detail: Not within 20m of j Control:

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

Vehicle Reference 1 Motorcycle over 500 Moving from E to S Going ahead left bend On main carriageway

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Serious Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Monday 06/10/2014 Time 0955 Serious at KINGS END AT PELICAN XING JUST S OF J/W KINGS AVE BICESTER

E: 457979 N: 222355 Junction Detail: Not within 20m of j Control:

Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Taxi/Private hire car Moving from NE to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 43 Female Pedestrian Severity: Serious Injured by vehicle: 1

Wednesday 08/10/2014 Time 0710 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455184 N: 219159 Junction Detail: Roundabout Control: Give way or controlled

Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to NE Starting On main carriageway

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

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

Saturday 25/10/2014 Time 0707 Slight at A41 BICESTER BYPASS RBT J/W OXFORD RD BICESTER

E: 457760 N: 221951 Junction Detail: Roundabout Control: Give way or controlled

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

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

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

Casualty Reference: 1 Age: 38 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 28/10/2014 Time 1921 Slight at A34 NBOUND AT J/W M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455181 N: 219148 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit  
 Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
 Vehicle Reference 2 Car Moving from S to NE Going ahead but held up On main carriageway  
 Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 28/10/2014 Time 0513 Slight at A41 OXFORD ROAD AT J/W PIONEER WAY (NEW SIGNALLED JUNCTION FOR PREMIER INN ETC) BICESTER

E: 457595 N: 221659 Junction Detail: T or staggered junct Control: Give way or controlled  
 Fine without high winds Road surface Dry Darkness: street lights present and lit  
 Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 1

Sunday 02/11/2014 Time 1312 Slight at A41 NBOUND RBT J/W OXFORD RD & A41 BICESTER BYPASS BICESTER

E: 457735 N: 221886 Junction Detail: Roundabout Control: Give way or controlled  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway  
 Vehicle Reference 2 Car Moving from S to NE Going ahead other On main carriageway  
 Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 19/11/2014 Time 0651 Slight at A41 SBOUND 100M N OF J/W M40 WENDLEBURY

E: 455516 N: 219440 Junction Detail: Not within 20m of j Control:

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

Vehicle Reference 1 Van or Goods 3.5 to Moving from NE to S Going ahead other On main carriageway

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

Thursday 12/02/2015 Time 0719 Slight at A41 NE BOUND CWAY APPROX 250M N OF M40 JUNCTION 9 BY WORKS ACCESS WENDLEBURY

E: 455533 N: 219483 Junction Detail: Other junction Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Changing lane to left On main carriageway

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1

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

Casualty Reference: 2 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead other On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 17/04/2015 Time 0548 Slight at A41 SBOUND APPROX 750M N OF M40 J9 WENDLEBURY - CONSIDERABLE UNCERTIANTY OVER EXACT LOCATION

E: 455934 N: 219844 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

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

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

Saturday 18/04/2015 Time 1530 Slight at A34 WENDLEBURY INTERCHANGE RBT J/W M40 SBOUND ENTRY SLIP ROAD WENDLEBURY

E: 455369 N: 219204 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Turning left On main carriageway

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

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 02/05/2015 Time 1453 Slight at A34 NBOUND AT MP 98/2 APPROX 100M SW OF J/W M40 WENDLEBURY

E: 455129 N: 219069 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Changing lane to left On main carriageway

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 11/07/2015 Time 0604 Slight at A41 NBOUND RBT J/W B4030 VENDEE DRIVE & WENDLEBURY ROAD BICESTER

E: 457217 N: 221155 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

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

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 29/08/2015 Time 1312 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455164 N: 219109 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway

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

Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Taxi/Private hire car Moving from S to NE Going ahead but held up On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 04/09/2015 Time 1700 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455158 N: 219100 Junction Detail: Not within 20m of j Control:

Fine without high winds

Road surface

Dry

Daylight

Vehicle Reference 1 Car Moving from S to NE Changing lane to left On main carriageway

Vehicle Reference 2 Motorcycle over 500 Moving from S to NE Overtaking stat vehicle O/S On main carriageway

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 07/09/2015 Time 1120 Slight at A34 AT J/W M40 / A41 WENDLEBURY INTERCHANGE RBT - NO OTHER LOCATION DETAILS SUPPLIED AS TO SPECIFIC LOCATION IN JUNCTION

E: 455178 N: 219130 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds

Road surface

Dry

Daylight

Vehicle Reference 1 Van or Goods 3.5 to Moving from to Going ahead other On main carriageway

Casualty Reference: 1 Age: 56 Female Driver/rider Severity: Slight Injured by vehicle: 1

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 16/12/2015 Time 1027 Slight at A34 NBOUND AT MP98/3 ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455168 N: 219110 Junction Detail: Not within 20m of j Control:

Other Road surface Dry Daylight

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

Vehicle Reference 2 Car Moving from S to NE Changing lane to left On main carriageway

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up On main carriageway

Monday 21/12/2015 Time 1237 Slight at A41 SBOUND AT APPROACH TO A34 WENDLEBURY INTERCHANGE RBT AT JCT 9 M40 WENDLEBURY

E: 455383 N: 219297 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Stopping On main carriageway

Vehicle Reference 2 Car Moving from NE to S Stopping On main carriageway

Casualty Reference: 1 Age: 23 Male Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Van or Goods 3.5 to Moving from NE to S Stopping On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 07/01/2016 Time 1856 Slight at A34 WENDLEBURY INTERCHANGE RBT AT EXIT INTO A34 SBOUND WENDLEBURY

E: 455225 N: 219120 Junction Detail: Roundabout Control: Automatic traffic sign

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

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

Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from E to S Going ahead left bend On main carriageway

Vehicle Reference 3 Car Moving from E to S Going ahead left bend On main carriageway

Sunday 07/02/2016 Time 0715 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455178 N: 219135 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

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

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



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Saturday 20/02/2016 Time 1506 Slight at A34 NBOUND AT MP 98/2 APPROX 90M SW OF J/W M40 WENDLEBURY

E: 455135 N: 219081 Junction Detail: Not within 20m of j Control:

Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1	Car	Moving from	S	to	NE	Going ahead other	On main carriageway
Casualty Reference:	1	Age:	27		Male	Driver/rider	Severity: Slight Injured by vehicle: 1
Casualty Reference:	4	Age:	26		Female	Passenger	Severity: Slight Injured by vehicle: 1
Vehicle Reference 2	Car	Moving from	S	to	NE	Going ahead other	On main carriageway
Casualty Reference:	2	Age:	34		Female	Driver/rider	Severity: Slight Injured by vehicle: 2
Casualty Reference:	3	Age:	40		Male	Passenger	Severity: Slight Injured by vehicle: 2

Wednesday 02/03/2016 Time 2335 Serious at A41 BICESTER BYPASS AT TOUCAN CROSSING APPROX 70M E OF J/W A41 / B4030 RBT BICESTER

E: 457832 N: 221897 Junction Detail: Not within 20m of j Control:

Fine with high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1	Car	Moving from	N	to	SE	Going ahead other	On main carriageway
Vehicle Reference 2	Pedal Cycle	Moving from	NE	to	S	Going ahead other	On main carriageway
Casualty Reference:	1	Age:	30		Female	Driver/rider	Severity: Serious Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Sunday 13/03/2016 Time 1839 Slight at A34 NBOUND APPROX 100M S OF J/W A34 / M40 WENDLEBURY INTERCHANGE WENDLEBURY

E: 455129 N: 219075 Junction Detail: Not within 20m of j Control:

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

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

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 27/03/2016 Time 1459 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT BY OVERHEAD GANTRY WENDLEBURY

E: 455152 N: 219096 Junction Detail: Not within 20m of j Control:

Raining without high winds Road surface Wet/Damp Daylight

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

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Stopping On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Wednesday 30/03/2016 Time 1425 Slight at A34 NBOUND AT MP 98/1A WESTON ON THE GREEN

