Appendix C
Personal Injury Accident Records

Refer to data on CD.

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 14/01/2006 Time 1330 Slight at A41 BICESTER TO AYLESBURY RD AT J/W PLOUGHLEY ROAD AMBROSDEN
E: 460041 N: 220546 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight:street lights present

C1 TRAV FROM S TO SE TURNING RT FROM PLOUGHLEY ROAD AT J/W A41 BICESTER TO AYLESBURY RD FAILED TO GIVEWAY TO C2 TRAV NW ON A41-C1 PULLED OUT OF JUNC AND HIT C2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1650106 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to SE Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 19 Sex of Driver Female Breath test Driver not contacted

Vehicle Reference 2 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 50 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 16/01/2006 Time 1419 Slight at A4421 CHARBRIDGE LANE APPROX 35M N OF J/W CHARBRIDGE WAY (PROBABLE LOCATION) BICEST
E: 460129 N: 222705 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV N ON A4421 CHARBRIDGE LANE ATTEMPTED OVRTK OF U/K AGV (TRACTOR) TRAV AHEAD OF C1-C1 HAD TO PULL BACK TO NSIDE DUE TO ONCOMING TRAFFIC-AGV OVRTK HGV2 PARKED FACING N ON NSIDE-C1 FAILED TO SEE HGV2 AND HIT R OF HGV2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1780106 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Overtaking nearside
Not in restricted lane Skidded
First point of impact Front Age of Driver 61 Sex of Driver Male Breath test Not requested
Casualty Reference: 1 Age: 61 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from S to 0 Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Sex of Driver Male Breath test Not requested

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 01/02/2006 Time 1450 Slight at B4030 OXFORD RD AT J/W MIDDLETON STONEY RD BICESTER
E: 457919 N: 222242 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

HGV1 TRAV E ON B4030 MIDDLETON STONEY ROAD TURNED RT AT MIN RBT ONTO OXFORD ROAD FAILING TO GIVEWAY TO PC2 TRAV N ON B4030 OXFORD RD NEGOTIAITNG RBT-PC2 HIT HGV1

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0060206 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from W to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 27 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Pedal Cycle Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33 Sex of Driver Male Breath test Not requested

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 04/02/2006 Time 0633 Slight at A41 SBOUND APPROX 130M SW OF WENDLEBURY TURN WENDLEBURY
E: 456245 N: 220133 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

LGV1 TRAV SW ON A41 IN LANE 1 WHEN PED (DRUNK 16 YR OLD) STUMBLED OUT ONTO THE CWAY INTO LANE FROM LGV1 NSIDE-LGV1 VEERED TO OSIDE HIT PED AND EXITED CWAY TO THE OSIDE AND ENTERED DITCH

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P0260206 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Casualty 1	Very Likely
2nd:	Pedestrian wearing dark clothing at night	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from NE to S Going ahead other
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 46 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 16 Male Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 5 Ped. Movement 1 Ped. Direction 8 Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 01/03/2006 Time 0729 Slight at A41 BICESTER BYPASS APPROX 600M NW OF J/W A4421 / B4100 AT RODENY HOUSE RBT BICESTE
E: 458590 N: 221537 Junction Detail: 0 Control
Fine without high winds Road surface Frost/Ice Daylight: no street lighting

C1 TRAV NW ON A41 BICESTER BYPASS FAILED TO SLOW SUFFICIENTLY FOR LINE OF STATIONARY TRAFFIC-C1 HIT R OF C2 TRAV NW WHO IN TURN HIT R OF C3 TRAV SW ON A41

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P0030306 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Possible
2nd:	Exceeding speed limit	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 34 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 41 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 07/03/2006 Time 2032 Slight at A4421 BUCKINGHAM RD AT RBT J/W SKIMMINGDISH LANE & A4095 SOUTHWOLD LANE LAUNTON
E: 459000 N: 224350 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lighting unknown

COLLISION INVOLVING C1 AND MC2 ON A4421 BUCKINGHAM RD AT RBT J/W SKIMMINGDISH LANE & A4095 SOUTHWOLD LANE-NO FURTHER DETAILS SUPPLIED

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0730306 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from to 0 Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Vehicle Reference 2 Motorcycle 50cc and under Moving from to 0 Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 16 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 28/03/2006 Time 1510 Slight at M40 SBOUND AT MP97/3 BY A34 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455329 N: 219147 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting

HGV1 (FRENCH LHD) TRAV SE ON M40 IN LANE 1 PULLED OUT TO LANE 2 BUT HIT C2 IN LANE 2 - C2 LOST CONTROL AND SPAN TO NSIDE INTO BARRIER - HGV1 DID NOT STOP (NOTE: ROAD WORKS PRESENT AT TIME - TEMPORARY 40MPH LIMIT IN PLACE)

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P3540306 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to SE Changing lane to right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 59 Sex of Driver Male Breath test Not requested

Casualty Reference: 1 Age: 57 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 30/03/2006 Time 0950 Slight at A41 BICESTER BYPASS APPROX 200M W OF J/W A41 / B4030 RBT BICESTER
E: 457936 N: 221841 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting

LGV1 TRAV W ON A41 HIT REAR OF C2 WHICH HAD SLOWED TO A STOP IN TRAFFIC (DISTRACTION OUTSIDE VEHICLE IDENTIFIED AS POSSIBLE FACTOR)

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3790306 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction outside vehicle	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 38 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from SE to N Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 32 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 31/03/2006 Time 1925 Slight at A41 J/W A41 BICESTER BYPASS / ESSO GARAGE / B4030 OXFORD ROAD BICESTER
E: 457769 N: 221943 Junction Detail: 1 Control 4
Fine with high winds Road surface Dry Darkness: street lights present and lit

HGV1 TRAV N ON A41 FROM M40 NEG RBT INTENDING TO EXIT ONTO A41 BICESTER BYPASS - APPEARS HGV1 TOOK TURN TOO FAST / WINDY CONDITIONS AT TIME OF ACCIDENT & HGV1 OVERTURNED

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P4050306 Speed limit 60
Crossing: Control 0 Facilities 8 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:	Other	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

GUSTS OF WIND AT TIME OF ACCIDENT

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to SE Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 36 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 08/04/2006 Time 1319 Slight at A41 APPROX 70M SE OF J/W PIONEER RD BICESTER
E: 459735 N: 220691 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SE ON A41 APPROX 70M SE OF J/W PIONEER RD HAVING JOINED CWAY FROM J/W PIONEER RD- C1 DELIBERATELY DROVE AT PED TRAV NW ON FOOTWAY (ATTEMPTED ASSAULT / ? MURDER - DOMESTIC) - PED INJURED WHILE AVOIDING C1

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0520406 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle in course of crime	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Cycleway No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 28 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 32 Male Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 6 Ped. Movement 9 Ped. Direction 8 Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 15/04/2006 Time 1140 Serious at A41 AT J/W ACCESS TO BICESTER CARAVAN & LEISURE PREMISES (CHECK LOCATION PLOTTED)
E: 460674 N: 220441 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight: no street lighting

C1 TRAV W ON A41 APPROACHING J/W ACCESS TO BICESTER CARAVAN & LEISURE FAILED TO SLOW SUFFICIENTLY
FOR C2 TRAV W WAITING TO TURN RT OFF A41 -C1 HIT R OF C2

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P1370406 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0131

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 45 Sex of Driver Male Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from E to W Waiting to turn right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 8 Male Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Unknown General

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 12/04/2006 Time 1944 Slight at PLOUGHLEY RD APPROX 50M NW OF MINI RBT J/W PALMER AVE ARNCOTT
E: 461141 N: 217960 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 TRAV NW NEGOTIATING LH BEND IN CWAY WHEN DRIVER LOST CONTROL AND VEERED OFF CWAY TO THE OSIDE-C1 THEN CARRIED ON ON OSIDE VERGE HIT DITCH AND POST AND OVERTURNED - DRIVER REFUSED TO GIVE BREATH TEST

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1540406 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0110

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24 Sex of Driver Male Breath test Refused to provide
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 23/04/2006 Time 0958 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND EXIT SLIP RD WENDLEBURY
E: 455297 N: 219309 Junction Detail: 1 Control 2
Fine without high winds Road surface Wet/Damp Daylight:street lights present

C1 TRAV IN LAN 3 OF M40 SBOUND EXIT SLIP RD APPROACHING J/W A34 WENDLEBURY INTERCHANGE FAILED TO SLOW SUFFICIENTLY FOR QUEUING TRAFFIC ON RED ATS-C1 HIT R OF C2 WHO HIT R OF C3 WHO HIT R OF C4 WHO IN TURN HIT R OF C5 ALL IN LANE 3

Road Type Slip road Vehicles 5 Casualties 3 Police Ref. P2180406 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Other	Vehicle 1	
4th:			
5th:			
6th:			

DRIVER SUFFERED DIABETIC PROBLEMS

Vehicle Reference 1 Car Moving from N to SE Stopping
Not in restricted lane Skidded
First point of impact Front Age of Driver 67 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 67 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Car Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 3 Car Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 27 Sex of Driver Male Breath test Negative

Vehicle Reference 4 Car Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 39 Sex of Driver Male Breath test Negative
Casualty Reference: 3 Age: 9 Female Passenger Severity: Slight Injured by vehicle: 4
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Unknown General

Vehicle Reference 5 Car Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 75 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 26/03/2006 Time 1049 Serious at B4011 THAME RD APPROX 350M N OF J/W PALMER AVE (CONSIDERABLE UNCERTAINTY OVER EXACT L
E: 462789 N: 217914 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting

C1 TRAV N ON B4011 THAME RD OVRTK LINE OF TRAFFIC-ON PULLING BACK TO NSIDE AFTER MANOEUVRE C1 LOST CONTROL OF VEH AND SWERVED TO OSIDE INTO THE PATH OF C2 TRAV S ON B4011 THAME RD-C1 HIT F OR C2-SERIOUS INJURY CAUSED TO DRIVER OF C2

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P3490306 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0110

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 20 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 60 Sex of Driver Female Breath test Negative
Casualty Reference: 2 Age: 60 Female Driver/rider Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 15/05/2006 Time 0711 Slight at A41 SBOUND APPROACH AT RBT AT A34 / M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455381 N: 219290 Junction Detail: 1 Control 2
Raining without high winds Road surface Wet/Damp Daylight: street lighting unknown

C1 TRAV S ON A41 SBOUND AT APPROACH TO RBT AT JCT 9 CHANGED LANE AND FAILED TO SLOW SUFFICIENTLY FOR C2 TRAV S AHEAD OF C1 WAITING AT RED ATS TO JOIN RBT-C1 HIT R OF C2

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1210506 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Changing lane to left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 58 Sex of Driver Female Breath test Not requested

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 38 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 15/05/2006 Time 1245 Slight at B4100 LONDON RD APPROX 170M SE OF TALISMAN RD RBT BICESTER
E: 458809 N: 221597 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: street lights present but unlit

C1 TRAV N ON B4100 LONDON RD FAILED TO SLOW SUFFICIENTLY FOR C2 TRAV N AHEAD OF C1 STATIONARY AT TEMP SIGNALS AT ROAD WORKS C1 HIT R OF C2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1990506 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Sudden braking	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from S to N Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 35 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 24/05/2006 Time 1754 Slight at PLOUGHLEY RD J/W AMBROSDEN POULTRY FARM AMBROSDEN
E: 460125 N: 220225 Junction Detail: 8 Control 4
Raining without high winds Road surface Wet/Damp Daylight: no street lighting

LGV1 TRAV NE ON PRIVATE FARM EXIT TURNED RT ONTO PLOUGHLEY RD BUT FAILED TO GIVEWAY TO C2 TRAV SE ON PLOUGHLEY RD & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2770506 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Exceeding speed limit	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Other motor vehicle Moving from S to SE Turning right
Leaving lay-by or hard shoulder No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 40 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from N to SE Going ahead other
Not in restricted lane Skidded
First point of impact Offside Age of Driver 23 Sex of Driver Female Breath test Not requested

Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 04/06/2006 Time 1621 Serious at A4421 SKIMMINGDISH LANE AT RBT J/W CHARBRIDGE LANE RBT& LAUNTON RD LAUNTON
E: 459974 N: 223390 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

MC1 TRAV SE ON A4421 SKIMMINGDISH LANE AT SPEED ENTERED RBT J/W LAUNTON RD AND HIT DEBRIS ON CWAY CAUSING MC1 TO LOSE CONTROL AND MC TO HIT RBT AND TRAV ONTO ISLAND AND HIT RD SIGN-SERIOUS INJURY CAUSED TO RIDER OF MC1

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0640606 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0272

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from W to E Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 59 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 14/06/2006 Time 0746 Slight at QUEENS AVE J/W KINGSCLERE RD BICESTER
E: 458056 N: 222519 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV S ON QUEENS AVE SLOWED TO TRN RT AT J/W KINGSCLERE RD-MC2 TRAV S DIRECTLY BEHIND C1 FAILED TO SLOW SUFFICIENTLY AND HIT OSIDE OF C1 AS C1 ATTEMPTED RH TRN

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1590606 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 2	Possible
4th:	Failed to look properly	Vehicle 2	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to W Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 27 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Motorcycle over 500cc Moving from N to S Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 28 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 20/05/2006 Time 1806 Slight at M40 NBOUND ENTRY SLIP RD AT J9 WENDLEBURY
E: 455199 N: 219269 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight:street lights present
GDS1 TRAV N ROUNDING LH BEND ON M40 NBOUND ENTRY SLIP RD AT JUNC 9 WHEN GDS1 HIT NSIDE BARRIER AND LOST CONTROL-GDS1 SKIDDED AND SPUN IN CWAY
Road Type Slip road Vehicles 1 Casualties 1 Police Ref. P3680506 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from S to N Going ahead left bend
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 27 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 16/03/2006 Time 1700 Slight at A4421 CHARBRIDGE LANE AT J/W CHARBRIDGE WAY BICESTER
E: 460127 N: 222633 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV N ON A4421 CHARBRIDGE LANE APPROACHING J/W CHARBRIDGE WAY LOST CONTROL FOR U/K REASON AND VEERED OFF CWAY TO THE NSIDE-C1 THEN HIT LAMP POST

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1930306 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction outside vehicle	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 39 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 01/07/2006 Time 1130 Slight at A34 AT WENDLEBURY INTERCHANGE RBT AT M40 J9 WENDLEBURY
E: 455209 N: 219229 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight:street lights present

MC1 (ELDERYL RIDER) TRAV NE ON RBT HAD JUST PASSED NBOUND ENTRY SLIP TO M40 BUT HIT REAR OF STAT C2
IN CEWNTRE LANE IN QUEUE OF TRAFFIC WAITING AT SIGNAL AT J/W M40 SBOUND EXIT SLIP ROAD

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0050706 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from S to NE Going ahead right bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 69 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 69 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to NE Going ahead right bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 40 Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 04/07/2006 Time 1634 Slight at A34 NBOUND MP 97/9 APPROX 100M S WENDLEBURY INTERCHANGE WENDLEBURY
E: 455120 N: 219064 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting

C1 TRAV NE ON A34 MOVED FROM LN 2 TO LN 1 AFTER OVRTK FAILED TO SLOW SUFFICIENTLY FOR C2 C3 AND C4 ALL TRAV NE AND SLOWING ON APPROACH TO WENDLEBURY INTERCHANGE-C1 HIT R OF C2 WHO IN TRN HIT R OF C3 WHO THEN HIT C4

Road Type Dual carriageway Vehicles 4 Casualties 2 Police Ref. P0450706 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Inexperience with type of vehicle	Vehicle 1	Very Likely
3rd:	Distraction in vehicle	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 23 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 41 Sex of Driver Female Breath test Negative
Casualty Reference: 2 Age: 41 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 32 Sex of Driver Male Breath test Negative