E: 455116 N: 219063 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 1

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

Saturday 09/04/2016 Time 1804 Slight at A34 NBOUND APPROX 40M SW OF RBT J/W M40 AT J9 WENDLEBURY

E: 455174 N: 219123 Junction Detail: Not within 20m of j Control:

Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway

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

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 16/05/2016 Time 0452 Serious at A41 RBT AT J/W B4030 VENDEE DRIVE CHESTERTON

E: 457220 N: 221170 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Darkness: street lighting unknown

Vehicle Reference 1 Van or Goods 3.5 to Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Serious Injured by vehicle: 1



Accidents between dates 01/01/2011 and 31/08/2016 (68) months  
Selection: Notes:  
Selected using Manual Selection

Monday 30/05/2016 Time 1022 Slight at A34 NBOUND AT MP 98/2 APPROX 90M SW OF J/W M40 WENDLEBURY

E: 455140 N: 219085 Junction Detail: Not within 20m of j Control:

Fine without high winds

Road surface

Dry

Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up On main carriageway

Vehicle Reference 4 Car Moving from S to NE Going ahead but held up On main carriageway

Monday 30/05/2016 Time 1630 Slight at A34 WENDLEBURY INTERCHANGE RBT BY J/W M40 SBOUND ENTRY SLIP / A41 WENDLEBURY

E: 455326 N: 219302 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds

Road surface

Wet/Damp

Daylight

Vehicle Reference 1 Car Moving from S to SE Going ahead right bend On main carriageway

Vehicle Reference 2 Motorcycle over 500 Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Monday 30/05/2016 Time 1340 Serious at A34 NBOUND AT MP 98/2 APPROX 100M SW OF J/W M40 WENDLEBURY

E: 455124 N: 219069 Junction Detail: Not within 20m of j Control:

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Motorcycle over 500 Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Tuesday 31/05/2016 Time 1345 Slight at M40 NBOUND ENTRY SLIP RD AT BEND APPROX 75M N OF EXIT FROM A34 / M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY

E: 455187 N: 219313 Junction Detail: Not within 20m of j Control:

Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Goods 7.5 tonnes mg Moving from S to N Changing lane to left On main carriageway

Vehicle Reference 2 Car Moving from S to N Going ahead left bend On main carriageway

Casualty Reference: 1 Age: 5 Female Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 33 Female Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 3 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 2



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 14/06/2016 Time 1446 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND ENTRY SLIP RD WENDELBURY

E: 455378 N: 219224 Junction Detail: Roundabout Control: Automatic traffic sign

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Changing lane to left On main carriageway

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

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 76 Female Passenger Severity: Slight Injured by vehicle: 2

Sunday 19/06/2016 Time 1259 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND ENTRY SLIP RD WENDELBURY

E: 455366 N: 219194 Junction Detail: Roundabout Control: Give way or controlled

Fine without high winds Road surface Dry Daylight

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

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

Vehicle Reference 2 Car Moving from NE to S Turning left On main carriageway



Accidents between dates 01/01/2011 and 31/08/2016 (68) months

Selection: Notes:

Selected using Manual Selection

Thursday 30/06/2016 Time 2237 Slight at M40 SOUTHBOUND OFF-SLIP RD J/W A34 WESTON ON THE GREEN

E: 455166 N: 219597 Junction Detail: Slip Road Control: Give way or controlled  
Fine without high winds Road surface Dry Darkness: street lights present and lit  
Vehicle Reference 1 Car Moving from N to S Changing lane to right On main carriageway  
Casualty Reference: 1 Age: 74 Male Driver/rider Severity: Slight Injured by vehicle: 1

Sunday 17/07/2016 Time 1915 Slight at A41 RBT AT J/W VENDEE DRIVE CHESTERTON

E: 457208 N: 221170 Junction Detail: Roundabout Control: Give way or controlled  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Car Moving from SE to W Turning left On main carriageway  
Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 1

Wednesday 27/07/2016 Time 0422 Fatal at M40 SOUTHBOUND AT MP97/7 AT EXIT SLIP ROAD TO A34 WENDLEBURY INTERCHANGE WESTON  
ON THE GREEN

E: 455183 N: 219540 Junction Detail: Slip Road Control: Give way or controlled  
Raining without high winds Road surface Wet/Damp Darkness: no street lighting  
Vehicle Reference 1 Goods 7.5 tonnes mg Moving from N to S Going ahead other On main carriageway  
Casualty Reference: 1 Age: 37 Male Pedestrian Severity: Slight Injured by vehicle: 1  
Casualty Reference: 2 Age: 27 Male Pedestrian Severity: Fatal Injured by vehicle: 1  
Casualty Reference: 3 Age: 37 Male Pedestrian Severity: Serious Injured by vehicle: 1



**Accidents between dates**      **01/01/2011 and 31/08/2016**      (68) months

**Selection:**      **Notes:**

Selected using Manual Selection

Accidents involving:

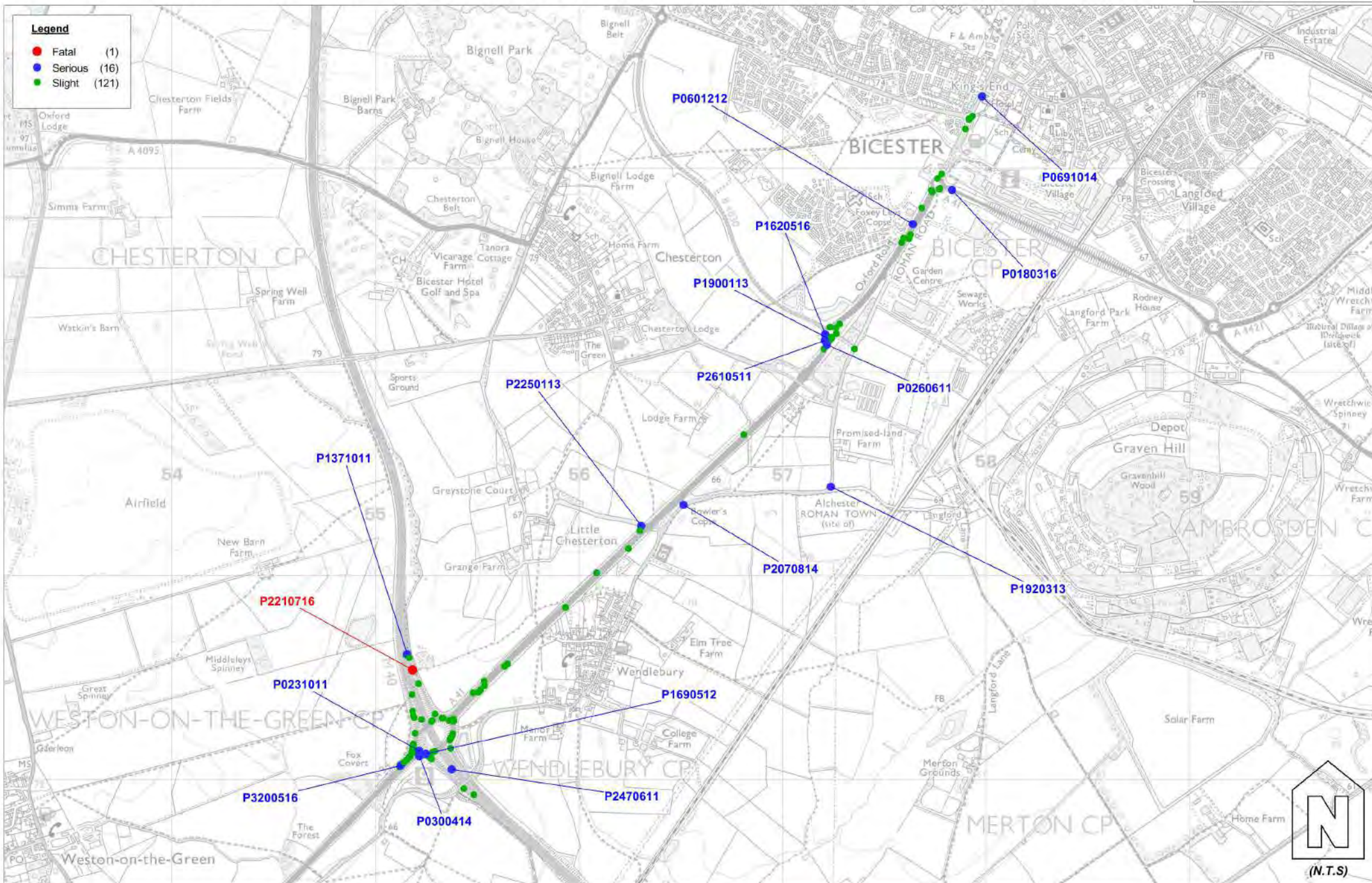
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	11	108	120
2-wheeled motor vehicles	0	4	11	15
Pedal cycles	0	1	2	3
Horses & other	0	0	0	0
Total	1	16	121	138