Vehicle Reference 4 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 53 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 10/07/2006 Time 1715 Slight at QUEENS AVE AT J/W BICESTER COMMUNITY COLLEGE BICESTER
E: 458095 N: 222640 Junction Detail: 3 Control 4
Other Road surface Wet/Damp Daylight:street lights present

MP1 TRAV N ON A421 QUEENS AVE OVRTKG NSIDE QUEUING TRAFFIC ON OSIDE WAS HIT BY C2 TURNING RT ONTO QUEENS AVE FROM ACCESS TO BICESTER COMMUNITY COLLEGE - C2 HAD BEEN SIGNALLED TO TURN BY STAT VEH IN QUEUE

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P1260706 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Stationary or parked vehicle	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle 50cc and under Moving from S to N Overtaking stat vehicle O/S
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 16 Sex of Driver Male Breath test Not requested
Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from N to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Sex of Driver Female Breath test Not requested
Casualty Reference: 2 Age: 40 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 19/07/2006 Time 0001 Slight at A41 AT RBT J/W A4421 & B4011 & ACCESS TO RODNEY HOUSE AMBROSDEN
E: 459133 N: 221193 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 (DRIVER GAVE POSITIVE BREATH TEST)TRAV S ON A41 AT RBT J/W A4421 & B4011 & ACCESS TO RODNEY HOUSE
LOST CONTROL D VEERED OFF CWAY TO THE NSIDE AND HIT HEDGE - APPEARS POSS THAT DRIVER HAD BRAKED TO
AVOID OTHER VEH ENTERING RBT - DETAILS UNCLEAR

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P2580706 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead right bend
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 20 Sex of Driver Male Breath test Positive
Casualty Reference: 1 Age: 25 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 09/07/2006 Time 1613 Slight at A41 RBT J/W B4100 LONDON RD AMBROSDEN
E: 459125 N: 221192 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 ENTERED RBT FROM A4421 (?) BUT HIT REAR OF STAT C2 TRAV W HAVING ENTERED RBT FROM A41 ALONGSIDE WITH C3 ALSO TRAV W ON A41 BUT WHICH STOPPED AS BOTH C2 & C3 WERE EXITING ONTO A41 BICESTER BYPASS (EXACT DETALS UNCLEAR) - C2 THEN HIT C3

Road Type Roundabout Vehicles 3 Casualties 2 Police Ref. P3160706 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 31 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 36 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from W to E Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from W to NE Turning left

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 29/07/2006 Time 1109 Slight at A4421 WRETCHWICK WAY AT J/W PEREGRINE WAY BICESTER
E: 459838 N: 221663 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SE ON PEREGRINE WAY TURNED RT AT J/W A4421 WRETCHWICK WAY BUT FAILED TO GIVEWAY TO C2 TRAV NE ON A4421-C1 HIT C2-NO FURTHER DETAILS SUPPLIED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3340706 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Distraction outside vehicle	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 38 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from S to NE Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 53 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 29/07/2006 Time 1630 Slight at A41 SBOUND APPROX 200M NE OF J/W A34 / M40 WENDLEBURY INTERCHANGE (J9) WENDLEBURY
E: 455519 N: 219441 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting

C1 TRAV SW ON A41 IN LANE 1 FAILED TO SLOW SUFFICIENTLY FOR QUEUING TRAFFIC AHEAD SLOWING ON APPROACH TO SIGNALISED RBT AT J9 C2 TRAV SW AHEAD OF C1-C2 THEN IN TURN HIT C3 TRAV SW AHEAD OF C2

Road Type Dual carriageway Vehicles 3 Casualties 1 Police Ref. P3370706 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 21 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 20 Sex of Driver Male Breath test Negative

Monday 31/07/2006 Time 0550 Slight at A4421 SKIMMINGDISH LANE RBT J/W A4421 BUCKINGHAM ROAD & A4095 SOUTHWOLD LANE BICES
E: 458961 N: 224334 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight:street lights present

C1 TRAV NW ON A4421 SKIMMINGDISH LANE ENTER RBT J/W BUCKINGHAM RD/SOUTHWOLD LANE EXCESS SPEED-C1 LOST CONTROL ON NEG RBT- ON ENTERING A4095 SOUTHWOLD LANE C1 VEERED OFF CWAY TO THE NSIDE SPUN AND HIT POLE FOR TOUCAN CROSSING

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P3790706 Speed limit 50
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Exceeding speed limit	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	Possible
4th:	Loss of control	Vehicle 1	Possible
5th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane Skidded and overturned
First point of impact Offside Age of Driver 21 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 06/08/2006 Time 1753 Slight at A41 SOUTHBOUND APPROX 300M NE J9 OF M40 WENDLEBURY INTERCHANGE RBT
E: 455564 N: 219485 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON A41 SOUTHBOUND IN LANE 1 FAILED TO SLOW SUFFICIENTLY FOR QUEUING TRAFFIC AHEAD APPROACHING RBT J/W M40-C1 HIT R OF C2 TRAV SW IN LANE1

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P0480806 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Driver using mobile phone	Vehicle 1	Possible
3rd:	Distraction in vehicle	Vehicle 1	Possible
4th:	Distraction outside vehicle	Vehicle 1	Possible
5th:	Failed to judge other persons path or speed	Vehicle 1	Possible
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 37 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 8 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Unknown General

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 07/08/2006 Time 1645 Serious at A4421 SKIMMINGDISH LN APPROX 230M N OF RBT J/W LAUNTON RD BICESTER
E: 459906 N: 223583 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 AND C2 TRAV SE ROUNDING RH BEND ON A4421 SKIMMINGDISH LN-C1 AND C2 RACING AT EST SPEED OF 70MPH C1 OVRTKING C2 PULLED BACK TO NSIDE AND LOST CONTROL - C1 VEERED OFF CWAY TO THE NSIDE AND HIT LAMP POST AND THEN HIT C3 PARKED AT NSIDE

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P0560806 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0272

Causation

	Factor:	Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Tyres illegal, defective or under inflated	Vehicle 1	Very Likely
3rd:	Defective brakes	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Overtaking moving vehicle O/S
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 28 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from N to S Going ahead right bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 25 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from N to 0 Parked

On lay-by or hard shoulder No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 20 Sex of Driver Female Breath test Not requested

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 29/08/2006 Time 0700 Slight at KINGS END AT PELICAN CROSSING APPROX 20M S OF J/W KINGS AVE BICESTER
E: 457973 N: 222353 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

PC1 TRAV ON FOOTWAY ADJACENT TO KINGS END RODE ONTO PED XING WHEN ATS WAS ON RED FOR PEDS-C2 TRAV NE ON KINGS END HAD RIGHT OF WAY AT XING-PC1 TRAV W CROSSED IN FRONT OF C2 GIVING C2 NO TIME TO STOP-C2 HIT PC1

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3800806 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Pedal Cycle Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 21 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 59 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 17/09/2006 Time 1635 Serious at A4421 NEUNKIRCHEN WAY RBT J/W PEREGRINE WAY BICESTER
E: 459391 N: 221299 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

MC1 TRAV NE ON A4421 NEUNKIRCHEN WAY APPROACHING RBT J/W PEREGRINE WAY IN LANE 2 FAILED TO NEGOTIATE SLIGHT LH BEND ON ENTRY TO RBT-MC1 LOST CONTROL ON LOOSE CHIPPINGS ON CWAY AND RIDER FELL FROM MC1

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P1610906 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:	Inexperience with type of vehicle	Vehicle 1	Possible
3rd:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from to 0 Stopping
Not in restricted lane Skidded
First point of impact Front Age of Driver 40 Sex of Driver Male Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 15/09/2006 Time 2225 Slight at A34 NBOUND AT RBT J/W M40 AT J9 WENDLEBURY
E: 455187 N: 219156 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present but unlit

HGV1(ARTICULATED) TRAV NE ON A34 NBOUND FAILED TO GIVEWAY TO C2 TRAV NW ROUNDING RBT J/W M40 AT J9
-HGV1 CROSSED GIVEWAY POINT AND HIT R OF C2

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2200906 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 59 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 32 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 22/09/2006 Time 1427 Slight at A41 SBOUND APPROX 600M NE OF J9 M40 WENDLEBURY (SOME UNCERTAINTY OVER EXACT LOC
E: 455788 N: 219705 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight: no street lighting

MC1 TRAV SW ON A41 IN ALNE 1 FAILED TO SLOW SUFFICIENTLY FOR SLOWER MOVING TRAFFIC AHEAD-MC1 HIT R OF C2 TRAV SW IN LANE 1 WHO IN TURN HIT R OF C3 TRAV AHEAD OF C2-RIDER OF MC1 THROWN ONTO CWAY-WET CWAY POSS FACTOR

Road Type Dual carriageway Vehicles 3 Casualties 1 Police Ref. P2600906 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Junction restart	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 30 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 33 Sex of Driver Female Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 67 Sex of Driver Female Breath test Not requested

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 06/09/2006 Time 1740 Slight at QUEENS AVENUE AT J/W ACCESS TO FIRE STATION APPROX 30M NE OF J/W KINGSCLERE RD BICE
E: 458072 N: 222564 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON QUEENS AVENUE FAILED TO SLOW SUFFICIENTLY FOR C2 TRAV SW ON QUEENS AVE SLOWING TO TURN RT AT J/W FIRE STATION-C1 HIT R OF C2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0500906 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Not requested

Vehicle Reference 2 Car Moving from N to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 50 Sex of Driver Female Breath test Not requested

Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 14/09/2006 Time 1500 Slight at B4011 AT BEND APPROX 550M N OF J/W PALMER AVE PIDDINGTON
E: 462819 N: 218151 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting
C1 TRAV S ON B4011 AT RH BEND OVRTK U/K TRACTOR WITH TWO U/K VEHS ALSO OVRTKG DIRECTLY AHEAD OF
C1-C1 FAILED TO SEE AND THUS GIVEWAY TO C2 TRAV N ON B4011-BOTH VEHS SKIDDED IN CWAY AND C1 HIT F OF C2
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P1510906 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Overtaking moving vehicle O/S
Not in restricted lane Skidded
First point of impact Front Age of Driver 35 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to N Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 37 Sex of Driver Female Breath test Not requested
Casualty Reference: 2 Age: 37 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 01/10/2006 Time 0255 Slight at A34 SBOUND APPROX 50M S OF J/W J9 OF M40 WENDLEBURY
E: 455160 N: 219087 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting

C1 TRAV SW ON A34 HAVING JUST JOINED FROM J/W J9 OF M40 LOST CONTROL ROUNDING LH BEND ON EXIT FROM J9 ROUNDABOUT - -C1 SWERVED TO THE OSIDE AND HIT CENTRAL BARRIER CAUSING C1 TO SPIN IN CWAY

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P0031006 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to S Going ahead left bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 20 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 11/10/2006 Time 1357 Slight at A4421 WRETCHWICK WAY RBT J/W PEREGRINE WAY BICESTER
E: 459406 N: 221335 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Daylight:street lights present

C2 TRAV NE ON A4421 WRETCHWICK WAY RBT J/W PEREGRINE WAY LOST CONTROL AND SKIDDED TO THE NSIDE AND HIT F OF C1 (POLICE) TRAV SE ON PEREGRINE WAY WAITING TO ENTER RBT-C2 SPUN AND CAME TO REST IN FRONT OF C1 IN CWAY

Road Type Dual carriageway Vehicles 2 Casualties 2 Police Ref. P1521006 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 2	Very Likely
2nd:	Loss of control	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to E Going ahead right bend
Not in restricted lane Skidded and overturned
First point of impact Front Age of Driver Sex of Driver Male Breath test Not requested

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 29/09/2006 Time 1300 Slight at MURCOT RD AT J/W ENTRANCE TO ST DAVIDS BARRACKS ARNCOTT
E: 460897 N: 216812 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV NW ON ARNCOTT WOOD RD BRAKED AND SKIDDED BUT FAILED TO SLOW SUFFICIENTLY FOR JUNC AND OVER SHOT INTO THE PATH OF C2 TRAV SW ON MURCOT RD-C1 HIT C2 CAUSING C1 TO EXIT CWAY

Road Type Single carriageway Vehicles 2 Casualties 4 Police Ref. P3760906 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0110

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Junction overshoot	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 34 Sex of Driver Male Breath test Negative

Casualty Reference: 1	Age: 34	Male	Driver/rider	Severity:	Slight	Injured by vehicle:	1
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0	School pupil:	0		
Casualty Reference: 2	Age: 32	Female	Passenger	Severity:	Slight	Injured by vehicle:	1
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0	School pupil:	0		
Casualty Reference: 3	Age: 3	Male	Passenger	Severity:	Slight	Injured by vehicle:	1
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0	School pupil:	0		
Casualty Reference: 4	Age: 1	Male	Passenger	Severity:	Slight	Injured by vehicle:	1
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0	School pupil:	0		

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 34 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 31/08/2006 Time 1815 Slight at A4421 BUCKINGHAM ROAD APPROX 25M NE OF RBT J/W SKIMMINGDISH LANE
E: 459000 N: 224383 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON A4421 APPROACHING RBT IN QUEUING TRAFFIC DECIDED TO MAKE U TURN BUT TURNED ACROSS PATH OF MC2 TRAV SE OVERTAKING QUEUE IN HATCHED AREA ON APPROACH TO SPLITTER ISLAND AT RBT

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3980806 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 2	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 01	Very Likely
4th:	Poor turn or manoevre	Vehicle 1	Very Likely
5th:	Failed to look properly	Vehicle 1	Very Likely
6th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely

Vehicle Reference 1 Car Moving from NE to NE U-turn
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 26 Sex of Driver Female Breath test Not requested

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Moving from NE to S Overtaking moving vehicle O/S
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Sex of Driver Male Breath test Not requested

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 03/11/2006 Time 2353 Slight at M40 JCT 9 SBOUND AT MP 97/3 B WENDLEBURY
E: 455258 N: 219289 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

C1 STATIONARY IN LANE 1 (DUE TO MECH BREAKDWN) HGV2 HIT REAR OF C1 AND THEN HIT NS CRASH BARRIER AND BRIDGE STRUCTURE AT JCT9

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P0201106 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to 0 Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Sex of Driver Male Breath test Not requested

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from N to SE Going ahead other
Not in restricted lane Skidded and overturned
First point of impact Front Age of Driver 34 Sex of Driver Male Breath test Not requested

Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 07/11/2006 Time 0815 Fatal at B4011 AT BEND 500M S OF NEW FARM PIDDINGTON
E: 462815 N: 218168 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV N ON B4011 AT LH BEND LOST CONTROL AT HIGH SPEED IN WET RD CONDITIONS AND HIT F OF ONCOMING
C2 TRAV S ROUNDING RH BEND-C1 EXITED CWAY TO OSIDE-C2 DRIVER SUSTAINED FATAL INJURY

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P0411106 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Sudden braking	Vehicle 1	Very Likely
4th:	Loss of control	Vehicle 1	Very Likely
5th:	Poor turn or manoevre	Vehicle 1	Possible
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Not in restricted lane Skidded and overturned
First point of impact Offside Age of Driver 28 Sex of Driver Male Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from N to S Going ahead right bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 55 Sex of Driver Female Breath test Not requested
Casualty Reference: 2 Age: 55 Female Driver/rider Severity: Fatal Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 09/11/2006 Time 0705 Slight at B4100 LONDON RD APPROX 200M SE OF TALISMAN RD RBT BICESTER
E: 458879 N: 221471 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SE ON B4100 LONDON RD PASSED PC2 TRAV SE TO THE NSIDE OF C1-C1 FAILED TO ALLOW ENOUGH SPACE ON OVRTK AND HIT PC2 CAUSING SLIGHT INJURY TO RIDER OF PC2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1011106 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from to 0 Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 44 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Pedal Cycle Moving from to 0 Overtaking moving vehicle O/S
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 26 Sex of Driver Male Breath test Not applicable

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 19/08/2006 Time 1053 Slight at A41 NBOUND C/WAY 250M N OF LAYBY N OF UNCLASS RD CHESTERTON
E: 457416 N: 221390 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting

MC1 TRAV NE ON A41 NBOUND CHANGING LANES TO LT LOST CONTROL OF MC AND VEERED OFF CWAY TO THE NSIDE-RIDER FELL FROM MC AND SUSTAINED SLIGHT INJURY

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P2100806 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from S to NE Changing lane to left
Not in restricted lane Skidded
First point of impact Front Age of Driver Sex of Driver Male Breath test Not requested
Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 13/12/2006 Time 2035 Slight at A34 WENDLEBURY INTERCHANGE RBT J/W M40 SBOUND EXIT SLIP ROAD WENDLEBURY
E: 455283 N: 219293 Junction Detail: 1 Control 2
Fine with high winds Road surface Wet/Damp Darkness: street lights present and lit

C1 TRAV NE ON A34 WENDLEBURY INTERCHANGE RBT APPROACHING RED ATS WITH QUEUING TRAFFIC AHEAD-C1
FAILED TO SLOW SUFFICIENTLY FOR C2 TRAV NE STATIONARY IN QUEUE-C1 HIT R OF C2

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2441206 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Very Likely
3rd:	Driver using mobile phone	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from to 0 Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33 Sex of Driver Female Breath test Driver not contacted

Vehicle Reference 2 Car Moving from to 0 Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 19 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 14/12/2006 Time 1905 Slight at A41 NBOUND CWAY APPROX 800M S OF J/W A41 BICESTER BYPASS CHESTERTON
E: 457287 N: 221212 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting

C1 TRAV NE ON A41 LOST CONTROL AND EXITED CWAY TO THE NSIDE AND HIT RD SIGN-NO FURTHER DETAILS SUPPLIED

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P2471206 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 21 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 09/01/2007 Time 1724 Slight at A41 200M SW OF RBT J/W A41 BICESTER BYPASS BICESTER
E: 457633 N: 221721 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting

C1 (TRAV TOO FAST / TOO CLOSE) TRAV NE ON A41 IN LANE 2 FAILED TO NOTICE TILL LATE VEHS AHEAD BRAKING ON APPROACH TO RBT - C1 CHANGED LANE TO LEFT BUT CLIPPED C2 THEN HIT REAR OF C3 WHICH IN TURN HIT REAR OF C4

Road Type Dual carriageway Vehicles 4 Casualties 5 Police Ref. P1060107 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Following too close	Vehicle 1	Possible
4th:	Travelling too fast for conditions	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Changing lane to left
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 41 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 69 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 34 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 3
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 32 Female Passenger Severity: Slight Injured by vehicle: 3
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 3 Age: 3 Female Passenger Severity: Slight Injured by vehicle: 3
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 4 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 49 Sex of Driver Male Breath test Negative
Casualty Reference: 4 Age: 51 Male Passenger Severity: Slight Injured by vehicle: 4
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 5 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 4
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 14/01/2007 Time 1230 Slight at QUEENS AVENUE AT J/W ACCESS TO FIRE STATION APPROX 30M NE OF J/W KINGSCLERE RD BICE
E: 458074 N: 222575 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON QUEENS AVENUE APPROACHING ATS IN QUEUING TRAFFIC-CHILD PEDS RAN ACROSS RD CAUSING QUEUE TO SLOW-C1 FAILED TO SLOW AND HIT R OF C2 WHICH IN TURN HIT R OF C3-ALL VEHS TRAV SW IN QUEUE

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P1330107 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction outside vehicle	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 41 Sex of Driver Male Breath test Not requested

Vehicle Reference 2 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 17 Sex of Driver Female Breath test Not requested

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from NE to S Stopping

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 72 Sex of Driver Male Breath test Not requested

Casualty Reference: 1 Age: 71 Female Passenger Severity: Slight Injured by vehicle: 3

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 17/01/2007 Time 2019 Slight at PLOUGHLEY ROAD NEAR J/W MERTON ROAD AMBROSDEN
E: 460600 N: 219498 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 TRAV S ON PLOUGHLEY ROAD APPEARS TO HAVE CROSSED INTO PATH OF C2 TRAV N (FOR UNKNOWN REASON) C1 HIT C2 HEAD ON

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2440107 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 23 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to N Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 28 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 21/02/2007 Time 0759 Slight at A41 BICESTER BYPASS APPROX 450M SE OF RBT J/W A41 TO M40 / B4030 OXFORD ROAD
E: 458205 N: 221717 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV TRAV NW ON A41 BICESTER BYPASS FAILED TO SLOW FOR U/K REASON (POSS DAZZLED BY SUN) AND HIT R OF LGV2 TRAV AHEAD OF C1 WHICH WAS SLOWING -NO FURTHER DETAILS SUPPLIED

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P2560207 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Possible
2nd:	Following too close	Vehicle 1	Possible
3rd:	Distraction in vehicle	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from SE to N Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 26 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 28/02/2007 Time 0745 Slight at A41 SBOUND APPROX 300M N OF M40 WENDLEBURY INTERCHANGE WENDLEBURY (NOTE: INCON
E: 455654 N: 219573 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV SW IN QUEUING TRAFFIC IN LANE 1 MOVED INTO LANE 2-MC2 TRAV SW IN LANE 2 OR POSS BETWEEN LANES FAILED TO SLOW AND HIT R OF C1

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P3860207 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Changing lane to right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 31 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Motorcycle over 500cc Moving from NE to S Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 40 Sex of Driver Female Breath test Not requested

Casualty Reference: 1 Age: 40 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 26/02/2007 Time 1810 Slight at A41 NBOUND AT J/W SLIP ROAD FROM CHESTERTON CHESTERTON
E: 457121 N: 221016 Junction Detail: 5 Control 4
Fine without high winds Road surface Wet/Damp Darkness: no street lighting

C2 TRAV NE ON A41 NBOUND SLIP RD STATIONARY AT END OF SLIP RD WAITING TO JOIN CWAY-C1 TRAV NE BEHIND C2 ON SLIP RD FAILED TO SLOW SUFFICIENTLY AND HIT R OF C2

Road Type Slip road Vehicles 2 Casualties 2 Police Ref. P3880207 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Nervous/Uncertain/Panic	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 26 Sex of Driver Female Breath test Negative
Casualty Reference: 2 Age: 26 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 01/03/2007 Time 1750 Serious at A4421 WRETCHWICK WAY AT J/W PEREGRINE WAY BICESTER
E: 459838 N: 221658 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 TRAV NE ON A4421 WRETCHWICK WAY WITH TWO U/K VEHS AHEAD SLOWING AND INDICATING TO TURN LT AT J/W PEREGRINE WAY-C1 PULLED TO OSIDE TO OVRTK VEHS AS C2 TRAV SE ON PEREGRINE WAY TURNED RT ONTO A4421-C2 PULLED OUT AND HIT C1

Road Type Single carriageway Vehicles 2 Casualties 4 Police Ref. P0020307 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:	Poor turn or manoevre	Vehicle 2	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 2	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:	Inexperienced or learner driver/rider	Vehicle 1	Possible
6th:			

Vehicle Reference 1 Car Moving from S to NE Overtaking moving vehicle O/S
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 19 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 17 Female Passenger Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 3 Age: 21 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Car Moving from N to S Turning right

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 36 Sex of Driver Male Breath test Negative

Casualty Reference: 4 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 18/03/2007 Time 1640 Slight at A41 SOUTHBOUND APPROX 300M NE OF J9 OF M40 WENDLEBURY
E: 455592 N: 219511 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 (ELDERLY DRIVER - POSS DEFECTIVE TYRES) TRAV SW IN LANE 1 OF A41 SOUTHBOUND FAILED TO SLOW SUFFICIENTLY FOR SLOW MOVING C2 TRAV IN LANE 1 AHEAD OF C1-C1 HIT R OF C2

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P1950307 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Tyres illegal, defective or under inflated	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 72 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 72 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 50 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 13/04/2007 Time 1206 Slight at A34 RBT J/W M40 NBOUND WENDLEBURY
E: 455187 N: 219163 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

HGVI (WITH LEARNER DRIVER) TRAV NE ON A34 IN LN2 ENTERED RBT POSS FOLLOWING C2 AHEAD TOO CLOSE - HGV1 HIT REAR OF C2 AS C2 SLOWED (PRESUMABLY DUE TO TRAFFIC CONDITIONS)

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1130407 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to N Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 48 Sex of Driver Male Breath test Not requested

Vehicle Reference 2 Car Moving from S to N Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 44 Sex of Driver Female Breath test Not provided (medical reasons)

Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 01/05/2007 Time 1355 Serious at B4011 J/W ACCESS TO NEW FARM PIDDINGTON
E: 462655 N: 218557 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight: no street lighting

C1 TRAV N ON B4011 TURNED RT AT J/W ACCESS TO NEW FARM BUT FAILED TO GIVEWAY TO MC2 TRAV S ON B4011-C1 TURNED AND HIT MC2 CAUSING RIDER AND PASSENGER ON MC2 TO FALL FROM MC-PASSENGER SUSTAINED SERIOUS INJURY

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P0150507 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to E Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Motorcycle over 500cc Moving from N to S Going ahead other
Not in restricted lane Overturned
First point of impact Front Age of Driver 49 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 49 Female Passenger Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 03/05/2007 Time 2244 Slight at PALMER AVE APPROX 700M E OF J/W PLOUGHLEY RD MINI RBT ARNCOTT
E: 461864 N: 217876 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

C1 TRAV E ON PALMER AVE ACCELERATED AT EXCESS SPEED AND LOST CONTROL OF VEH AND SWERVED TO OSIDE SKIDDED AND OVERTURNED EXITED CWAY TO OSIDE AND CONTINUED ROLLING AND CAME TO REST BACK ON CWAY

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0250507 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0110

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Going ahead other
Not in restricted lane Skidded and overturned
First point of impact Offside Age of Driver 22 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 03/05/2007 Time 1645 Slight at A41 BICESTER BYPASS J/W B4030 OXFORD RD BICESTER
E: 457781 N: 221943 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

PSV1 TRAV S ON B4030 OXFORD ROAD APPROACHING RBT J/W A41 BICESTER BYPASS FAILED TO SLOW SUFFICIENTLY DUE TO FOOT OF DRIVER SLIPPING FROM BRAKE PEDAL-PSV1 HIT R OF C2 STATIONARY WAITING TO ENTER RBT

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1010507 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Bus or coach Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 20 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 28/05/2007 Time 0820 Serious at B4011 BY MEADOW FARM PIDDINGTON
E: 462562 N: 218787 Junction Detail: 0 Control
Raining with high winds Road surface Wet/Damp Daylight: no street lighting
C1 TRAV S ON B4011 HIT LARGE PUDDLE LOST CONTROL AND OVERTURNED
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P3840507 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from to N Going ahead other
Not in restricted lane Skidded
First point of impact Did not impact Age of Driver 26 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 21/05/2007 Time 1935 Slight at A41 AT RBT J/W A34 & M40 WENDLEBURY
E: 455377 N: 219285 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON A41 IN LANE 3 HIT REAR OF STAT C2 WHICH IN TURN HIT STAT HGV3 WAITING AT RED SIGNAL - C1 DRIVER POSS INTOXICATED / DRIVING AGGRESSIVELY

Road Type Roundabout Vehicles 3 Casualties 2 Police Ref. P4100507 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Aggressive driving	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Sex of Driver Male Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 58 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 58 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Goods 7.5 tonnes mgw and over Moving from NE to S Going ahead but held up

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 68 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 29/05/2007 Time 1318 Slight at A41 SBOUND 150M N OF RBT J/W A34 & M40 WENDLEBURY
E: 455478 N: 219403 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight:street lights present
HGV1 TRAV SW ON A41 IN LANE 1 HIT REAR OF STAT C2 WHICH IN TURN HIT REAR OF STAT C3 IN QUEUING TRAFFIC ON APPROACH TO RBT
Road Type Dual carriageway Vehicles 3 Casualties 3 Police Ref. P4190507 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to NE Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 45 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 39 Sex of Driver Female Breath test Negative

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

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 65 Male Passenger Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 3 Age: 64 Female Passenger Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 62 Sex of Driver Female Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 04/06/2007 Time 2300 Slight at B4030 MIDDLETON STONEY ROAD AT MINI RBT J/W OXFORD ROAD BICESTER
E: 457923 N: 222241 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 (DRIVER INTOXICATED) TRAV S ON OXFORD ROAD ENTERED MINI RBT FAILING TO GIVE WAY TO C2 TRAV E ON B4030 MIDDLETON STONEY ROAD TURNING RT TO B4030 OXFORD ROAD - C1 ATTEMPTED TO DRIVE OFF BUT STOPPED BY POLICE

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1430607 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 42 Sex of Driver Male Breath test Refused to provide

Vehicle Reference 2 Car Moving from N to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 22 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 09/07/2007 Time 1351 Slight at A34 / A41 / M40 JUNCTION WENDLEBURY
E: 455378 N: 219213 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight:street lights present

HGV1 TRAV SW ON A41 TOO FAST WENT OVER RED LIGHT AT SIGNALS AT J/W A34 / M40 & LOST CONTROL & OVERTURNED & LEFT CWAY TO NSIDE HITTING POLE AND SAFETY FENCING

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P0990707 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to S Turning right
Not in restricted lane Skidded and overturned
First point of impact Front Age of Driver 66 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 66 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 01/07/2007 Time 0952 Slight at M40 SBOUND EXIT SLIP ROAD J/W RBT AT A34 / A41 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455299 N: 219308 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight:street lights present

GDS1 TRAV SE ON M40 SBOUND EXIT SLIP ROAD IN OUTER LANE HIT REAR OF C2 WHICH HAD SLOWED / STOP TO GIVE WAY TO TRAFFFIC ON RBT (SIGNALS NOT WORKING DUE TO POWER CUT)

Road Type Slip road Vehicles 2 Casualties 2 Police Ref. P1110707 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 55 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 38 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 40 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 20/07/2007 Time 1650 Serious at B4011 AT J/W WIDNELL LANE PIDDINGTON
E: 462754 N: 217454 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight: no street lighting
C1 TRAV W ON WIDNELL LANETURNED RT ONTO B4011 FAILING TO GIVE WAY TO C2 TRAV S ON B4011
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P2570707 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to N Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 62 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 21 Sex of Driver Female Breath test Negative
Casualty Reference: 2 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 24/07/2007 Time 1748 Slight at A41 BICESTER BYPASS APPROX 400M NW OF RODNEY HOUSE RBT AT J/W ACCESS TO HOUSES BICESTE
E: 458723 N: 221472 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 (INEXPERIENCED TEENAGE DRIVER) TRAV NW ON A41 HIT REAR OF STAT C2 WHICH IN TURN HIT REAR OF STAT C3 WAITING BEHIND OTHER VEH WAITING TO TURN RT TO ACCESS TO HOUSE

Road Type Single carriageway Vehicles 3 Casualties 5 Police Ref. P3170707 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 17 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 17 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 16 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 26 Sex of Driver Male Breath test Negative

Casualty Reference: 3 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 4 Age: 22 Female Passenger Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 33 Sex of Driver Male Breath test Negative

Casualty Reference: 5 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 3

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 15/08/2007 Time 1517 Slight at B4030 OXFORD ROAD MINI RBT MIDDLETON STONEY ROAD BICESTER
E: 457916 N: 222238 Junction Detail: 2 Control 4
Raining without high winds Road surface Wet/Damp Daylight:street lights present
C1 (ELDERLY DRIVER) TRAV N ON B4030 OXFORD ROAD ENTERED MINI RBT FAILING TO GIVE WAY TO MC2 TRAV S FROM KINGS END TURNING RT TO B4030 MIDDLETON STONEY ROAD
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2060807 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 73 Sex of Driver Female Breath test Negative
Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Moving from N to W Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 31 Sex of Driver Male Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 25/08/2007 Time 0707 Slight at A34 WENDLEBURY INTERCHANGE RBT AT STOPLINE AT J/W A41 ENTRY WENDELBURY
E: 455364 N: 219280 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight:street lights present
OMV1 TRAV SE ON RBT HIT REAR OF STAT C2 WAITING AT RED SIGNAL AT STOP LINE
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2970807 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Other motor vehicle Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 62 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 54 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 19/08/2007 Time 1802 Slight at A41 SBOUND J/W EXIT SLIP TO WENDLEBURY CHESTERTON
E: 456381 N: 220239 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight: no street lighting