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	6	112	118
Passenger	0	6	49	55
Motorcycle rider	0	4	11	15
Cyclist	0	1	2	3
Pedestrian	1	3	3	7
Other	0	0	0	0
Total	1	20	177	198

**Number of casualties meeting the criteria:**      **198**











## **Appendix D      Junction Capacity Assessments**







Junctions 9													
ARCADY 9 - Roundabout Module													
Version: 9.5.1.7462 © Copyright TRL Limited, 2019													
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk													
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution													

Filename: Vendee Dr\_A41 RBT\_Jan2020.j9

Path: J:\46463 Bicester Gateway Phase 1b Residential\Technical\Transport\Junction Assessments\2019 TA models

Report generation date: 06/01/2020 10:46:03

- »2026 Ref Case, AM
- »2026 Ref Case, PM
- »2026 Base + Dev, AM
- »2026 Base + Dev, PM

### Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2026 Ref Case													
1 - Vendee Drive	D3	5.1	20.32	0.83	C	7.28	A	D4	1.1	6.48	0.53	A	4.61	A
2 - A41 North		1.4	3.42	0.56	A				1.5	3.31	0.60	A		
3 - Site Access		0.4	6.83	0.28	A				0.4	6.69	0.29	A		
4 - A41 South		2.0	3.81	0.65	A				2.7	4.89	0.72	A		
5 - P+R		0.0	4.75	0.01	A				0.0	6.14	0.01	A		
	2026 Base + Dev													
1 - Vendee Drive	D5	6.9	27.23	0.88	D	8.95	A	D6	1.2	7.04	0.55	A	5.09	A
2 - A41 North		1.5	3.64	0.58	A				1.6	3.45	0.61	A		
3 - Site Access		0.5	7.63	0.35	A				0.7	8.11	0.41	A		
4 - A41 South		2.1	4.04	0.66	A				3.0	5.40	0.74	A		
5 - P+R		0.0	4.95	0.01	A				0.0	6.65	0.02	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.



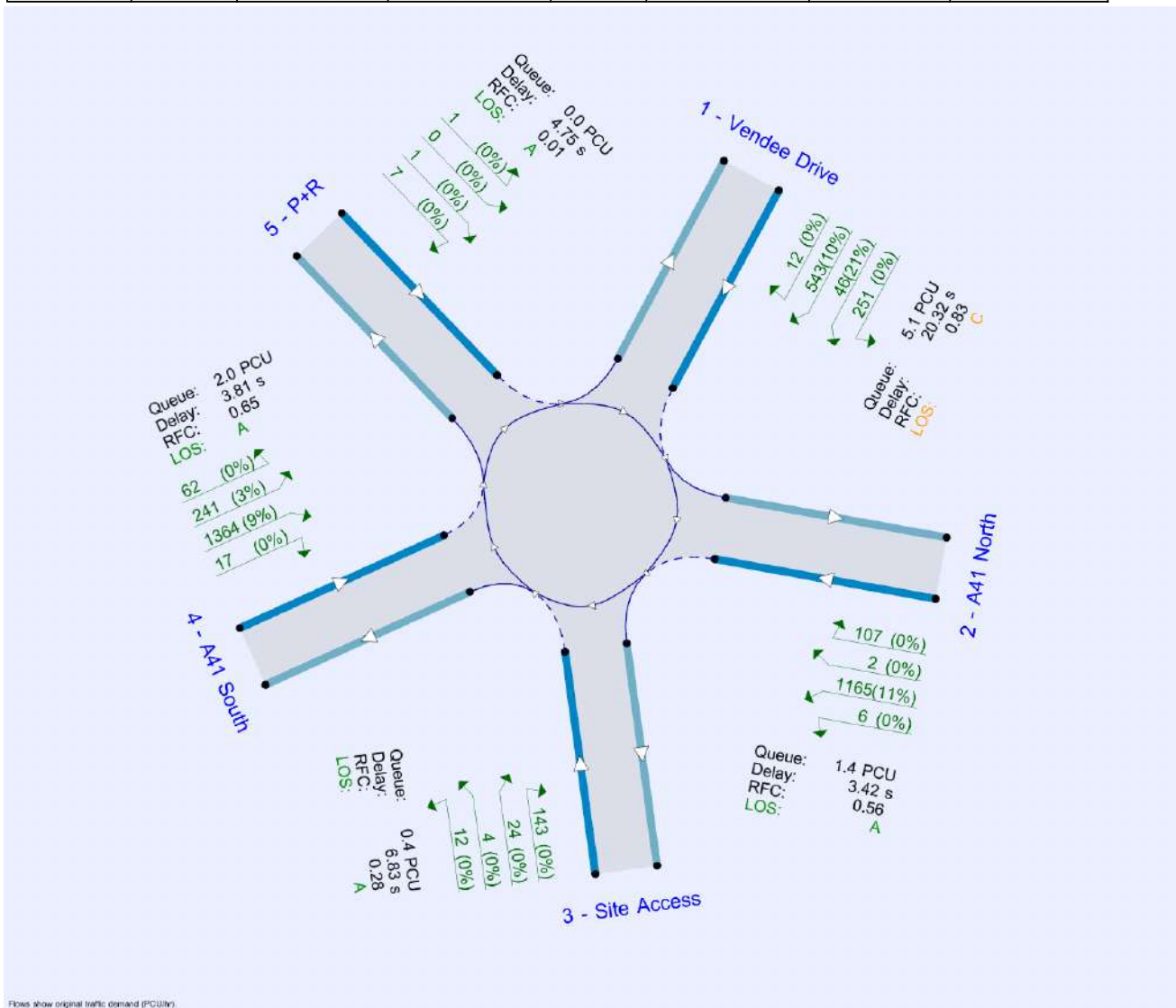
## File summary

### File Description

Title	A41 / Site Access / Vendee Drive / P&R Rbt
Location	Bicester
Site number	
Date	31/08/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\kkelland
Description	

## Units

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





### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Ref Case	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Ref Case	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000



# 2026 Ref Case, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.28	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
1	Vendee Drive	
2	A41 North	
3	Site Access	
4	A41 South	
5	P+R	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Vendee Drive	3.70	7.30	90.0	18.0	70.0	20.0	
2 - A41 North	7.00	11.00	32.0	32.0	70.0	20.0	
3 - Site Access	2.97	10.30	16.0	25.0	70.0	25.0	
4 - A41 South	7.00	12.00	25.0	35.0	70.0	25.0	
5 - P+R	4.00	8.50	15.0	18.0	70.0	20.0	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Vendee Drive	0.583	2149
2 - A41 North	0.745	3145
3 - Site Access	0.535	1847
4 - A41 South	0.745	3161
5 - P+R	0.554	1963

The slope and intercept shown above include any corrections and adjustments.



## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Ref Case	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	853	100.000
2 - A41 North		ONE HOUR	✓	1343	100.000
3 - Site Access		ONE HOUR	✓	183	100.000
4 - A41 South		ONE HOUR	✓	1684	100.000
5 - P+R		ONE HOUR	✓	9	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To					
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	1	251	46	543	12
	2 - A41 North	107	63	6	1165	2
	3 - Site Access	24	143	0	12	4
	4 - A41 South	241	1364	17	0	62
	5 - P+R	1	0	1	7	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To					
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	0	21	10	0
	2 - A41 North	0	0	0	11	0
	3 - Site Access	0	0	0	0	0
	4 - A41 South	3	9	0	0	0
	5 - P+R	0	0	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.83	20.32	5.1	C	783	1174
2 - A41 North	0.56	3.42	1.4	A	1232	1849
3 - Site Access	0.28	6.83	0.4	A	168	252
4 - A41 South	0.65	3.81	2.0	A	1545	2318
5 - P+R	0.01	4.75	0.0	A	8	12



## Main Results for each time segment

### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	642	161	1198	1451	0.443	639	281	0.0	0.8	4.735	A
2 - A41 North	1011	253	470	2795	0.362	1009	1367	0.0	0.6	2.202	A
3 - Site Access	138	34	1426	1084	0.127	137	52	0.0	0.1	3.799	A
4 - A41 South	1268	317	267	2963	0.428	1265	1296	0.0	0.8	2.279	A
5 - P+R	7	2	1472	1148	0.006	7	60	0.0	0.0	3.153	A

### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	767	192	1432	1314	0.584	764	336	0.8	1.5	6.991	A
2 - A41 North	1207	302	562	2726	0.443	1206	1635	0.6	0.9	2.590	A
3 - Site Access	165	41	1705	935	0.176	164	63	0.1	0.2	4.673	A
4 - A41 South	1514	378	320	2923	0.518	1512	1550	0.8	1.1	2.744	A
5 - P+R	8	2	1760	988	0.008	8	72	0.0	0.0	3.671	A

### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	939	235	1753	1127	0.833	926	411	1.5	4.8	18.135	C
2 - A41 North	1479	370	681	2637	0.561	1477	1998	0.9	1.4	3.387	A
3 - Site Access	201	50	2081	733	0.275	201	76	0.2	0.4	6.751	A
4 - A41 South	1854	464	391	2870	0.646	1851	1891	1.1	1.9	3.791	A
5 - P+R	10	2	2154	770	0.013	10	88	0.0	0.0	4.734	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	939	235	1756	1125	0.835	938	412	4.8	5.1	20.320	C
2 - A41 North	1479	370	690	2631	0.562	1479	2005	1.4	1.4	3.416	A
3 - Site Access	201	50	2091	728	0.277	201	77	0.4	0.4	6.835	A
4 - A41 South	1854	464	392	2870	0.646	1854	1901	1.9	2.0	3.815	A
5 - P+R	10	2	2158	768	0.013	10	88	0.0	0.0	4.748	A

### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	767	192	1437	1311	0.585	781	337	5.1	1.5	7.468	A
2 - A41 North	1207	302	574	2717	0.444	1209	1644	1.4	0.9	2.614	A
3 - Site Access	165	41	1719	927	0.177	165	64	0.4	0.2	4.728	A
4 - A41 South	1514	378	321	2922	0.518	1517	1563	2.0	1.2	2.763	A
5 - P+R	8	2	1766	985	0.008	8	72	0.0	0.0	3.686	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	642	161	1202	1448	0.443	645	282	1.5	0.9	4.820	A
2 - A41 North	1011	253	474	2792	0.362	1012	1373	0.9	0.6	2.213	A
3 - Site Access	138	34	1433	1080	0.128	138	53	0.2	0.1	3.821	A
4 - A41 South	1268	317	268	2962	0.428	1269	1303	1.2	0.8	2.293	A
5 - P+R	7	2	1477	1145	0.006	7	60	0.0	0.0	3.164	A







# 2026 Ref Case, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.61	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Ref Case	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	567	100.000
2 - A41 North		ONE HOUR	✓	1529	100.000
3 - Site Access		ONE HOUR	✓	200	100.000
4 - A41 South		ONE HOUR	✓	1804	100.000
5 - P+R		ONE HOUR	✓	8	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To					
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	1	197	37	310	22
	2 - A41 North	237	64	25	1203	0
	3 - Site Access	44	134	0	18	4
	4 - A41 South	466	1269	27	2	40
	5 - P+R	3	1	1	3	0

## Vehicle Mix



### Heavy Vehicle Percentages

	To					
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	0	0	2	0
	2 - A41 North	1	0	0	5	0
	3 - Site Access	0	0	0	8	0
	4 - A41 South	2	4	0	0	0
	5 - P+R	0	0	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.53	6.48	1.1	A	520	780
2 - A41 North	0.60	3.31	1.5	A	1403	2105
3 - Site Access	0.29	6.69	0.4	A	184	275
4 - A41 South	0.72	4.89	2.7	A	1655	2483
5 - P+R	0.01	6.14	0.0	A	7	11

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	427	107	1127	1492	0.286	425	564	0.0	0.4	3.407	A
2 - A41 North	1151	288	302	2920	0.394	1148	1250	0.0	0.7	2.112	A
3 - Site Access	151	38	1383	1107	0.136	150	68	0.0	0.2	3.785	A
4 - A41 South	1358	340	380	2879	0.472	1354	1153	0.0	0.9	2.434	A
5 - P+R	6	2	1685	1030	0.006	6	50	0.0	0.0	3.514	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	510	127	1348	1363	0.374	509	674	0.4	0.6	4.256	A
2 - A41 North	1375	344	362	2875	0.478	1373	1495	0.7	0.9	2.493	A
3 - Site Access	180	45	1654	962	0.187	180	81	0.2	0.2	4.632	A
4 - A41 South	1622	405	454	2823	0.574	1620	1380	0.9	1.4	3.088	A
5 - P+R	7	2	2015	847	0.008	7	59	0.0	0.0	4.285	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	624	156	1648	1188	0.526	622	825	0.6	1.1	6.410	A
2 - A41 North	1683	421	442	2815	0.598	1681	1828	0.9	1.5	3.295	A
3 - Site Access	220	55	2025	764	0.288	220	99	0.2	0.4	6.651	A
4 - A41 South	1986	497	556	2748	0.723	1981	1688	1.4	2.6	4.822	A
5 - P+R	9	2	2465	598	0.015	9	72	0.0	0.0	6.108	A



**17:30 - 17:45**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	624	156	1653	1185	0.527	624	827	1.1	1.1	6.483	A
2 - A41 North	1683	421	444	2814	0.598	1683	1833	1.5	1.5	3.311	A
3 - Site Access	220	55	2028	762	0.289	220	99	0.4	0.4	6.690	A
4 - A41 South	1986	497	557	2747	0.723	1986	1691	2.6	2.7	4.889	A
5 - P+R	9	2	2471	595	0.015	9	73	0.0	0.0	6.142	A

**17:45 - 18:00**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	510	127	1354	1360	0.375	512	677	1.1	0.6	4.300	A
2 - A41 North	1375	344	364	2874	0.478	1377	1502	1.5	1.0	2.505	A
3 - Site Access	180	45	1659	959	0.187	180	81	0.4	0.2	4.658	A
4 - A41 South	1622	405	456	2822	0.575	1627	1384	2.7	1.4	3.127	A
5 - P+R	7	2	2023	843	0.009	7	60	0.0	0.0	4.310	A

**18:00 - 18:15**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	427	107	1132	1489	0.287	428	566	0.6	0.4	3.432	A
2 - A41 North	1151	288	304	2919	0.394	1152	1255	1.0	0.7	2.121	A
3 - Site Access	151	38	1388	1104	0.136	151	68	0.2	0.2	3.801	A
4 - A41 South	1358	340	381	2877	0.472	1360	1158	1.4	0.9	2.455	A
5 - P+R	6	2	1692	1026	0.006	6	50	0.0	0.0	3.530	A