C1 TRAV SW ON A41 LOST CONTROL TURNING LEFT TO EXIT TO WENDLEBURY (TOOK JUNCTION TOO FAST) AND LEFT C/WAY TO NEARSIDE ON THE EXIT SLIP RD TO WENDLEBURY

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P3170807 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Turning left
Not in restricted lane Skidded
First point of impact Front Age of Driver 27 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 29 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 24/08/2007 Time 1734 Slight at A4421 SEELSHEID WAY RBT J/W A41 BICESTER
E: 459155 N: 221231 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

MC1 TRAV SW ON A41 INTENDING TO TURN TO A4421 - RIDER STATES C2 HIT MC1 AS MC1 EXITED INTO A4421 CAUSING RIDER TO FALL (UNCERTAINTY AS TO ROLE / EXISTENCE OF C2)

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P3620807 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from N to E Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 17 Sex of Driver Male Breath test Not requested
Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from N to E Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 30/08/2007 Time 1040 Serious at A34 SBOUND APPROX 20M S OF A34 RBT AT A34 / A41 / M40 WENDLEBURY INTERCHANGE
E: 455188 N: 219106 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

MC1 STAT AT SIGNALS BY M40 SBOUND EXIT SLIP ACCELERATED AS SIGNALS CHANGED TO GREEN BUT LOST CONTROL ON LH BEND ON ENTERING A34 SBOUND

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P3710807 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Junction restart	Vehicle 1	Very Likely
2nd:	Aggressive driving	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from E to S Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32 Sex of Driver Male Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 26/09/2007 Time 1305 Slight at A34 NBOUND J/W RBT J/W M40 & A41 AT J9 WENDLEBURY
E: 455182 N: 219149 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

HGV1 TRAV NE ON A34 (SKETCH INDICATES TO RH SIDE OF NSIDE LANE) HIT C2 AHEAD AS C2 CHANGED LANE TO RT - C2 SHUNTED INTO REAR OF STAT GDS3 IN LANE 2 WAITING TO ENTER RBT

Road Type Dual carriageway Vehicles 3 Casualties 2 Police Ref. P2810907 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:	Following too close	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to N Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 61 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from S to NE Changing lane to right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 27 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from S to NE Going ahead but held up

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 51 Sex of Driver Male Breath test Negative

Casualty Reference: 2 Age: 51 Male Driver/rider Severity: Slight Injured by vehicle: 3

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 28/09/2007 Time 1828 Serious at B4011 O/S BRIDGE FARM PIDDINGTON
E: 462620 N: 218682 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV S ON B4011 LOST CONTROL AND HIT ONCOMING C2. BOTH THEN LEFT C/WAY - COMMENT MADE BY OFFICER THAT POSSIBLE NON STOP MOTORCYCLE (UNSPECIFIED DIRECTION OF TRAVEL)
ALSO INVOLVED

Road Type Single carriageway Vehicles 2 Casualties 3 Police Ref. P3330907 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:	Slippery road (due to weather)	Vehicle 1	Possible
4th:	Other	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead right bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 18 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 3 Age: 16 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 36 Sex of Driver Male Breath test Negative

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

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 30/09/2007 Time 1535 Slight at A34 / A41 / M40 RBT AT J9 WENDLEBURY
E: 455376 N: 219223 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV S ON A41 IN OSIDE LANE ENTERED RBT BUT TURNED LEFT TO EXIT TO M40 SBOUND AND CUT ACROSS PATH OF C2 WHICH HAD ALSO ENTERED RBT FROM A41 BUT IN NSIDE LANE INTENDING TO EXIT TO A34 - HIT OCCURED - C1 LEFT CWAY TO NSIDE HIT BARRIER INTO DITCH

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P3360907 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 45 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 10/10/2007 Time 1116 Slight at A4421 BUCKINGHAM ROAD RBT J/W A4095 SOUTHWOLD LANE / SKIMMINGDISH LANE BICESTER
E: 458971 N: 224351 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV E ON A4095 SOUTHWOLD LANE ENTERED RBT INTENDING TO TURN RT - C1 DRIVER ANTICIPATED THAT C2 TRAV NE ON RBT INTENDING TO EXIT TO A4421 WOUILD CLEAR PATH OF C1 BUT APPEARS HELD UP DUE TO TEMP SIGNALS FOR ROADWORKS ON A4421 JUST N OF RBT

Road Type Roundabout Vehicles 2 Casualties 2 Police Ref. P1041007 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 62 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 48 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 48 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 16/10/2007 Time 1559 Slight at A41 SBOUND 100M N OF J/W M40 WENDLEBURY
E: 455513 N: 219437 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight: no street lighting
4-VEHICLE SHUNT ON SBOUND C/WAY TRIGGERED BY LGV1 HITTING REAR OF C4 AND ALSO INVOLVING C3 AND C2, LGV1 THE LEFT C/WAY TO OFFSIDE AND HIT CENTRAL BARRIER
Road Type Dual carriageway Vehicles 4 Casualties 3 Police Ref. P1541007 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 53 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 40 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Vehicle Reference 2 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 40 Sex of Driver Female Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 40 Sex of Driver Male Breath test Negative

Vehicle Reference 4 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 42 Sex of Driver Male Breath test Negative

Casualty Reference: 3 Age: 48 Female Passenger Severity: Slight Injured by vehicle: 4
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 23/10/2007 Time 1324 Slight at A41 J/W PLOUGHLEY ROAD AMBROSDEN
E: 460053 N: 220541 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

OMV1 (TYPE UNSPECIFIED) TRAV E ON A41 WAITING TO TURN RT TO PLOUGHLEY ROAD STARTED TO TURN BUT FAILED TO GIVE WAY TO C2 TRAV W ON A41 (POSS THAT DEFECTIVE STEERING / SUSPENSION ON OMV1 CONTRIBUTORY)

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P2881007 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Defective steering or suspension	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Other motor vehicle Moving from W to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 61 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 61 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22 Sex of Driver Female Breath test Not requested
Casualty Reference: 2 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 31/10/2007 Time 0700 Slight at A44421 BUICKINGHAM ROAD J/W A4095 SOUTHWOLD LANE BICESTER
E: 458972 N: 224354 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight:street lights present

C1 TRAV SE ON A4095 SOUTHWOLD LANE ENTERED RBT FGAILING TO GIVE WAY TO LGV2 TRAV N ON RBT FROM BUCKINGHAM ROAD INTENDING TO EXIT TO A4421 TO BUCKINGHAM,

Road Type Roundabout Vehicles 2 Casualties 2 Police Ref. P3691007 Speed limit 50
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 39 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 41 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 14/11/2007 Time 1714 Slight at A34 WENDLEBURY INTERCHANGE RBT J/W M40 & A41 BY J/W A41 ENTRY WENDLEBURY
E: 455373 N: 219271 Junction Detail: 1 Control 2
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

C1 IN LANE 3 TRAV NE IN QUEUE AT RED SIGNAL ON RBT BY J/W A41 ENTRY INTENDED TO EXIT TO M40 SBOUND (IN INCORRECT LANE FOR THIS TURN) MOVED TO NSIDE BUT WAS HIT BY HGV3 IN LANE 2 WHICH MOVED OFF CONTINUING TO CIRCUALTE RBT TO EXIT TO A34

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2131107 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Junction restart	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Nervous/Uncertain/Panic	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Changing lane to left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 64 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 23 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from W to E Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 32 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 21/11/2007 Time 1727 Serious at A41 NBOUND APPROX 800M S OF RBT J/W A41 BICESTER BYPASS CHESTERTON
E: 457296 N: 221225 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting

C1 TRAV NE ON A41 IN LANE 1 FAILED TO SEE LINE OF TRAFFIC SLOWING ON APPROACH TO RBT & HIT REAR OF C2
WHICH IN TURN CAUSED SHUNTS BETWEEN C3 AND C4 AHEAD - C4 DID NOT STOP

Road Type Dual carriageway Vehicles 4 Casualties 1 Police Ref. P2651107 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 69 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 61 Female Passenger Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 41 Sex of Driver Female Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Sex of Driver Female Breath test Negative

Vehicle Reference 4 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 27/11/2007 Time 1924 Slight at A41 SBOUND APPROX 2.2KM NE OF A34 / M40 JUNCTION 9 CHESTERTON
E: 456990 N: 220841 Junction Detail: 0 Control
Other Road surface Wet/Damp Darkness: no street lighting

C1 (UNTRACED / NON STOP) TRAV NE ON SBOUND CWAY CAUSED SEVERAL VEHICLES TO SWERVE TO AVOID HIT INCLUDING C2 WHICH LEFT CWAY TO OSIDE ONTO CENTRAL RESERVATION & REBOUNDED

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P3401107 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Illegal turn or direction of travel	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Vehicle Reference 2 Car Moving from NE to S Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 32 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 18/10/2007 Time 0720 Slight at PLOUGHLEY ROAD JUST S OF J/W EAST HAWTHORN ROAD AMBROSDEN
E: 460623 N: 219599 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV S ON PLOUGHLEY ROAD WHEN CHILD PED (DISABLED) ON JOURNEY TO SCHOOL RAN INTO PATH OF C1 FROM NSIDE & HIT OCCURRED
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P3721007 Speed limit 30
Crossing: Control 0 Facilities 8 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Disability or illness, mental or physical	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 51 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 11 Male Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 5 Ped. Movement 1 Ped. Direction 7 Ped. Injury 0 School pupil: 1
Five Acres Primary + nursery Ambrosden

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 02/12/2007 Time 1150 Slight at A34 NBOUND 50M S OF J/W M40 WENDLEBURY
E: 455167 N: 219108 Junction Detail: 0 Control
Raining with high winds Road surface Wet/Damp Daylight:street lights present
C1 TRAV NE ON A34 (UNSPECIFIED LANE) HIT REAR OF C2 AHEAD SLOWING DUE TO TRAFFIC ON APPROACH TO RBT WHICH IN TURN HIT C3 AHEAD - VERY LOW SPEED IMPACT
Road Type Dual carriageway Vehicles 3 Casualties 1 Police Ref. P0091207 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32 Sex of Driver Female Breath test Negative
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 22 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 34 Sex of Driver Female Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 03/12/2007 Time 1556 Serious at PLOUGHLEY ROAD J/W BLACKTHORN ROAD AMBROSDEN`
E: 460612 N: 219523 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV N ON PLOUGHLEY ROAD WHEN PC2 (ELDERLY RIDER) TRAV W ON BLACKTHORN ROAD APPEARS TO HAVE ENTERED JUNCTION INTO PATH OF C1 & HIT OCCURRED - EXACT CIRCUMSTANCES UNCLEAR

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0201207 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 55 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Pedal Cycle Moving from E to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 80 Sex of Driver Male Breath test Not applicable

Casualty Reference: 1 Age: 80 Male Driver/rider Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 11/12/2007 Time 2240 Slight at A41 OXFORD ROAD RBT J/W B4030 OXFORD ROAD & A41 BICESTER BYPASS BICESTER
E: 457778 N: 221943 Junction Detail: 1 Control 4
Fine without high winds Road surface Frost/Ice Darkness: street lights present and lit

C1 TRAV SE ON B4030 OXFORD ENTERED RBT INTENDING TO EXIT TO A41 TO M40 BUT FAILED TO GIVE WAY TO C2
TRAV NE ON A41 TURNING RT AT RBT TO JOIN A41 BICESTER BYPASS

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1431207 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 18 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from S to SE Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 63 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 06/12/2007 Time 1925 Slight at QUEENS AVE J/W KINGSCLERE ROAD BICESTER
E: 458051 N: 222522 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 TRAV SW ON QUEENS AVE TURNED RT TO KINGSLCERE ROAD BUT APPEARS TO HAVE MISJUDGED TURN & HIT STAT C2 WAITING TO TURN LEFT FROM KINGSLCERE ROAD TO QUEENS AVE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1961207 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to W Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Sex of Driver Male Breath test Not requested

Vehicle Reference 2 Car Moving from W to N Waiting to turn left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 41 Sex of Driver Female Breath test Not requested

Casualty Reference: 1 Age: 41 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 21/11/2007 Time 0905 Slight at KINGS END AT PELICAN CROSSING JUST S OF J/W KINGS AVE BICESTER
E: 457979 N: 222359 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV S ON KINGS END HIT REAR OF STAT C2 IN QUEUE AT PELICAN CROSSING SHUNTING IT INTO STAT C3
WAITING AT STOP LINE- GLARE FROM SUN POSSIBLY CONTRIBUTORY

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P4121107 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Dazzling sun	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 53 Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from N to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 39 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from N to S Going ahead but held up

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 42 Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 21/07/2007 Time 1640 Slight at PLOUGHLEY ROAD AT J/W UNSPECIFIED ROAD AMBROSDEN - NO OTHER LOCATION DETAILS SUPPL
E: 460621 N: 219617 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TURNED LT FROM UNSPECIFIED SIDE ROAD JUNCTION FAILING TO GIVE WAY TO C2 TRAV SE ON PLOUGHLEY ROAD & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2800707 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from to 0 Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Sex of Driver Not traced Breath test Not requested

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from to 0 Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 18 Sex of Driver Male Breath test Not requested

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 06/01/2008 Time 0536 Slight at M40 SBOUND AT MP97/3 BY A34 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455337 N: 219134 Junction Detail: 5 Control 4
Fine without high winds Road surface Frost/Ice Darkness: no street lighting

C1 TRAV SE ROUNDING SLIGHT LH BEND IN U/K LANE OF M40 HIT PATCH OF ICE ON CWAY AND LOST CONTROL OF VEH-C1 VEERED TO THE OSIDE AND EXITED CWAY UP EMBANKMENT AND OVERTURNED

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P0530108 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead left bend
Not in restricted lane Skidded and overturned
First point of impact Nearside Age of Driver 22 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 07/01/2008 Time 1108 Serious at PLOUGHLEY RD APPROX 75 M S OF MINI RBT J/W PALMER AVE ARNCOTT
E: 461158 N: 217849 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

MC1 TRAV S ON PLOUGHLEY RD HIT HGV2 TRAV NW REVERSING FROM DEPOT EXIT-MC1 HIT R OF HGV2 CAUSING SERIOUS INJURY TO MC1 RIDER

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0760108 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0110

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Vehicle blind spot	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 77 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 77 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from E to N Reversing
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 35 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 14/01/2008 Time 1745 Slight at A41 NBOUND APPROX 120M SW OF J/W A41 BICESTER BYPASS & B4030 OXFORD ROAD BICESTER
E: 457681 N: 221800 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting

LGV1 TRAV NE IN LANE 1 OF A41 ON WET ROAD APPROACHING QUEUING TRAFFIC FAILED TO SLOW SUFFICIENTLY
AND HIT R OF C2 WHO IN TURN HIT R OF C3 WHO HIT R OF C4 ALL IN LANE 1 TRAV NE

Road Type Dual carriageway Vehicles 4 Casualties 2 Police Ref. P1740108 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 37 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 35 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 74 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 70 Female Passenger Severity: Slight Injured by vehicle: 3
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 4 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 23 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 05/02/2008 Time 1823 Slight at A41 SOUTHBOUND C/WAY 350M N OF RBT J/W M40 (SOME UNCERTAINTY OVER EXACT LOCATION)
E: 455624 N: 219544 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting

C1 TRAV SW ON A41 FAILED TO SLOW SUFFICIENTLY ON THE APPROACH TO QUEUING TRAFFIC-C1 HIT R OF C2 WHO IN TURN HIT R OF C3 -C1 DRIVER FTS

Road Type Dual carriageway Vehicles 3 Casualties 2 Police Ref. P0680208 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 3	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 60 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Car Moving from NE to S Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 20 Sex of Driver Female Breath test Negative

Casualty Reference: 2 Age: 20 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

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

Not in restricted lane Skidded

First point of impact Front Age of Driver 25 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 3

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 14/02/2008 Time 0755 Slight at A41 APPROX 150M E OF RODNEY HOUSE RBT J/W B4100 AND A4421 BY WRETCHWICK LODGE A
E: 459262 N: 221063 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight:street lights present

PC1 TRAV NW ON FOOTWAY TO THE NSIDE OF A41 WHEN RIDER SUFFERED FIT CAUSING RIDER TO LOSE CONTROL AND FALL FROM PC1 ONTO CWAY-NO OTHER VEHS INVOLVED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1740208 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Pedal Cycle Moving from SE to N Going ahead right bend
Footway (pavement) No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 35 Sex of Driver Female Breath test Not applicable
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 17/02/2008 Time 1345 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455184 N: 219157 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NE IN MIDDLE LANE OF A34 APPROACH TO J9 FAILED TO SLOW SUFFICIENTLY FOR C2 TRAV NE STATIONARY AT ENTER TO J/W RBT AT M40 WENDLEBURY INTERCHANGE-C1 HIT R OF C2

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P1790208 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 68 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 9 Male Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Unknown Ped. Movement Ped. Direction General Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 17/02/2008 Time 1935 Serious at KINGS END AT PELICAN CROSSING JUST S OF J/W KINGS AVE BICESTER
E: 457980 N: 222356 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 TRAV SW ON KINGS END WENT THROUGH RED SIGNAL (LIGHTS HAD JUST CHANGED TO RED) AND HIT PED XING
FROM C1 NSIDE AT PELICAN CROSSING-C1 HIT PED AND THEN FAILED TO STOP

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2100208 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed pedestrian crossing facility	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Not traced Breath test Driver not contacted
Casualty Reference: 1 Age: 21 Male Pedestrian Severity: Serious Injured by vehicle: 1
Ped. Location 1 Ped. Movement 1 Ped. Direction 7 Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 15/02/2008 Time 1315 Slight at A41 RBT J/W A4421 & B4100 LONDON RD AMBROSDEN
E: 459138 N: 221183 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NW ON A41 IN QUEUING TRAFIC APPROACHING RBT - APPEARS C1 WENT TO OSIDE & HIT C2 ALSO APPROACHING RBT PRESUMABLY IN OSIDE LANE - SOME UNCERTAINTY OVER EXACT CIRCUMSTANCES

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2410208 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 30 Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from SE to N Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 03/03/2008 Time 1430 Slight at A41 APPROX 250M W OF J/W B4011 & APPROX 100M W OF ENTRANCE TO LC HUGHES SCRAPYARD AMBI
E: 460541 N: 220456 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting

C1 (POLICE VEH ON EMERGENCY CALL TRAINING) TRAV W ON A41 OVERTAKING OTHER VEHS PULLED BACK TO NSIDE ON SEEING C2 TRAV E NOT RESPONDING TO BLUE LIGHTS - C2 THEN BRAKED SHARPLY - LGV3 FOLLOWING C2 HIT REAR OF C2

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P0270308 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 2	Very Likely
2nd:	Distraction outside vehicle	Vehicle 2	Very Likely
3rd:	Distraction outside vehicle	Vehicle 3	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 45 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Car Moving from W to E Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 59 Sex of Driver Female Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from W to E Going ahead other

Not in restricted lane Skidded

First point of impact Front Age of Driver 21 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 3

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 14/03/2008 Time 1120 Slight at A34 NBOUND ON APPROACH TO A34/M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY
E: 455184 N: 219154 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NE ON A34 NBOUND ON APPROACH TO A34 / M40 WENDLEBURY INTERCHANGE RBT ANTICIPATED C2 AHEAD WHICH CONTINUE TO ENTER RBT - C2 HOWEVER SLOWED TO GIVE WAY & C1 HIT REAR OF C2

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1560308 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 25 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 37 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 65 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 15/03/2008 Time 2344 Slight at A4421 NEUNKIRCHEN WAY RBT J/W PEREGRINE WAY BICESTER
E: 459394 N: 221307 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit

C1 (INEXPERIENCED TEENAGE DRIVER) TRAV NE IN WET COND TOO FAST ON A4421 NEUNKIRCHEN WAY LOST CONTROL OF AND HIT OSIDE KERB ON ENTRY TO RBT J/W PEREGRINE WAY-C1 OVERTURNED AND CAME TO REST ON RBT

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P1700308 Speed limit 60
Crossing: Control 0 Facilities 8 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 1	Very Likely
4th:	Loss of control	Vehicle 1	Very Likely
5th:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane Skidded and overturned
First point of impact Nearside Age of Driver 17 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 17 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 27/03/2008 Time 1610 Slight at A4095 SOUTHWOLD LANE AT PELICAN / TOUCAN CROSSING APPROX 30M NW OF J/W A4421 BUCKINGHA
E: 458935 N: 224350 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV W ON A4095 SOUTHWOLD LANE HIT TEENAGE PED WITH OSIDE OF C1 AT PELICAN / TOUCAN CROSSING THEN FTS

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2530308 Speed limit 50
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Sex of Driver Not traced Breath test Driver not contacted
Casualty Reference: 1 Age: 15 Male Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 1 Ped. Movement 3 Ped. Direction 5 Ped. Injury 0 School pupil: 0
Unknown General

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 22/03/2008 Time 1740 Slight at B4100 LONDON RD APPROX 10M N OF A41 RODNEY HOUSE RBT BICESTER
E: 459140 N: 221253 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV S ON B4100 LONDON RD APPROACHING RBT J/W A41-C1 DRIVER LOOKED TO THE RT TO SEE IF RBT WAS CLEAR-C1 FAILED TO SLOW FOR C2 TRAV S AHEAD OF C1 SLOWING DUE TO VEH ON RBT AND C1 HIT R OF C2

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2780308 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 68 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 60 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 60 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 13/04/2008 Time 1210 Slight at A4421 CHARBRIDGE LANE APPROX 100M N OF J/W CHARBRIDGE WAY BICESTER
E: 460129 N: 222771 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting

C1 TRAV N ON A4421 CHARBRIDGE LANE SLOWED AND PULLED TOWARDS NSIDE AND MC2 TRAV N BEHIND WENT TO OSIDE TO OVRTK AS C1 SWERVED TO OSIDE - MC2 TO LOST CONTROL -C1 NOT HIT FTS (APPEARS SOME PRIOR INTERACTION BETWEEN VEHS PRIOR TO ACCIDENT)

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1550408 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Swerved	Vehicle 1	Very Likely
3rd:	Aggressive driving	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 27 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Motorcycle over 500cc Moving from S to N Overtaking moving vehicle O/S
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 45 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 14/04/2008 Time 0744 Slight at A34 / A41 / M40 RBT AT J9 WENDLEBURY
E: 455367 N: 219187 Junction Detail: 1 Control 2
Fine without high winds Road surface Wet/Damp Daylight:street lights present
HGV1 TRAV S ROUNDING LH BEND A34 /A41/M40 RBT AT J9 EXITING LOST CONTROL (POSS DUE TO POOR VEH LOADING) AND EXITED TO THE OSIDE ON SLIP RD AND HIT WALL
Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P2340408 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH NOT CORRECTLY LOADED
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from NE to S Going ahead left bend
Not in restricted lane Overturned
First point of impact Nearside Age of Driver 40 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 23/04/2008 Time 1716 Slight at A34 NBOUND J/W RBT AT A34 / M40 WENDLEBURY INTERCHANGE (J9) WENDLEBURY
E: 455181 N: 219134 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight: no street lighting

C1 TRAV NE IN LANE 2 ON A34 FAILED TO SLOW SUFFICIENTLY FOR QUEUING TRAFFIC WAITING TO ENTER RBT-C1
HIT R OF C2 WHO HIT R OF C3 WHO IN TURN HIT C4 ALL TRAV IN LANE 2

Road Type Dual carriageway Vehicles 4 Casualties 2 Police Ref. P2840408 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 53 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 47 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 43 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 3
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 4 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 23 Sex of Driver Female Breath test Negative
Casualty Reference: 2 Age: 23 Female Driver/rider Severity: Slight Injured by vehicle: 4
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 05/05/2008 Time 0645 Slight at OXFORD RD AT MINI RBT J/W B4030 MIDDLETON STONEY RD BICESTER
E: 457923 N: 222242 Junction Detail: 2 Control 4
Raining without high winds Road surface Wet/Damp Daylight:street lights present

C1 TRAV SW ON OXFORD RD ENTERED MINI RBT J/W B4030 MIDDLETON STONEY RD BUT FAILED TO GIVEWAY TO PC2 TURNING RT FROM B4030 MIDDLETON STONEY ROAD TO OXFORD ROAD - C1 HIT PC2 CAUSING RIDER TO FALL

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0200508 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 58 Sex of Driver Female Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Moving from W to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 23 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 11/05/2008 Time 0530 Fatal at A34 NBOUND ON APPROACH TO A34 / M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY
E: 455185 N: 219143 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

HGV1 TRAV NE ON A34 NBOUND ON APPROACH TO A34 / M40 WENDLEBURY INTERCHANGE RBT FAILED TO SLOW FOR LT HAND SLIP RD CARRIED STRAIGHT ON AND HIT OSIDE BARRIER OVERTURNED AND DRIVER EJECTED FROM CAB SUSTAINED FATAL INJURIES

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P0720508 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to N Going ahead left bend
Not in restricted lane Skidded and overturned
First point of impact Offside Age of Driver 62 Sex of Driver Male Breath test Not requested
Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Fatal Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 21/05/2008 Time 1745 Slight at A41 AT RBT J/W A4421 & B4011 & ACCESS TO RODNEY HOUSE AMBROSDEN
E: 459128 N: 221194 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NW ON A41 JOINED RBT J/W A4421 & B4011 BUT FAILED TO GIVEWAY TO C2 TRAV SW ROUNDING RBT-C2
TOOK EVASIVE ACTION AND SWERVED TO OSIDE AND HIT BARRIER-C1 FTS

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2410508 Speed limit 60
Crossing: Control 0 Facilities 8 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Poor turn or manoevre	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Aggressive driving	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Vehicle Reference 2 Car Moving from N to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 25 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 19 Male Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 25/05/2008 Time 1550 Slight at A41 SBOUND APPROX AT LAYBY APPROX 150M SW OF JW GARDEN CENTRE WENDLEBURY
E: 457359 N: 221264 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight: no street lighting

C1 IN LAYBY ON A41 SBOUND PULLED TO OSIDE TO ATTEMPT ILLEGAL U-TRN ON CWAY BUT FAILED TO GIVEWAY TO
C2 TRAV SW IN LANE 2 OF A41 - C2 HIT OSIDE VERGE AND VEERED TO OSIDE AND EXITED CWAY - C1 FTS

Road Type Dual carriageway Vehicles 2 Casualties 3 Police Ref. P2760508 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Illegal turn or direction of travel	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to NE U-turn
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Sex of Driver Female Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 26 Sex of Driver Male Breath test Negative

Casualty Reference:	1	Age:	57	Male	Passenger	Severity:	Slight	Injured by vehicle:	2
Ped. Location		Ped. Movement			Ped. Direction	Ped. Injury	0	School pupil:	0
Casualty Reference:	2	Age:	49	Female	Passenger	Severity:	Slight	Injured by vehicle:	2
Ped. Location		Ped. Movement			Ped. Direction	Ped. Injury	0	School pupil:	0
Casualty Reference:	3	Age:	27	Female	Passenger	Severity:	Slight	Injured by vehicle:	2
Ped. Location		Ped. Movement			Ped. Direction	Ped. Injury	0	School pupil:	0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 26/05/2008 Time 1322 Slight at M40 NBOUND ENTRY SLIP RD AT J9 WENDLEBURY
E: 455197 N: 219275 Junction Detail: 0 Control
Fine with high winds Road surface Wet/Damp Daylight:street lights present

MC1 (TRAILER ATTACHED) TRAV N ON M40 NBOUND ENTRY SLIP RD IN WET RD CODITIONS LOST CONTROL AND FELL CAUSING TRAILER TO DETACH - MC2 TRAV N BEHIND MC1 PASSED WITHOUT HIT BUT MC3 TRAV N HIT MC1

Road Type Slip road Vehicles 3 Casualties 1 Police Ref. P3030508 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 3	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from S to N Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 60 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Motorcycle over 500cc Moving from S to N Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 68 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Motorcycle over 500cc Moving from S to N Going ahead left bend

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 66 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 66 Male Driver/rider Severity: Slight Injured by vehicle: 3

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 02/05/2008 Time 0625 Slight at A41 BICESTER BYPASS J/W B4030 OXFORD RD BICESTER
E: 457779 N: 221937 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight: no street lighting

C1 TRAV SW ON A41 BICESTER BYPASS APPROACHING RBT J/W B4030 OXFORD RD FAILED TO SLOW SUFFICIENTLY FOR MC2 TRAV SW IN LANE 2 AT ENTRANCE TO RBT-C1 HIT R OF MC2 CAUSING MC2 TO EXIT ONTO RBT TO OSIDE-C1 FTS

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0150508 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 21 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 03/06/2008 Time 2120 Serious at A41 AT RODNEY HOUSE RBT J/W B4100 & A4421 BICESTER
E: 459098 N: 221249 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

C1 TRAV SE ON A41 APPROACHING RODNEY HOUSE RBT J/W B4100 & A4421 WHEN DRIVER SUFFERED MEDICAL EPISODE (SEIZURWE / FIT) - UNCLEAR WHAT C1 HIT BUT DAMAGE TO FRONT OF C1 INDICATES HIT

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P0240608 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 54 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 05/06/2008 Time 1530 Slight at A34 RBT J/W M40 NBOUND WENDLEBURY
E: 455224 N: 219125 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight: no street lighting

HGV1 (ARTICULATED) & C2 NEG RBT - UNCLEAR WHICH DIRECTION (CONFLICT IN ACCIDENT DESCRIPTION) - APPEARS HGVWAS OVERTAKING ON THE NEARISDE AS C2 STARTED TO CHANGE LANE TO RT AS BOTH VEHS EXITED RBT - ASSUMED TO A34

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0290608 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from NE to S Overtaking nearside
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 20 Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from NE to S Changing lane to right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 48 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 48 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 09/06/2008 Time 2050 Slight at A41 NBOUND BY LAYBY JUST N OF J/W LITTLE CHESTERTON ROAD CHESTERTON
E: 456355 N: 220270 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

C1 TRAV NE ON A41 LOST CONTROL OF VEH FOR U/K REASON AND SWERVED OFF CWAY TO THE NSIDE HIT DITCH AND OVERTURNED

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P1470608 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane Skidded and overturned
First point of impact Front Age of Driver 21 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 18/06/2008 Time 0733 Serious at A41 NBOUND J/W A41 BICESTER BYPASS & B4030 OXFORD RD BICESTER
E: 457733 N: 221903 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 (DRIVER GAVE POS BREATH) TRAV NE ON A41 FOLLOWING MC2 -(C1 POSS DRIVING AGGRESSIVELY) HIT R OF MC2 CAUSING RIDER TO FALL AND SUSTAIN SERIOUS INJURY-C1 EXITED CWAY TO THE NSIDE AND HIT POST

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P2320608 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	Possible
4th:	Impaired by alcohol	Vehicle 1	Possible
5th:	Aggressive driving	Vehicle 1	Possible
6th:	Nervous/Uncertain/Panic	Vehicle 1	Possible