# 2026 Base + Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	8.95	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	874	100.000
2 - A41 North		ONE HOUR	✓	1364	100.000
3 - Site Access		ONE HOUR	✓	233	100.000
4 - A41 South		ONE HOUR	✓	1713	100.000
5 - P+R		ONE HOUR	✓	9	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To					
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	1	251	67	543	12
	2 - A41 North	107	63	27	1165	2
	3 - Site Access	33	157	0	39	4
	4 - A41 South	241	1364	46	0	62
	5 - P+R	1	0	1	7	0

## Vehicle Mix



### Heavy Vehicle Percentages

	To					
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	0	21	11	0
	2 - A41 North	2	0	0	12	0
	3 - Site Access	0	0	0	0	0
	4 - A41 South	3	10	0	0	0
	5 - P+R	0	0	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.88	27.23	6.9	D	802	1203
2 - A41 North	0.58	3.64	1.5	A	1252	1877
3 - Site Access	0.35	7.63	0.5	A	214	321
4 - A41 South	0.66	4.04	2.1	A	1572	2358
5 - P+R	0.01	4.95	0.0	A	8	12

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	658	164	1230	1432	0.459	654	288	0.0	0.9	4.981	A
2 - A41 North	1027	257	507	2767	0.371	1024	1377	0.0	0.6	2.275	A
3 - Site Access	175	44	1426	1084	0.162	175	106	0.0	0.2	3.954	A
4 - A41 South	1290	322	284	2950	0.437	1286	1316	0.0	0.8	2.338	A
5 - P+R	7	2	1511	1127	0.006	7	60	0.0	0.0	3.213	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	786	196	1471	1291	0.608	783	344	0.9	1.6	7.606	A
2 - A41 North	1226	307	606	2693	0.455	1225	1647	0.6	0.9	2.703	A
3 - Site Access	209	52	1705	935	0.224	209	126	0.2	0.3	4.959	A
4 - A41 South	1540	385	340	2908	0.530	1538	1574	0.8	1.2	2.844	A
5 - P+R	8	2	1807	963	0.008	8	72	0.0	0.0	3.770	A

#### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	962	241	1800	1100	0.875	944	421	1.6	6.3	22.745	C
2 - A41 North	1502	375	732	2599	0.578	1499	2012	0.9	1.5	3.601	A
3 - Site Access	257	64	2078	735	0.349	256	154	0.3	0.5	7.491	A
4 - A41 South	1886	472	416	2852	0.661	1883	1918	1.2	2.1	4.007	A
5 - P+R	10	2	2211	739	0.013	10	88	0.0	0.0	4.938	A



**08:30 - 08:45**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	962	241	1803	1098	0.877	960	422	6.3	6.9	27.234	D
2 - A41 North	1502	375	744	2591	0.580	1502	2020	1.5	1.5	3.644	A
3 - Site Access	257	64	2090	729	0.352	256	155	0.5	0.5	7.626	A
4 - A41 South	1886	472	417	2851	0.662	1886	1930	2.1	2.1	4.040	A
5 - P+R	10	2	2215	736	0.013	10	88	0.0	0.0	4.955	A

**08:45 - 09:00**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	786	196	1476	1288	0.610	806	345	6.9	1.7	8.402	A
2 - A41 North	1226	307	623	2680	0.457	1229	1659	1.5	0.9	2.737	A
3 - Site Access	209	52	1723	925	0.226	210	128	0.5	0.3	5.045	A
4 - A41 South	1540	385	342	2907	0.530	1543	1592	2.1	1.2	2.866	A
5 - P+R	8	2	1813	959	0.008	8	72	0.0	0.0	3.785	A

**09:00 - 09:15**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	658	164	1235	1429	0.460	661	289	1.7	0.9	5.087	A
2 - A41 North	1027	257	512	2763	0.372	1028	1384	0.9	0.7	2.290	A
3 - Site Access	175	44	1434	1080	0.162	176	106	0.3	0.2	3.984	A
4 - A41 South	1290	322	286	2949	0.437	1291	1324	1.2	0.8	2.355	A
5 - P+R	7	2	1517	1123	0.006	7	60	0.0	0.0	3.223	A



# 2026 Base + Dev, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.09	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	576	100.000
2 - A41 North		ONE HOUR	✓	1542	100.000
3 - Site Access		ONE HOUR	✓	283	100.000
4 - A41 South		ONE HOUR	✓	1830	100.000
5 - P+R		ONE HOUR	✓	8	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To					
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	1	197	46	310	22
	2 - A41 North	237	64	38	1203	0
	3 - Site Access	68	158	0	53	4
	4 - A41 South	466	1269	53	2	40
	5 - P+R	3	1	1	3	0

## Vehicle Mix



### Heavy Vehicle Percentages

	To					
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	0	0	3	0
	2 - A41 North	2	0	0	5	0
	3 - Site Access	0	0	0	8	0
	4 - A41 South	2	5	0	0	0
	5 - P+R	0	0	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.55	7.04	1.2	A	529	793
2 - A41 North	0.61	3.45	1.6	A	1415	2122
3 - Site Access	0.41	8.11	0.7	A	260	390
4 - A41 South	0.74	5.40	3.0	A	1679	2519
5 - P+R	0.02	6.65	0.0	A	7	11

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	434	108	1164	1470	0.295	432	582	0.0	0.4	3.516	A
2 - A41 North	1161	290	329	2900	0.400	1158	1268	0.0	0.7	2.149	A
3 - Site Access	213	53	1383	1107	0.192	212	104	0.0	0.2	4.075	A
4 - A41 South	1378	344	416	2852	0.483	1374	1179	0.0	1.0	2.526	A
5 - P+R	6	2	1740	1000	0.006	6	50	0.0	0.0	3.622	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	518	129	1393	1337	0.387	517	696	0.4	0.6	4.454	A
2 - A41 North	1386	347	393	2852	0.486	1385	1516	0.7	1.0	2.554	A
3 - Site Access	254	64	1654	962	0.265	254	124	0.2	0.4	5.153	A
4 - A41 South	1645	411	497	2791	0.589	1643	1411	1.0	1.5	3.254	A
5 - P+R	7	2	2081	811	0.009	7	59	0.0	0.0	4.480	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	634	159	1703	1156	0.548	632	851	0.6	1.2	6.943	A
2 - A41 North	1698	424	481	2787	0.609	1695	1854	1.0	1.6	3.429	A
3 - Site Access	312	78	2024	764	0.408	310	152	0.4	0.7	8.025	A
4 - A41 South	2015	504	608	2709	0.744	2009	1726	1.5	3.0	5.305	A
5 - P+R	9	2	2545	554	0.016	9	72	0.0	0.0	6.606	A



**17:30 - 17:45**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	634	159	1708	1153	0.550	634	853	1.2	1.2	7.040	A
2 - A41 North	1698	424	482	2786	0.609	1698	1859	1.6	1.6	3.446	A
3 - Site Access	312	78	2028	762	0.409	312	152	0.7	0.7	8.105	A
4 - A41 South	2015	504	610	2707	0.744	2015	1730	3.0	3.0	5.399	A
5 - P+R	9	2	2552	550	0.016	9	73	0.0	0.0	6.654	A

**17:45 - 18:00**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	518	129	1399	1333	0.388	520	699	1.2	0.7	4.512	A
2 - A41 North	1386	347	395	2850	0.486	1389	1524	1.6	1.0	2.570	A
3 - Site Access	254	64	1660	959	0.265	256	124	0.7	0.4	5.200	A
4 - A41 South	1645	411	500	2789	0.590	1651	1416	3.0	1.5	3.306	A
5 - P+R	7	2	2091	805	0.009	7	60	0.0	0.0	4.513	A