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 57 Sex of Driver Male Breath test Positive

Vehicle Reference 2 Motorcycle over 500cc Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 21 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 20/06/2008 Time 1510 Slight at A34 RBT J/W M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455218 N: 219128 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NW ROUNDING A34 RBT IN LANE 1 APPROACHED EXIT TO A34 SBOUND BUT THEN APPEARS TO HAVE CHANGED MIND AND CONTINUED ON RBT AS MC2 IN LANE 2 STARTED TO EXIT TO A34 - HIT OCCURRED

Road Type Roundabout Vehicles 2 Casualties 4 Police Ref. P2390608 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 18 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 3 Age: 20 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 4 Age: 20 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Motorcycle over 500cc Moving from E to S Turning left

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 42 Sex of Driver Female Breath test Negative

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

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 23/06/2008 Time 1000 Slight at A4421 CHARBRIDGE LANE AT J/W CHARBRIDGE WAY BICESTER
E: 460124 N: 222664 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
HGV1 (FOREIGN LH ARTICULATED VEH) TRAV S ON A4421 CHARBRIDGE LANE TURNED RT AT J/W CHARBRIDGE WAY
BUT FAILED TO GIVEWAY TO C2 TRAV N ON A4421-HGV1 HIT C2
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3120608 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Other	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

LH DRIVE VEH
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to N Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 50 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 48 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 48 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 05/07/2008 Time 1215 Slight at A4421 SKIMMINDISH LANE AT RBT J/W LAUNTON ROAD BICESTER
E: 460138 N: 223221 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight:street lights present
C1 TRAV SE ON A4421 SKIMMINDISH LANE APPROACHING RBT J/W LAUNTON RD FAILED TO SLOW SUFFICIENTLY FOR
C2 TRAV SE AHEAD OF C1 STATIONARY WAITING TO ENTER RBT-C1 HIT R OF C2
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0380708 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 81 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 32 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 25/07/2008 Time 1522 Slight at M40 SBOUND EXIT SLIP RD ON APPROACH TO RBT J/W A34 & A41 WENDLEBURY
E: 455302 N: 219310 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SE IN LANE 2 OF M40 SBOUND EXIT SLIP RD J/W A34 WENDLEBURY INTERCHANGE RBT FAILED TO SLOW SUFFICIENTLY FOR QUEUING TRAFFIC AT RED ATS AND HIT R OF C2 WHO IN TURN HIT C3 WHO HIT C4 WAITING AT STOP LINE

Road Type Roundabout Vehicles 4 Casualties 6 Police Ref. P3110708 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 41 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 49 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 49 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 56 Sex of Driver Male Breath test Negative

Vehicle Reference 4 Car Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 53 Sex of Driver Male Breath test Negative

Casualty Reference: 3 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 4
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 4 Age: 24 Male Passenger Severity: Slight Injured by vehicle: 4
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 5 Age: 49 Male Passenger Severity: Slight Injured by vehicle: 4
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 6 Age: 24 Female Passenger Severity: Slight Injured by vehicle: 4
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 26/07/2008 Time 1515 Slight at B4030 OXFORD RD RBT J/W PINGLE DRIVE BICESTER
E: 457878 N: 222078 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV S ON B4030 OXFORD RD APPROACHING RBT J/W PINGLE DRIVE FAILED TO SLOW SUFFICIENTLY FOR C2 TRAV WAITING AT RBT TO TURN LT AT PINGLW DRIVE AND C1 HIT R OF C2

Road Type Roundabout Vehicles 2 Casualties 2 Police Ref. P3570708 Speed limit 30
Crossing: Control 0 Facilities 8 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from N to SE Waiting to turn left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 37 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 47 Male Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 03/08/2008 Time 2354 Slight at B4011 AT BEND APPROX 75M SE OF J/W AMBROSDEN TURN BLACKTHORN
E: 461481 N: 219827 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
C1 (DRIVER 17YRS) TRAV SE ROUNDING RH BEND ON B4011 (DARK CWAY)-C1 LOST CONTROL OF VEH AND SWERVED TO OSIDE EXITED CWAY AND HIT TREE
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0080808 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0131

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead right bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 17 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 17 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 01/08/2008 Time 0745 Slight at B4030 MIDDLETON STONEY RD J/W B4030 OXFORD RD BICESTER
E: 457913 N: 222243 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV E ON B4030 MIDDLETON STONEY RD HIT REAR OF STAT C2 WAITING TO ENTER RBT J/W B4030 OXFORD RD - ROAD WORKS FOR JUINCTION IMPROVEMENT IN PROGRESS

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P0170808 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Junction restart	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 42 Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from W to E Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 52 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 52 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 17 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 11/08/2008 Time 2355 Slight at A41 NBOUND APPROX 400M N OF JUNCTION 9 M40 WENDLEBURY
E: 455641 N: 219590 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
C1 TRAV NE ON A41 SWERVED / LOST CONTROL FOR U/K REASON AND SWERVED OFF CWAY TO THE OSIDE AND OVERTURNED COMING TO REST IN DITCH
Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P0990808 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane Skidded and overturned
First point of impact Front Age of Driver 25 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 24 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 09/08/2008 Time 1505 Slight at B4011 AT BEND APPROX 100M SE OF J/W AMBROSDEN TURN BLACKTHORN
E: 461461 N: 219870 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight: no street lighting

C1 (DRIVER 19YRS) TRAV NW ON B4011 IN WET CONDITIONS LOST CONTROL OF C1 WHILST ROUNDING SLIGHT RH BEND-C1 EXITED CWAY TO THE NSIDE AND CAME TO REST IN DITCH

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1730808 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0131

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to N Going ahead right bend
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 19 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 02/06/2008 Time 1826 Slight at A41 BICESTER BYPASS J/W B4030 OXFORD BICESTER
E: 457784 N: 221927 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Daylight:street lights present

C1 TRAV S ROUNDING A41 BICESTER BYPASS RBT J/W B4030 OXFORD IN WET CONDITIONS FAILED TO SLOW SUFFICIENTLY FOR C2 TRAV S AHEAD OF C1-C1 SKID ON WET RD (SLIPPERY AFTER DRY SPELL) AND HIT R OF C2

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P3920608 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 2	Possible
3rd:	Slippery road (due to weather)	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead but held up
Not in restricted lane Skidded
First point of impact Front Age of Driver 18 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 59 Sex of Driver Female Breath test Not requested

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 02/08/2008 Time 1913 Slight at A34 WENDLEBURY INTERCHANGE RBT BY J/W M40 SBOUND ENTRY SLIP / A41 WENDLEBURY
E: 455343 N: 219300 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NE ROUNDING A34 WENDLEBURY INTERCHANGE RBT J/W A41 IN LANE 2 ATTEMPTED TO EXIT RBT TO A41 AS C2 TRAV IN LANE 1 CARRIED ON ROUND RBT TO EXIT TO M40 SBOUND -C1 HIT OSIDE OF C2 THEN EXITED CWAY TO NSIDE ONTO ISLAND

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0120808 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Inadequate/Masked signs or road markings	Vehicle 1	Possible
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Poor turn or manoevre	Vehicle 2	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Changing lane to left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Sex of Driver Female Breath test Driver not contacted

Vehicle Reference 2 Car Moving from S to SE Going ahead right bend
Not in restricted lane Skidded
First point of impact Offside Age of Driver 21 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 10/09/2008 Time 1333 Serious at A4421 WRETCHWICK WAY APPROX 35M SW OF RBT J/W GAVRAY DRIVE AMBROSDEN
E: 459974 N: 221810 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

PC1 TRAV NE ON NSIDE FOOTWAY ADJACENT TO A4421 WRETCHWICK WAY WHEN TREE BRANCH FELL IN PATH OF PC1 CAUSING PC1 TO SWERVE AND HIT LAMP POST

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1340908 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Possible
2nd:	Vegetation	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Pedal Cycle Moving from S to NE Going ahead other
Cycleway No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 25 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 23/09/2008 Time 1527 Serious at A4421 CHARBRIDGE LANE AT J/W CHARBRIDGE WAY BICESTER
E: 460127 N: 222658 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

HGV1 TRAV S ON A4421 CHARBRIDGE LANE TURNED RT AT J/W CHARBRIDGE WAY BUT FAILED TO GIVEWAY TO C2 TRAV N ON A4421-C2 SWERVED TO OSIDE OF CWAY AND HIT C3 TRAV S ON A4421 CAUSING C3 TO EXIT TO NSIDE-HGV1 FTS NOT HIT

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P3280908 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Junction restart	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Swerved	Vehicle 2	Very Likely
5th:	Loss of control	Vehicle 2	Very Likely
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to W Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Vehicle Reference 2 Car Moving from S to N Going ahead other
Not in restricted lane Skidded
First point of impact Offside Age of Driver 24 Sex of Driver Male Breath test Not provided (medical reasons)

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from N to S Going ahead other

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 42 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 04/10/2008 Time 0845 Slight at M40 NBOUND ENTRY SLIP RD AT J9 WENDLEBURY
E: 455200 N: 219265 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

HGV2 TRAV N IN LANE 1 OF M40 NBOUND ENTRY SLIP RD AT J9 MOVED TO OSIDE INTO LANE 2 BUT FAILED TO SEE AND GIVEWAY TO C1 TRAV N IN LANE 2-HGV2 HIT C1 CAUSING C1 TO EXIT TO OSIDE AND HIT TREE

Road Type Slip road Vehicles 2 Casualties 2 Police Ref. P0271008 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 2	Very Likely
2nd:	Loss of control	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 28 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 28 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from S to N Changing lane to left
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 49 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 08/10/2008 Time 1148 Serious at A41 APPROX 100M E OF RODNEY HOUSE RBT J/W B4100 AND A4421 AMBROSDEN
E: 459211 N: 221104 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NW ON A41 FAILED TO SEE TILL LATE A PARKED VEH IN CWAY-C1 SWERVED TO OSIDE PASSED VEH AND PULLED BACK TO NSIDE LOST CONTROL AND EXITED CWAY TO THE NSIDE AND HIT PC2 TRAV ON OFF CWAY CYCLEWAY

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P1411008 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Swerved	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Cycleway No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 19 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Pedal Cycle Moving from SE to N Going ahead other
Cycleway No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 51 Sex of Driver Female Breath test Not applicable

Casualty Reference: 1 Age: 51 Female Driver/rider Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from SE to 0 Parked

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Did not impact Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 21/10/2008 Time 0805 Slight at A41 SOUTHBOUND APPROX 300M NE OF J9 OF M40 WENDLEBURY
E: 455575 N: 219495 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present
C1 STATIONARY FACING SW IN LAY-BY PULLED AWAY AND JOINED A41 BUT FAILED TO INDICATE AND GIVEWAY TO
C2 TRAV SW ON A41 LANE 1-C2 SWERVED TO AVOID C1 AND EXITED CWAY TO U/K SIDE AND HIT POST-C1 NOT HIT
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P2211008 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Swerved	Vehicle 2	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Starting
On lay-by or hard shoulder No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Sex of Driver Female Breath test Driver not contacted
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Not in restricted lane Skidded
First point of impact Back Age of Driver 35 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 15/10/2008 Time 1547 Slight at MURCOTT RD JUST SW OF J/W BUCHANAN RD ARNCOTT
E: 460990 N: 216986 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight: no street lighting

MC1 TRAV NE ON MURCOTT RD JUST SW OF J/W BUCHANAN RD WHEN RIDER HIT PATCH OF MUD ON CWAY (APPEARS MUD DEPOSITED FROM ADJACENT CONSTRUCTION SITE) CAUSING RIDER TO LOSE CONTROL AND FALL FROM MC1

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P4021008 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0110

Causation

	Factor:	Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from S to NE Stopping
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 33 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 30/06/2008 Time 1400 Slight at A34 WENDLEBURY INTERCHANGE RBT NEAR J/W M40 NSBOUND EXIT SLIP ROAD WENDLEBURY
E: 455304 N: 219146 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight:street lights present

HGV2 NEG RBT FROM N TO SW INTENDING TO EXIT TO A34 WAS IN MIDDLE LANE ON APPROACHING J/W M40 NBOUND EXIT SLIP BUT THEN WENT TO NSIDE & HIT LGV1 IN NSIDE LANE REPEATEDLY - HGV2 FTS AT SCENE BUT LATER TRACED IN HAMPSHIRE

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P3710608 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from NE to S Changing lane to left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 42 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 25/11/2008 Time 1706 Slight at A4421 CHARBRIDGE LANE APPROX 50M N OF J/W CHARBRIDGE WAY (SOME UNCERTAINTY OVER EXA
E: 460128 N: 222721 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 TRAV N ON A4421 CHARBRIDGE LANE MOVED TO OSIDE TO PASS U/K HGV EDGING OUT OF JUNCTION (POSS E-C1 PULLED BACK TO NSIDE LANE AND FAILED TO SLOW FOR QUEUE AT TEMP ATS FOR ROAD WORKS AND HIT R OF STAT C2 IN QUEUE

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P2441108 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 19 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 58 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 55 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 27/11/2008 Time 1844 Slight at B4100 LONDON RD APPROX 250M SE OF TALISMAN RD RBT AT J/W LANGFORD COTTAGES BICESTER (
E: 458842 N: 221538 Junction Detail: 8 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit

C1 TRAV SE ON B4100 LONDON RD IN WET CONDITIONS FAILED TO SLOW FOR C2 TRAV SE SLOWING FOR U/K VEH TURNING RT AT J/W LANGFORD COTTAGES-C2 THEN HIT R OF C3 TRAV SE

Road Type Single carriageway Vehicles 3 Casualties 2 Police Ref. P2831108 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 27 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 8 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Langford Village Primary + nursery , Peregrine Way Bicester
Casualty Reference: 2 Age: 27 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 20 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 30 Sex of Driver Male Breath test Negative

Friday 05/12/2008 Time 0114 Slight at A34 NBOUND J/W RBT AT A34 / M40 WENDLEBURY INTERCHANGE (J9) WENDLEBURY
E: 455178 N: 219140 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

C1 TRAV NE ON A34 APPEARS TO HAVE MISJUDGED SEVERITY OF BEND ON APPROACH TO RBT M40 WENDLEBURY INTERCHANGE IN WET CONDITIONS LOST CONTROL AND SKIDDED OFF CWAY TO THE OSIDE AND HIT BARRIER - APPEARS POSS ALCOHOL FACTOR ALTHOUGH BT NEGATIVE

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P1841208 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Tyres illegal, defective or under inflated	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	Very Likely
4th:	Loss of control	Vehicle 1	Very Likely
5th:			
6th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Not in restricted lane Skidded
First point of impact Offside Age of Driver 22 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 31/12/2008 Time 1435 Slight at B4011 THAME RD APPROX 200M N OF J/W PALMER AVE ARNCOTT
E: 462764 N: 217779 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight: no street lighting

C1 (INEXPERIENCED DRIVER) TRAV N ON B4011 THAME RD ROUNDING SLIGHT LH BEND IN WET CONDITIONS LOST CONTROL FOR U/K REASON AND EXITED CWAY TO THE NSIDE AND HIT HEDGE-NO OTHER VEHS HIT

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P3121208 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0110

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 1	Very Likely
4th:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 23 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 06/01/2009 Time 2050 Slight at PLOUGHLEY RD JUST S OF J/W ACCESS TO POULTRY FARM AMBROSDEN
E: 460146 N: 220177 Junction Detail: 0 Control
Other Road surface Frost/Ice Darkness: no street lighting

C1 TRAV N ROUNDING SLIGHT RH BEND IN ICY CONDITIONS LOST CONTROL OF VEH AND EXITED CWAY TO THE OSIDE AND HIT HEDGE

Road Type Single carriageway Vehicles 1 Casualties 2 Police Ref. P0590109 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead right bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 24 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 24 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 08/02/2008 Time 1503 Slight at A4421 SKIMMINGDISH LANE J/W AIRFIELD EXIT/ENTRANCE LAUNTON
E: 459091 N: 224259 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NW ON A4421 SKIMMINGDISH LANE FAILED TO SLOW FOR STAT C2 WAITING BEHIND C3 WAITING TO TURN RT TO AIRFIELD & HIT R OF C2 WHO IN TURN HIT R OF C3

Road Type Single carriageway Vehicles 3 Casualties 2 Police Ref. P0750208 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Breath test Driver not contacted

Vehicle Reference 2 Car Moving from SE to N Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 35 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 22 Male Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from SE to NE Waiting to turn right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Sex of Driver Breath test Driver not contacted

Thursday 12/02/2009 Time 0930 Slight at PALMER AVE APPROX 900M E OF J/W PLOUGHLEY RD MINI RBT ARNCOTT
E: 462056 N: 217861 Junction Detail: 0 Control
Fine without high winds Road surface Frost/Ice Daylight: no street lighting

C1 TRAV NW ROUNDING SLIGHT LH BEND ON ICY CWAY LOST CONTROL OF C1 AND CROSSED DIVIDING LINE AND EXITED CWAY TO THE OSIDE HIT TREE AND CAME TO REST IN FIELD

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1180209 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0110

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to W Going ahead left bend
Not in restricted lane Skidded
First point of impact Offside Age of Driver 58 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 11/02/2009 Time 1710 Serious at A4421 NEUNKIRCHEN WAY RBT J/W PEREGRINE WAY BICESTER
E: 459295 N: 221265 Junction Detail: 0 Control 0
Fine without high winds Road surface Snow Darkness: street lights present and lit

C1 TRAV NE ON A4421 NEUNKIRCHEN WAY WHEN PC2 TRAV NE ON NSIDE FOOTWAY / CYCLETRACK COVERED IN SNOW / ICE LOST CONTROL AND ENTERED CWAY-C1 HIT PC2 CAUSING SERIOUS INJURY AND C1 THEN REFUSED TO PROVIDE DETAILS

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P1320209 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Moving from SE to N Going ahead other
Cycleway No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 20 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 26/01/2009 Time 1035 Slight at A41 SBOUND C/WAY AT ENTRANCE TO BLOOMS GARDEN CENTRE CHESTERTON
E: 457521 N: 221497 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight: no street lighting

C2 TRAV SW BEHIND C1 ON A41 WHEN C1 HIT METAL DEBRIS (ROAD WORKS AT TIME OF ACCIDENT BUT UNCLEAR WHERE DEBRIS ORIGINATED) ON CWAY-DEBRIS WENT INTO AIR HIT F OF C2 AND WENT THROUGH F WINDSCREEN -C1 NOT HIT FTS

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P3380109 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Other motor vehicle Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Vehicle Reference 2 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 56 Sex of Driver Male Breath test Not requested

Casualty Reference: 1 Age: 52 Male Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 20/03/2009 Time 1027 Slight at A41 AT RODNEY HOUSE RBT J/W B4100 & A4421 BICESTER
E: 459116 N: 221250 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SE IN LANE 1 OF A41 AT RODNEY HOUSE RBT J/W B4100 & A4421 WITH U/K VEH TO OSIDE MASKING VIEW-C1 CARRIED ON ONTO RBT AND FAILED TO GIVEWAY TO C2 TRAV NE ROUNDING RBT AND HIT NSIDE OF C2 CAUSING IT TO EXIT TO NSIDE INTO DITCH

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1870309 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from S to N Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 61 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 61 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 24/03/2009 Time 1400 Slight at A34 NBOUND AT RBT J/W M40 AT J9 WENDLEBURY
E: 455186 N: 219155 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV N ON A34 NBOUND WAITING BEHIND C2 AT GIVE WAY LINE - DRIVER C1 SAW SAW GAP IN TRAFFIC ON RBT AND ANTICIPATED THAT C2 WOULD ENTER - C2 DID NOT MOVE OFF AND C1 HIT R OF C2

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2210309 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Nervous/Uncertain/Panic	Vehicle 2	Possible
3rd:	Inexperienced or learner driver/rider	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from S to N Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 25 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 24/03/2009 Time 1830 Serious at KINGS END APPROX 60 M S OF J/W QUEENS AVENUE BICESTER
E: 458010 N: 222420 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV N IN LINE OF QUEUING TRAFFIC MOVED TO OSIDE - SKETCH SUGGESTS INTENDING TO ENTER RT TURN LANE TO KINGS END BICESTER TOWN CENTRE - WITHOUT SIGNALLING AND HIT MC2 ALSO TRAV N OVERTAKING LINE OF TRAFFIC TO OSIDE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2300309 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 30 Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Motorcycle over 500cc Moving from S to NE Overtaking moving vehicle O/S
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 26 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 29/03/2009 Time 0435 Slight at A41 BICESTER BYPASS APPROX 400M W OF J/W A4421 / B4100 RODNEY HOUSE RBT BICESTER
E: 458750 N: 221465 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 (DRIVER INTOXICATED) TRAV E ON A41 LOST CONTROL & LEFT CWAY TO NSIDE
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2690309 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 18 Sex of Driver Female Breath test Positive
Casualty Reference: 1 Age: 21 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 20/04/2009 Time 1745 Slight at A4421 WRETCHWICK WAY AT J/W PEREGRINE WAY BICESTER
E: 459839 N: 221675 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SE ON PEREGRINE WAY APPROACHING C2 TRAV SE WAITING TO TURN LEFT TO ENTER AT J/W A4421 WRETCHWICK WAY-C2 PULLED SLIGHT FORWARD THEN STOPPED DUE TO TRAFFIC AND C1 HIT R OF C2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2020409 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from N to NE Waiting to turn left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 28 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 17/05/2009 Time 1759 Serious at A34 WENDLEBURY INTERCHANGE RBT NEAR J/W M40 NSBOUND EXIT SLIP RD WENDLEBURY
E: 455312 N: 219154 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight:street lights present

MC1 TRAV SW IN LANE 2 ON A34 WENDLEBURY INTERCHANGE RBT HIT R OF C2 STATIONARY TRAV SW AT R OF QUEUE-PILLION PASSENGER FLEW FORWARD AND HIT C2

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1350509 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 41 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 52 Female Passenger Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 59 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 22/05/2009 Time 1445 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455180 N: 219156 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV NE IN LANE 2 (OF 3) ON IMMEDIATE APPROACH TO RBT HIT R OF HGV2 WAITING AT GIVE WAY LINE
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2210509 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 43 Sex of Driver Female Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 63 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 21/06/2009 Time 0046 Fatal at A41 SBOUND AT APPROACH TO RBT AT JCT 9 M40 WENDLEBURY
E: 455385 N: 219306 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Darkness: street lights present and lit

MC1 TRAV SW ROUNDING LH BEND ON A41 SBOUND AT APPROACH TO RBT AT JCT 9 M40 WHEN FOR U/K REASON MC1 LOST CONTROL EXITED CWAY TO THE OSIDE AND HIT BARRIER CAUSING FATAL INJURY TO RIDER

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P1710609 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Possible
3rd:	Impaired by alcohol	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from NE to S Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 42 Sex of Driver Male Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Fatal Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 24/06/2009 Time 1220 Serious at A4421 NEUNKIRCHEN WAY RBT J/W PEREGRINE WAY BICESTER
E: 459400 N: 221322 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
MC1 TRAV NE ON A4421 NEUNKIRCHEN WAY WENT TO OVRTK U/K HGVS ON APPROACH TO RBT J/W PEREGRINE WAY -
MC1 LOST CONTROL FOR U/K REASON RIDER FELL AND HIT RBT - NO OTHER VEHS HIT
Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P2670609 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from S to NE Going ahead other
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 44 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 11/07/2009 Time 0510 Slight at B4011 APPROX 200M S OF J/W PATRICK HAUGH RD PIDDINGTON
E: 462770 N: 217055 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV N ON B4011 IN WET CONDITIONS SWERVED TO AVOID ANIMAL IN CWAY AND SKIDDED OFF CWAY TO U/K SIDE AND HIT HEDGE-NO FURTHER DETAILS SUPPLIED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0820709 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 17 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 11/07/2009 Time 1650 Slight at B4011 AT BEND APPROX 370M S OF J/W PATRICK HAUGH ROAD PIDDINGTON
E: 462760 N: 216930 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting

MC1 TRAV N ON B4011 ROUNDING RH BEND LOST CONTROL FOR U/K REASON AND HIT NSIDE VERGE CAUSING RIDER TO FALL - NO OTHER VEHS HIT

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1820709 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 1	Very Likely
4th:	Loss of control	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from SE to N Going ahead right bend
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 29 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 06/08/2009 Time 1418 Slight at A41 AT RODNEY HOUSE RBT J/W A4421 BICESTER
E: 459150 N: 221236 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Daylight:street lights present

C2 (TEENAGE DRIVER - 19YRS) TRAV SE ROUNDING A41 AT RODNEY HOUSE RBT J/W A4421 IN LANE 1 - C2 INDICATED TO TURN LT AT J/W A4421 BUT CARRIED ON ROUND - C2 HIT NSIDE OF C1 TRAV SE IN LANE 2 TURNING LT AT A4421

Road Type Roundabout Vehicles 2 Casualties 2 Police Ref. P0660809 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Rain, sleet, snow, or fog	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Failed to signal/Misleading signal	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 44 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from N to E Going ahead left bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 19 Sex of Driver Female Breath test Negative
Casualty Reference: 2 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 21/08/2009 Time 1343 Serious at A4421 NEUNKIRCHEN WAY APPROX 150M E OF RBT J/W PEREGRINE WAY BICESTER - SOME UNCERT/
E: 459294 N: 221257 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C2 TRAV NE ON A4421 NEUNKIRCHEN WAY HAD ALTERCATION WITH DRIVERS OF LGV1 & LGV3 - ALL VEHS CAME TO A STOP AND DRIVER OF C2 GOT OUT AND WALKED OVER TO LGV1 OSIDE - 1 PULLED AWAY AND HIT PED CAUSING SERIOUS INJURY - LGV1 & LGV3 FTS

Road Type Dual carriageway Vehicles 3 Casualties 1 Police Ref. P1860809 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0218

Causation

	Factor:	Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to NE Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 49 Male Pedestrian Severity: Serious Injured by vehicle: 1
Ped. Location 5 Ped. Movement 3 Ped. Direction 0 Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to 0 Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 49 Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Goods 3.5 tonnes mgw and under Moving from S to NE Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Sex of Driver Male Breath test Driver not contacted

Monday 24/08/2009 Time 1404 Slight at A41 AT RODNEY HOUSE RBT J/W A4421 AMBROSDEN
E: 459152 N: 221215 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

AGR1 (ELDERLY DRIVER - 67YRS) WITH TRAILER ATTACHED TRAV S ROUNDING A41 AT RBT J/W A4421 WENT TO EXIT CWAY AT J/W A41 WHEN TRAILER TIPPED OVER IN CWAY - NO OTHER VEHS HIT

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P2290809 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Possible
3rd:	Overloaded or poorly loaded vehicle or trailer	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Agricultural vehicle Moving from N to S Going ahead right bend
Not in restricted lane Overturned
First point of impact Nearside Age of Driver 67 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 67 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 26/08/2009 Time 1953 Serious at B4011 AT BEND APPROX 75M SE OF J/W AMBROSDEN TURN BLACKTHORN
E: 461478 N: 219831 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight: no street lighting

C1 (TEENAGE DRIVER - 18YRS) TRAV SE ROUNDING RH BEND ON B4011 AFTER HAVING PERFORMED OVRTK LOST CONTROL AND SKIDDED TO OSIDE - C1 CROSSED CENTRAL DIVIDING LINE AND HIT F OF C2 TRAV NW ROUNDING LH BEND

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P2820809 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0131

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead right bend
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 18 Sex of Driver Male Breath test Not requested
Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to N Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 23 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 07/09/2009 Time 0727 Serious at A34/A41 / M40 RBT AT J9 WENDLEBURY
E: 455365 N: 219167 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

MC1 TRAV SW ROUNDING LH BEND EXITING RBT A34 AT J/W SBOUND SLIP RD FOR M40 HIT PATCH OF DIESEL ON CWAY LOST CONTROL - MC1 VEERED OFF CWAY TO OSIDE AND HIT BARRIER

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P0660909 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from NE to S Going ahead left bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 42 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 19/09/2009 Time 1443 Fatal at A4421 WRETCHWICK WAY AT J/W PEREGRINE WAY BICESTER
E: 459833 N: 221660 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON A4421 WRETCHWICK WAY TURNED RT AT J/W PEREGRINE WAY BUT FAILED TO GIVEWAY TO MC2 TRAV NE ON A4421 - C1 HIT MC2 CAUSING FATAL INJURY TO RIDER

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1430909 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to N Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 26 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Motorcycle over 500cc Moving from S to NE Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 47 Sex of Driver Male Breath test Not provided (medical reasons)

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Fatal Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 07/01/2009 Time 1045 Slight at A41 SBOUND RBT J/W A41 BICESTER BYPASS & B4030 OXFORD RD BICESTER
E: 457749 N: 221885 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON A41 EXITED RBT J/W A41 BICESTER BYPASS IN LANE 2 AND ATTEMPTED TO OVRTK PSV2 TRAV S AHEAD - C1 MOVED BACK TO NSIDE OF CWAY BUT HIT F OSIDE OF PSV2

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1620109 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Aggressive driving	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 59 Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Bus or coach Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 29 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 18/09/2009 Time 1215 Serious at QUEENS AVE NEAR PELICAN CROSSING JUST N OF POLICE STATION BICESTER
E: 458132 N: 222716 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 (ELDERLY DRIVER - 65YRS) TRAV N ON QUEENS AVE APPROACHING PED XING WHEN PED FAILED TO LOOK AND WALKED INTO CWAY PRIOR TO XING INTO PATH OF C1 - C1 HIT PED CAUSING SERIOUS INJURY

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2220909 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Wrong use of pedestrian crossing facility	Casualty 1	Possible
3rd:	Careless/Reckless/In a hurry	Casualty 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 65 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 23 Female Pedestrian Severity: Serious Injured by vehicle: 1
Ped. Location 4 Ped. Movement 1 Ped. Direction 3 Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 25/09/2009 Time 0704 Slight at A4095 SOUTHWOLD LANE AT RBT J/W A4421 BUCKINGHAM ROAD BICESTER
E: 458951 N: 224354 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV E ON A4095 SOUTHWOLD LANE APPROACHING RBT J/W A4421 BUCKINGHAM RD WHEN DRIVER EXPERIENCED U/K DISTRACTION IN VEH AND SKIDDED - C1 HIT R OF LGV2 TRAV E AHEAD SLOWING ON APPROACH TO RBT

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2970909 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 63 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 63 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from W to E Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 30 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 04/10/2009 Time 1434 Slight at B4011 THAME ROAD APPROX 50M N OF J/W PALMER AVENUE ARNCOTT
E: 462745 N: 217599 Junction Detail: 0 Control 0
Fine without high winds Road surface Dry Daylight: no street lighting
C1 TRAV N ON B4011 LOST CONTROL DUE TO SUDDEN DEFLATION OF F OSIDE TYRE - C1 SPUN HIT NSIDE KERB AND ENTERED DITCH
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0391009 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0110