**18:00 - 18:15**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Vendee Drive	434	108	1170	1467	0.296	435	584	0.7	0.4	3.546	A
2 - A41 North	1161	290	330	2899	0.400	1162	1274	1.0	0.7	2.160	A
3 - Site Access	213	53	1388	1104	0.193	214	104	0.4	0.2	4.101	A
4 - A41 South	1378	344	418	2850	0.483	1380	1184	1.5	1.0	2.549	A
5 - P+R	6	2	1748	995	0.006	6	50	0.0	0.0	3.638	A



Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.1.7462 © Copyright TRL Limited, 2019							
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Filename: Wendlebury rd\_Vendee Drive Link.j9

Path: J:\46463 Bicester Gateway Phase 1b Residential\Technical\Transport\Junction Assessments\2019 TA models

Report generation date: 18/12/2019 12:38:38

- »2026 Ref Case, AM
- »2026 Ref Case, PM
- »2026 Base + Dev, AM
- »2026 Base + Dev, PM

### Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2026 Ref Case									
Stream B-AC	D3	0.6	11.03	0.37	B	D4	0.2	7.60	0.17	A
Stream C-AB		0.2	5.99	0.12	A		0.0	6.68	0.04	A
	2026 Base + Dev									
Stream B-AC	D5	1.2	15.80	0.54	C	D6	0.4	9.54	0.29	A
Stream C-AB		0.2	6.04	0.13	A		0.0	6.92	0.04	A

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

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

### File summary

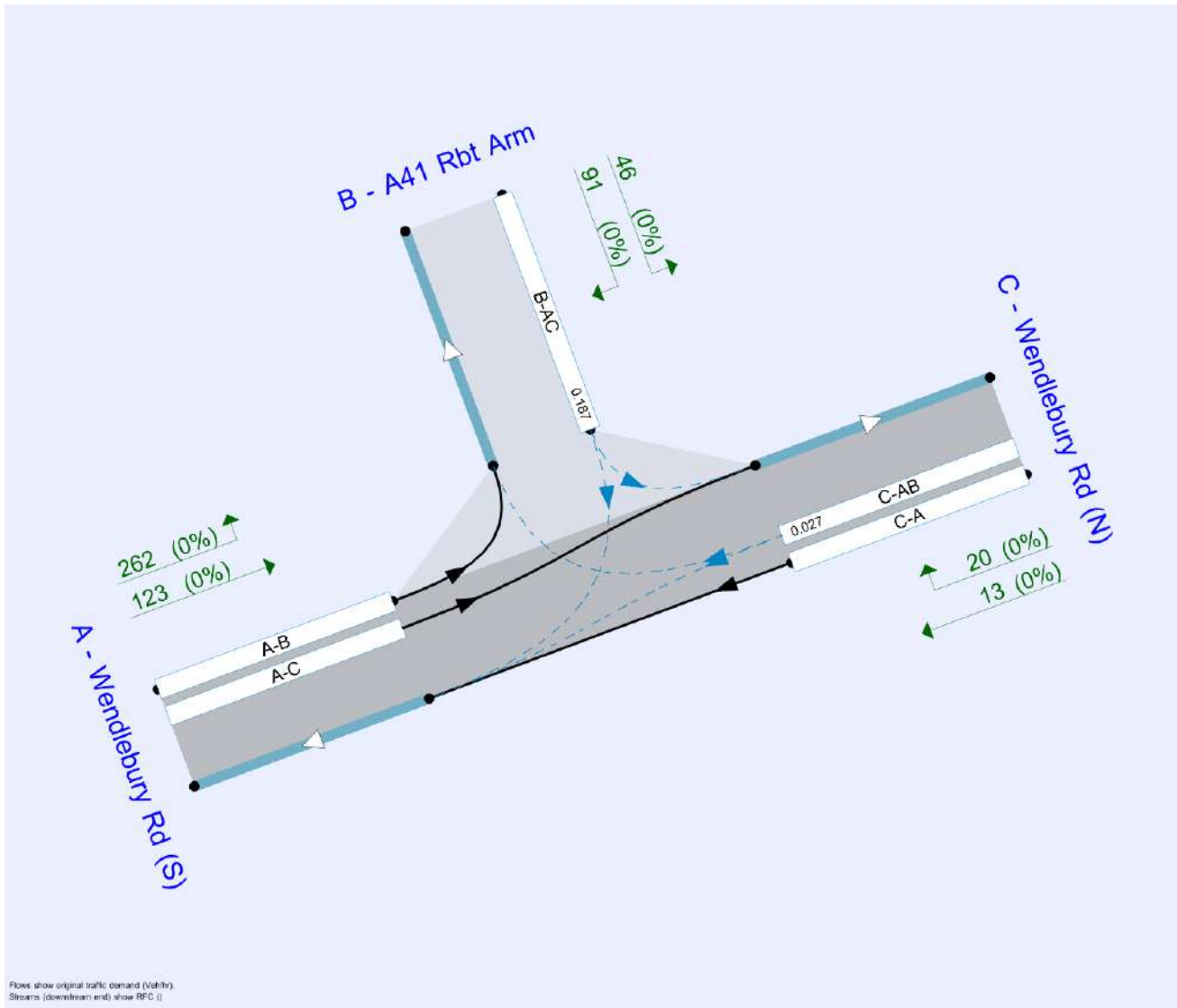
#### File Description

Title	(untitled)
Location	
Site number	
Date	12/08/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\jhorwood
Description	

### Units

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





The junction diagram reflects the last run of Junctions.

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Ref Case	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Ref Case	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000



# 2026 Ref Case, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.98	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Wendlebury Rd (S)		Major
B	A41 Rbt Arm		Minor
C	Wendlebury Rd (N)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Wendlebury Rd (N)	6.00			109.0	✓	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - A41 Rbt Arm	One lane	4.06	24	38

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	558	0.102	0.257	0.161	0.367
B-C	717	0.110	0.278	-	-
C-B	637	0.247	0.247	-	-

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

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

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



## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Ref Case	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	128	100.000
B - A41 Rbt Arm		ONE HOUR	✓	175	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	171	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	121	7
	B - A41 Rbt Arm	150	0	25
	C - Wendlebury Rd (N)	110	61	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	0	0
	B - A41 Rbt Arm	0	0	0
	C - Wendlebury Rd (N)	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	11.03	0.6	B	161	241
C-AB	0.12	5.99	0.2	A	66	99
C-A					91	136
A-B					111	167
A-C					6	10



## Main Results for each time segment

### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	537	0.245	130	0.0	0.3	8.823	A
C-AB	52	13	668	0.078	52	0.0	0.1	5.843	A
C-A	76	19			76				
A-B	91	23			91				
A-C	5	1			5				

### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	530	0.297	157	0.3	0.4	9.651	A
C-AB	64	16	674	0.095	64	0.1	0.1	5.902	A
C-A	89	22			89				
A-B	109	27			109				
A-C	6	2			6				

### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	519	0.371	192	0.4	0.6	10.984	B
C-AB	82	20	683	0.120	82	0.1	0.2	5.987	A
C-A	107	27			107				
A-B	133	33			133				
A-C	8	2			8				

### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	519	0.371	193	0.6	0.6	11.026	B
C-AB	82	20	683	0.120	82	0.2	0.2	5.989	A
C-A	107	27			107				
A-B	133	33			133				
A-C	8	2			8				

### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	530	0.297	158	0.6	0.4	9.706	A
C-AB	64	16	674	0.095	65	0.2	0.1	5.909	A
C-A	89	22			89				
A-B	109	27			109				
A-C	6	2			6				

### 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	537	0.245	132	0.4	0.3	8.898	A
C-AB	52	13	668	0.079	53	0.1	0.1	5.851	A
C-A	76	19			76				
A-B	91	23			91				
A-C	5	1			5				



# 2026 Ref Case, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.10	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Ref Case	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	280	100.000
B - A41 Rbt Arm		ONE HOUR	✓	90	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	20	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	180	100
	B - A41 Rbt Arm	44	0	46
	C - Wendlebury Rd (N)	0	20	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	0	0
	B - A41 Rbt Arm	0	0	0
	C - Wendlebury Rd (N)	0	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	7.60	0.2	A	83	124
C-AB	0.04	6.68	0.0	A	18	28
C-A					0	0
A-B					165	248
A-C					92	138

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	591	0.115	67	0.0	0.1	6.872	A
C-AB	15	4	585	0.026	15	0.0	0.0	6.315	A
C-A	0	0			0				
A-B	136	34			136				
A-C	75	19			75				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	81	20	583	0.139	81	0.1	0.2	7.162	A
C-AB	18	4	575	0.031	18	0.0	0.0	6.462	A
C-A	0	0			0				
A-B	162	40			162				
A-C	90	22			90				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	573	0.173	99	0.2	0.2	7.589	A
C-AB	22	6	561	0.039	22	0.0	0.0	6.678	A
C-A	0	0			0				
A-B	198	50			198				
A-C	110	28			110				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	573	0.173	99	0.2	0.2	7.595	A
C-AB	22	6	561	0.039	22	0.0	0.0	6.678	A
C-A	0	0			0				
A-B	198	50			198				
A-C	110	28			110				



**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	81	20	583	0.139	81	0.2	0.2	7.170	A
C-AB	18	4	575	0.031	18	0.0	0.0	6.466	A
C-A	0	0			0				
A-B	162	40			162				
A-C	90	22			90				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	591	0.115	68	0.2	0.1	6.889	A
C-AB	15	4	585	0.026	15	0.0	0.0	6.318	A
C-A	0	0			0				
A-B	136	34			136				
A-C	75	19			75				



# 2026 Base + Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.90	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	193	100.000
B - A41 Rbt Arm		ONE HOUR	✓	247	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	191	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	172	21
	B - A41 Rbt Arm	222	0	25
	C - Wendlebury Rd (N)	130	61	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	0	0
	B - A41 Rbt Arm	0	0	0
	C - Wendlebury Rd (N)	0	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	15.80	1.2	C	227	340
C-AB	0.13	6.04	0.2	A	69	103
C-A					107	160
A-B					158	237
A-C					19	29

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	186	46	522	0.356	184	0.0	0.5	10.574	B
C-AB	54	13	666	0.081	53	0.0	0.1	5.871	A
C-A	90	22			90				
A-B	129	32			129				
A-C	16	4			16				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	222	56	513	0.433	221	0.5	0.7	12.320	B
C-AB	66	17	673	0.099	66	0.1	0.1	5.938	A
C-A	105	26			105				
A-B	155	39			155				
A-C	19	5			19				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	272	68	500	0.544	270	0.7	1.2	15.593	C
C-AB	85	21	681	0.125	85	0.1	0.2	6.037	A
C-A	125	31			125				
A-B	189	47			189				
A-C	23	6			23				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	272	68	499	0.545	272	1.2	1.2	15.804	C
C-AB	85	21	681	0.125	85	0.2	0.2	6.042	A
C-A	125	31			125				
A-B	189	47			189				
A-C	23	6			23				



**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	222	56	512	0.433	224	1.2	0.8	12.528	B
C-AB	66	17	673	0.099	67	0.2	0.1	5.943	A
C-A	105	26			105				
A-B	155	39			155				
A-C	19	5			19				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	186	46	522	0.356	187	0.8	0.6	10.772	B
C-AB	54	13	666	0.081	54	0.1	0.1	5.880	A
C-A	90	22			90				
A-B	129	32			129				
A-C	16	4			16				



# 2026 Base + Dev, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.61	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	385	100.000
B - A41 Rbt Arm		ONE HOUR	✓	137	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	33	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	262	123
	B - A41 Rbt Arm	91	0	46
	C - Wendlebury Rd (N)	13	20	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	0	0
	B - A41 Rbt Arm	0	0	0
	C - Wendlebury Rd (N)	0	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.29	9.54	0.4	A	126	189
C-AB	0.04	6.92	0.0	A	19	28
C-A					12	17
A-B					240	361
A-C					113	169

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	26	552	0.187	102	0.0	0.2	7.995	A
C-AB	15	4	572	0.027	15	0.0	0.0	6.463	A
C-A	10	2			10				
A-B	197	49			197				
A-C	93	23			93				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	31	542	0.227	123	0.2	0.3	8.590	A
C-AB	18	5	560	0.033	18	0.0	0.0	6.648	A
C-A	11	3			11				
A-B	236	59			236				
A-C	111	28			111				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	38	528	0.286	150	0.3	0.4	9.522	A
C-AB	23	6	543	0.042	23	0.0	0.0	6.923	A
C-A	14	3			14				
A-B	288	72			288				
A-C	135	34			135				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	38	528	0.286	151	0.4	0.4	9.543	A
C-AB	23	6	543	0.042	23	0.0	0.0	6.923	A
C-A	14	3			14				
A-B	288	72			288				
A-C	135	34			135				



**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	31	542	0.227	124	0.4	0.3	8.617	A
C-AB	18	5	560	0.033	18	0.0	0.0	6.649	A
C-A	11	3			11				
A-B	236	59			236				
A-C	111	28			111				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	26	552	0.187	103	0.3	0.2	8.038	A
C-AB	15	4	572	0.027	15	0.0	0.0	6.466	A
C-A	10	2			10				
A-B	197	49			197				
A-C	93	23			93				



Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.1.7462 © Copyright TRL Limited, 2019							
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Filename: Wendlebury Road to Unnamed Road.j9

Path: J:\46463 Bicester Gateway Phase 1b Residential\Technical\Transport\Junction Assessments\2019 TA models

Report generation date: 20/12/2019 11:14:10

»2026 Base + Dev, AM

»2026 Base + Dev, PM

»2026 Ref Case, AM

»2026 Ref Case, PM

### Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base + Dev									
Stream B-AC	D1	0.2	6.80	0.15	A	D2	0.1	6.79	0.05	A
Stream C-AB		0.2	6.74	0.15	A		0.0	5.76	0.02	A
	2026 Ref Case									
Stream B-AC	D3	0.2	6.78	0.15	A	D4	0.1	6.81	0.05	A
Stream C-AB		0.2	6.72	0.15	A		0.0	5.74	0.02	A

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

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

### File summary

#### File Description

Title	Wendlebury Road / Unnamed Road (To Chesterton)
Location	Bicester
Site number	
Date	16/12/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	46463
Enumerator	CORP\imbrown
Description	

### Units

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



### Analysis Options

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

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15
D3	2026 Ref Case	AM	ONE HOUR	07:45	09:15	15
D4	2026 Ref Case	PM	ONE HOUR	16:45	18:15	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000



# 2026 Base + Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Major Road - Wendlebury Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.45	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Major Road - Wendlebury Road (S)		Major
B	Minor Arm - Unnamed Road (To Chesterton)		Minor
C	Major Road - Wendlebury Road (N)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Major Road - Wendlebury Road (N)	4.00			130.0	✓	7.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Minor Arm - Unnamed Road (To Chesterton)	One lane	3.55	18	28

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	525	0.104	0.263	0.165	0.375
B-C	677	0.113	0.285	-	-
C-B	649	0.273	0.273	-	-

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

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

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



## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Major Road - Wendlebury Road (S)		✓	64	100.000
B - Minor Arm - Unnamed Road (To Chesterton)		✓	84	100.000
C - Major Road - Wendlebury Road (N)		✓	112	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A - Major Road - Wendlebury Road (S)	B - Minor Arm - Unnamed Road (To Chesterton)	C - Major Road - Wendlebury Road (N)
From	A - Major Road - Wendlebury Road (S)	0	17	47
	B - Minor Arm - Unnamed Road (To Chesterton)	11	0	73
	C - Major Road - Wendlebury Road (N)	25	87	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - Major Road - Wendlebury Road (S)	B - Minor Arm - Unnamed Road (To Chesterton)	C - Major Road - Wendlebury Road (N)
From	A - Major Road - Wendlebury Road (S)	0	14	2
	B - Minor Arm - Unnamed Road (To Chesterton)	0	0	1
	C - Major Road - Wendlebury Road (N)	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	6.80	0.2	A
C-AB	0.15	6.74	0.2	A
C-A				
A-B				
A-C				



## Main Results for each time segment

### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	635	0.100	63	0.1	6.345	A
C-AB	65	636	0.103	65	0.1	6.298	A
C-A	19			19			
A-B	13			13			
A-C	35			35			

### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	631	0.120	75	0.1	6.533	A
C-AB	78	634	0.123	78	0.1	6.482	A
C-A	22			22			
A-B	15			15			
A-C	42			42			

### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	626	0.148	92	0.2	6.797	A
C-AB	96	630	0.152	96	0.2	6.735	A
C-A	28			28			
A-B	19			19			
A-C	52			52			

### 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	626	0.148	92	0.2	6.800	A
C-AB	96	630	0.152	96	0.2	6.738	A
C-A	28			28			
A-B	19			19			
A-C	52			52			

### 08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	631	0.120	76	0.1	6.539	A
C-AB	78	634	0.123	78	0.1	6.485	A
C-A	22			22			
A-B	15			15			
A-C	42			42			

### 09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	635	0.100	63	0.1	6.356	A
C-AB	65	636	0.103	66	0.1	6.311	A
C-A	19			19			
A-B	13			13			
A-C	35			35			



# 2026 Base + Dev, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Major Road - Wendlebury Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.97	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Major Road - Wendlebury Road (S)		✓	39	100.000
B - Minor Arm - Unnamed Road (To Chesterton)		✓	26	100.000
C - Major Road - Wendlebury Road (N)		✓	57	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A - Major Road - Wendlebury Road (S)	B - Minor Arm - Unnamed Road (To Chesterton)	C - Major Road - Wendlebury Road (N)
From	A - Major Road - Wendlebury Road (S)	0	13	26
	B - Minor Arm - Unnamed Road (To Chesterton)	15	0	11
	C - Major Road - Wendlebury Road (N)	46	11	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - Major Road - Wendlebury Road (S)	B - Minor Arm - Unnamed Road (To Chesterton)	C - Major Road - Wendlebury Road (N)
From	A - Major Road - Wendlebury Road (S)	0	14	2
	B - Minor Arm - Unnamed Road (To Chesterton)	0	0	1
	C - Major Road - Wendlebury Road (N)	0	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	6.79	0.1	A
C-AB	0.02	5.76	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	567	0.035	19	0.0	6.599	A
C-AB	8	641	0.013	8	0.0	5.687	A
C-A	35			35			
A-B	10			10			
A-C	20			20			

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	565	0.041	23	0.0	6.678	A
C-AB	10	640	0.015	10	0.0	5.715	A
C-A	41			41			
A-B	12			12			
A-C	23			23			

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	561	0.051	29	0.1	6.787	A
C-AB	12	638	0.019	12	0.0	5.755	A
C-A	51			51			
A-B	14			14			
A-C	29			29			

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	561	0.051	29	0.1	6.787	A
C-AB	12	638	0.019	12	0.0	5.755	A
C-A	51			51			
A-B	14			14			
A-C	29			29			



**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	565	0.041	23	0.0	6.679	A
C-AB	10	640	0.015	10	0.0	5.716	A
C-A	41			41			
A-B	12			12			
A-C	23			23			

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	567	0.035	20	0.0	6.603	A
C-AB	8	641	0.013	8	0.0	5.687	A
C-A	35			35			
A-B	10			10			
A-C	20			20			



# 2026 Ref Case, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Major Road - Wendlebury Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.46	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Ref Case	AM	ONE HOUR	07:45	09:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Major Road - Wendlebury Road (S)		✓	63	100.000
B - Minor Arm - Unnamed Road (To Chesterton)		✓	83	100.000
C - Major Road - Wendlebury Road (N)		✓	110	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A - Major Road - Wendlebury Road (S)	B - Minor Arm - Unnamed Road (To Chesterton)	C - Major Road - Wendlebury Road (N)
From	A - Major Road - Wendlebury Road (S)	0	17	46
	B - Minor Arm - Unnamed Road (To Chesterton)	11	0	72
	C - Major Road - Wendlebury Road (N)	24	86	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - Major Road - Wendlebury Road (S)	B - Minor Arm - Unnamed Road (To Chesterton)	C - Major Road - Wendlebury Road (N)
From	A - Major Road - Wendlebury Road (S)	0	14	2
	B - Minor Arm - Unnamed Road (To Chesterton)	0	0	1
	C - Major Road - Wendlebury Road (N)	0	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	6.78	0.2	A
C-AB	0.15	6.72	0.2	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	635	0.098	62	0.1	6.337	A
C-AB	65	636	0.102	64	0.1	6.294	A
C-A	18			18			
A-B	13			13			
A-C	35			35			

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	631	0.118	75	0.1	6.522	A
C-AB	77	634	0.122	77	0.1	6.468	A
C-A	22			22			
A-B	15			15			
A-C	41			41			

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	627	0.146	91	0.2	6.782	A
C-AB	95	630	0.150	95	0.2	6.718	A
C-A	26			26			
A-B	19			19			
A-C	51			51			

#### 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	626	0.146	91	0.2	6.785	A
C-AB	95	630	0.150	95	0.2	6.720	A
C-A	26			26			
A-B	19			19			
A-C	51			51			



**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	631	0.118	75	0.1	6.528	A
C-AB	77	634	0.122	77	0.1	6.472	A
C-A	22			22			
A-B	15			15			
A-C	41			41			

**09:00 - 09:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	635	0.098	63	0.1	6.348	A
C-AB	65	636	0.102	65	0.1	6.300	A
C-A	18			18			
A-B	13			13			
A-C	35			35			



# 2026 Ref Case, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Major Road - Wendlebury Road (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.95	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Ref Case	PM	ONE HOUR	16:45	18:15	15

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

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Major Road - Wendlebury Road (S)		✓	38	100.000
B - Minor Arm - Unnamed Road (To Chesterton)		✓	25	100.000
C - Major Road - Wendlebury Road (N)		✓	54	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
		A - Major Road - Wendlebury Road (S)	B - Minor Arm - Unnamed Road (To Chesterton)	C - Major Road - Wendlebury Road (N)
From	A - Major Road - Wendlebury Road (S)	0	13	25
	B - Minor Arm - Unnamed Road (To Chesterton)	15	0	10
	C - Major Road - Wendlebury Road (N)	44	10	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		A - Major Road - Wendlebury Road (S)	B - Minor Arm - Unnamed Road (To Chesterton)	C - Major Road - Wendlebury Road (N)
From	A - Major Road - Wendlebury Road (S)	0	14	2
	B - Minor Arm - Unnamed Road (To Chesterton)	0	0	1
	C - Major Road - Wendlebury Road (N)	0	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	6.81	0.1	A
C-AB	0.02	5.74	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	564	0.033	19	0.0	6.623	A
C-AB	8	641	0.012	7	0.0	5.678	A
C-A	33			33			
A-B	10			10			
A-C	19			19			

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	562	0.040	22	0.0	6.700	A
C-AB	9	640	0.014	9	0.0	5.705	A
C-A	40			40			
A-B	12			12			
A-C	22			22			

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	558	0.049	27	0.1	6.806	A
C-AB	11	638	0.017	11	0.0	5.742	A
C-A	48			48			
A-B	14			14			
A-C	28			28			

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	558	0.049	28	0.1	6.806	A
C-AB	11	638	0.017	11	0.0	5.742	A
C-A	48			48			
A-B	14			14			
A-C	28			28			



**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	562	0.040	23	0.0	6.701	A
C-AB	9	640	0.014	9	0.0	5.707	A
C-A	40			40			
A-B	12			12			
A-C	22			22			

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	564	0.033	19	0.0	6.629	A
C-AB	8	641	0.012	8	0.0	5.678	A
C-A	33			33			
A-B	10			10			
A-C	19			19			