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:	Tyres illegal, defective or under inflated	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane Skidded
First point of impact Back Age of Driver 32 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 12/10/2009 Time 1355 Slight at A4421 WRETCHWICK WAY AT J/W PEREGRINE WAY BICESTER
E: 459842 N: 221671 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SE ON PEREGRINE WAY TURNED RT AT J/W A4421 WRETCHWICK WAY FAILED TO GIVEWAY TO C2 TRAV NE ON A4421 (C2 DISPLAYING LT INDICATOR BUT FAILING TO TURN) - C1 HIT C2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1761009 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Failed to signal/Misleading signal	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 27 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 25 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 26 Sex of Driver Female Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 20/10/2009 Time 0858 Slight at QUEENS AVE J/W POLICE STATION BICESTER
E: 458116 N: 222686 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 (POLICE VEH) TRAV SW ON QUEENS AVE TURNED RT J/W POLICE STATION THROUGH NEBOUND QUEUE AND FAILED TO SEE PED TRAV NE ON FOOTWAY AND C1 HIT PED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2021009 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to W Turning right
Footway (pavement) No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 50 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 28 Female Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 6 Ped. Movement 9 Ped. Direction 2 Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 20/10/2009 Time 2150 Slight at B4011 APPROX 60M NE OF J/W BRIDGE FARM PIDDINGTON
E: 462572 N: 218773 Junction Detail: 0 Control
Other Road surface Wet/Damp Darkness: no street lighting
C1 TRAV NE ON B4011 FOR U/K REASON CROSSED TO OSIDE E - C2 TRAV SW ON B4011 SWERVED TO NSIDE TO AVOID
C1 - C2 LOST CONTROL ENTERED DITCH AND HIT TREE - C1 NOT HIT AND FTS
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2081009 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Sex of Driver Not traced Breath test Driver not contacted
Vehicle Reference 2 Car Moving from N to SE Going ahead other
Not in restricted lane Skidded
First point of impact Back Age of Driver 22 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 29/10/2009 Time 1750 Slight at A4421 CHARBRIDGE LANE AT J/W CHARBRIDGE WAY BICESTER
E: 460123 N: 222659 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 TRAV S ON A4421 CHARBRIDGE LANE TURNED RT AT J/W CHARBRIDGE WAY BUT FAILED TO GIVEWAY TO C2 TRAV N ON A4421 - C1 HIT F OF C2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3151009 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to W Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 36 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 50 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 30/10/2009 Time 0849 Slight at A41 SBOUND AT APPROACH TO RBT AT JCT 9 M40 WENDLEBURY
E: 455382 N: 219279 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight:street lights present

C2 TRAV SW ON A41 SLOWED AT AMBER ATS AT APPROACH TO RBT JCT 9 M40 - LGV1 TRAV SW BEHIND ASSUMED C2 WOULD CARRY ON & HIT R OF STATIONARY C2

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P3331009 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0404

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:	Disobeyed automatic traffic signal	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 42 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 36 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 03/11/2009 Time 1536 Slight at A41 NBOUND AT J/W SLIP ROAD FROM CHESTERTON CHESTERTON
E: 457124 N: 221023 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight: no street lighting

C1 TRAV NE ON SLIP ROAD FROM CHESTERTON JOINING A41 NBOUND HIT R OF STATIONARY C2 TRAV NE AHEAD WAITING TO ENTER A41

Road Type Slip road Vehicles 2 Casualties 1 Police Ref. P0151109 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Car Moving from S to N Waiting to turn left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 43 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 10/11/2009 Time 1430 Slight at M40 SBOUND 40M SE OF MP 97/3B WENDLEBURY
E: 455247 N: 219305 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV SE ON M40 IN U/K LANE IN SLOW MOVING QUEUING TRAFFIC IN WET CONDITIONS HIT R OF C2 TRAV SE AHEAD

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P1021109 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Following too close	Vehicle 1	Possible
3rd:	Slippery road (due to weather)	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from N to SE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 48 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 10/11/2009 Time 1530 Serious at B4011 AT BEND 500M S OF NEW FARM PIDDINGTON
E: 462813 N: 218176 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV NE ROUNDING LH BEND IN WET CONDITIONS ON B4011 LOST CONTROL FOR U/K REASON VEERED OFF CWAY TO OSIDE AND ENTERED HEDGE

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1931109 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Sex of Driver Female Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 21/11/2009 Time 1750 Slight at A41 NBOUND C/WAY J/W ONSLIP FROM CHESTERTON CHESTERTON
E: 457129 N: 221024 Junction Detail: 5 Control 4
Raining without high winds Road surface Wet/Damp Darkness: no street lighting

C TRAV NE ON SLIP RD FROM CHESTERTON HIT R OF C2 TRAV NW AHEAD ALSO ON SLIP ROAD - C2 THEN HIT R OF C3
ALSO TRAV NW WAITING TO JOIN NBOUND A41

Road Type Slip road Vehicles 3 Casualties 1 Police Ref. P2661109 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Following too close	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 29 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Monday 30/11/2009 Time 1955 Slight at B4011 AT BEND 500M S OF NEW FARM PIDDINGTON
E: 462817 N: 218158 Junction Detail: 0 Control
Fine without high winds Road surface Frost/Ice Darkness: no street lighting

MC1 TRAV SE ROUNDING RH BEND IN ICY CONDITIONS LOST CONTROL AND CROSSED CENTRAL DIVIDING LINE TO OSIDE CAUSING RIDER TO FALL

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P4021109 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	Very Likely
4th:	Travelling too fast for conditions	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from N to S Going ahead right bend
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 33 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 03/02/2010 Time 2019 Slight at A34 NBOUND AT J/W M40 WENDLEBURY INTERCHANGE RBT WENDLEBURY
E: 455182 N: 219152 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
C1 TRAV NE ON A34 NBOUND ON APPROACH TO M40 WENDLEBURY INTERCHANGE RBT HIT R OF C2 TRAV NE STOPPING SUDDENLY DUE TO TRAFFIC ON RBT
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0350210 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 31 Sex of Driver Male Breath test Not requested
Vehicle Reference 2 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 28 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 05/02/2010 Time 1909 Slight at A34 WENDLEBURY INTERCHANGE RBT AT J/W M40 SBOUND ENTRY SLIP RD WENDELBURY
E: 455375 N: 219207 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 (DISQUALIFIED DRIVER) TRAV SW ROUNDING A34 WENDLEBURY INTERCHANGE RBT IN LANE 1 PULLED TO NSIDE AT J/W M40 SBOUND SLIP RD - C1 HIT OSIDE OF C2 TRAV SW IN LANE 2

Road Type Roundabout Vehicles 2 Casualties 2 Police Ref. P0750210 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from NE to S Changing lane to left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from NE to W Going ahead right bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 44 Sex of Driver Female Breath test Negative
Casualty Reference: 2 Age: 44 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 24/03/2010 Time 1850 Slight at MERTON ROAD J/W PLOUGHLEY ROAD AMBROSDEN
E: 460581 N: 219472 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight:street lights present

C1 TRAV NE ON MERTON ROAD HIT R OF C2 TRAV NE (INTENDING TO TURN LT TO PLOUGHLEY ROAD) BRAKING TO GIVE WAY TO TRAFFIC ON PLOUGHLEY ROAD -

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2260310 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 34 Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from W to NE Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 62 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 62 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 20/04/2010 Time 1340 Slight at A41 BICESTER BYPASS RBT J/W B4030 OXFORD RD BICESTER
E: 457783 N: 221952 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV SW ON B4030 OXFORD ROAD IN NSIDE LANE HIT R OF C2 WHO HIT R OF C3 WHO HIT R OF C4 ALL STATIONARY WAITING TO ENTER RBT
Road Type Dual carriageway Vehicles 4 Casualties 1 Police Ref. P2080410 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 37 Sex of Driver Female Breath test Negative
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 39 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 76 Sex of Driver Male Breath test Negative

Vehicle Reference 4 Car Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 62 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 28/04/2010 Time 1717 Slight at A41 AT RODNEY HOUSE RBT J/W B4100 & A4421 BICESTER
E: 459110 N: 221248 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

HGV1 TRAV NE ON A41 ENTERED RBT TO TURN RT TO A4421 NEUNHIRCHEN WAY BUT APPEARS TO HAVE BEEN TRAV
TOO FAST FOR MANOUEVRE (POSSIBLE PROBLEM WITH BRAKES) & OVERTURNED -NO OTHER VEHS HIT

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2660410 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Defective brakes	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to NE Going ahead right bend
Not in restricted lane Overturned
First point of impact Nearside Age of Driver 47 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 15/05/2010 Time 0928 Slight at B4011 AT BEND APPROX 140M SE OF J/W AMBROSDEN TURN BLACKTHORN
E: 461513 N: 219755 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting

MC1 (INEXPERIENCED RIDER) TRAV NE ON B4011 ROUNDING RH BEND HIT NSIDE VERGE AND LOST CONTROL AND RIDER FELL FROM MC1-NO OTHER VEHS HIT

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1600510 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0131

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from SE to N Going ahead right bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 54 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 21/05/2010 Time 1400 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455181 N: 219159 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NW IN LANE 2 A34 NBOUND IN SLOW MOVING TRAFFIC HIT R OF C2 TRAV DIRECTLY AHEAD ENTERING RBT SLOWING TO GIVE WAY

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2150510 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 57 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 23 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 15/05/2010 Time 0135 Slight at B4011 APPROX 800M SE OF J/W AMBROSDEN TURN BLACKTHORN -EXACT LOCATION NC
E: 461990 N: 219230 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting

C1 (DRIVER GAVE POS BREATH TEST) TRAV IN U/K DIRECTION ON B4011 LOST CONTROL FOR U/K REASON AND THOUGHT TO HAVE EXITED CWAY-NO FURTHER DETAILS SUPPLIED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2450510 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0131

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver Sex of Driver Male Breath test Positive
Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 02/06/2010 Time 1000 Slight at A41 SBOUND APPROX 80M NE OF RBT AT JCT 9 M40 WENDLEBURY
E: 455424 N: 219348 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW IN LANE 1 WHEN DRIVER WAS DISTRACTED BY READING RD SIGN AND C1 HIT R OF C2 WHO IN TURN HIT R OF PSV3 ALL VEHS TRAV SW IN LANE 1

Road Type Dual carriageway Vehicles 3 Casualties 2 Police Ref. P0100610 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Possible
3rd:	Distraction outside vehicle	Vehicle 1	Very Likely
4th:	Failed to look properly	Vehicle 1	Very Likely
5th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
6th:	Following too close	Vehicle 1	Very Likely

Vehicle Reference 1 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 41 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 46 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 71 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Bus or coach Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 52 Sex of Driver Male Breath test Negative

Saturday 05/06/2010 Time 1405 Fatal at A4421 SKIMMINGDISH LANE RBT J/W LAUNTON ROAD BICESTER
E: 459975 N: 223388 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

MC1 (NO MOT/INSURANCE/ RIDER INTOXICATED) TRAV S ON A4421 - RIDER WENT TO NSIDE TO AOVID HIT WITH CARS WAITING TO ENTER RBT& HIT NSIDE KERB AND LOST CONTROL & HIT SIGNS ON RBT - RIDER SUSTAINED FATAL INJURIES

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P0110610 Speed limit 50
Crossing: Control 0 Facilities 8 Local Authority: 481 Parish: 0272

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Sudden braking	Vehicle 1	Very Likely
4th:	Loss of control	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from N to S Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 30 Sex of Driver Male Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Fatal Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 08/06/2010 Time 2000 Slight at A41 RODNEY HOUSE RBT J/W B4100 LONDON ROAD BICESTER
E: 459141 N: 221259 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight:street lights present

C2 TRAV S ON B4100 LONDON ROAD AND STOPS AT RBT TO GIVE WAY. C1 TRAV BEHIND C1 IN SAME DIRECTION HIT REAR OF C2

Road Type Roundabout Vehicles 2 Casualties 2 Police Ref. P0880610 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 20 Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from N to S Waiting to turn left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 19 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 20 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 22/06/2010 Time 0820 Slight at A4421 RBT J/W PEREGRINE WAY / WRETCHWICK WAY BICESTER
E: 459407 N: 221292 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON A4421 IN LANE 1 AFTER EXITING RBT J/W PEREGRINE WAY - C2 TRAV SW IN LANE 2 ALSO AFTER EXITING RBT FAILED TO LOOK SIGNAL AND GIVEWAY BEFORE MOVING INTO LANE 1 - C2 HIT O/SIDE OF C1

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2130610 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 2	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
4th:	Poor turn or manoevre	Vehicle 2	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 22 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from NE to S Changing lane to left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 40 Sex of Driver Female Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 07/07/2010 Time 1000 Slight at A41 J/W WRETCHWICK LODGE AMBROSDEN
E: 459251 N: 221067 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

MC1 TRAV NW ON A41 FAILED TO SLOW FOR GDS2 STATIONARY PARKED AT J/W WRETCHWICK LODGE FACING NW AND MC1 HIT R OF HGV2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1240710 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from SE to N Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 23 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from SE to N Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 57 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 12/08/2010 Time 1945 Slight at B4011 AT BEND 500M S OF NEW FARM PIDDINGTON
E: 462824 N: 218128 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV SE ROUNDING RH BEND IN WET CONDITIONS ON B4011 HIT STANDING WATER ON CWAY AND SKIDDED OFF CWAY TO THE NSIDE AND ENTERED DITCH

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0830810 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead right bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 25 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 10/08/2010 Time 0720 Slight at B4011 AT BEND JUST S OF ACCESS TO O/S BRIDGE FARM PIDDINGTON
E: 462615 N: 218699 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV SE ROUNDING RH BEND IN WET CONDITIONS ON B4011 O/S BRIDGE FARM SKIDDED AND EXITED CWAY TO NSIDE HIT POST AND REBOUNDED ONTO CWAY

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1070810 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Possible
3rd:	Slippery road (due to weather)	Vehicle 1	Possible
4th:	Travelling too fast for conditions	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead right bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 20 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 21/08/2010 Time 1444 Serious at A4421 SKIMMINGDISH LANE AT RBT J/W CHARBRIDGE LANE RBT& LAUNTON RD LAUNTON
E: 459959 N: 223456 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

MC1 TRAV SE ROUNDING RH BEND ON A4421 SKIMMINGDISH LANE APPROACHING RBT J/W CHARBRIDGE LANE LOST CONTROL ON BRAKING FOR RBT AND SKIDDED OFF CWAY TO NSIDE-RIDER FELL AND SUSTAINED SERIOUS INJURY

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1900810 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0272

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Swerved	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from N to S Going ahead right bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 28 Sex of Driver Male Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 24/08/2010 Time 1740 Slight at COKER CLOSE J/W KINGS END BICESTER
E: 458100 N: 222436 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NE ON COKER CLOSE TURNED RT AT J/W KINGS END BUT FAILED TO GIVEWAY TO C2 TRAV NW ON KINGS END AND HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2050810 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to SE Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 31 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 51 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 21/08/2010 Time 1010 Slight at A4421 CHARBRIDGE LANE AT RBT J/W LAUNTON ROAD BICESTER
E: 460149 N: 223182 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV N ON A4421 SKIMMINDISH LANE HIT R OF STATIONARY C2 TRAV N WAITING TO ENTER AT RBT J/W LAUNTON ROAD
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2070810 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33 Sex of Driver Male Breath test Driver not contacted
Vehicle Reference 2 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 14/09/2010 Time 1224 Slight at M40 SBOUND EXIT SLIP RD ATS J/W A34 WENDLEBURY INTERCHANGE RBT WENDLEBURY
E: 455294 N: 219313 Junction Detail: 1 Control 2
Fine with high winds Road surface Dry Daylight:street lights present

C1 TRAV S ON M40 EXIT SLIP RD HIT R OF HGV2 TRAV S AHEAD OF C1 IN LANE 2 APPROACHING RED ATS J/W A34 WENDLEBURY INTERCHANGE RBT

Road Type Slip road Vehicles 2 Casualties 1 Police Ref. P1090910 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	Possible
4th:	Travelling too fast for conditions	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 40 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 20/09/2010 Time 1725 Slight at FOX LANE AT J/W KINGS AVE BICESTER
E: 457938 N: 222395 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV S ON FOX LANE AT SLOW SPEED DUE TO GROUP OF YOUNG PEDS OFF CWAY TO OSIDE AND PED (10 YRS) RAN ONTO CWAY TRAV E FROM C1 OSIDE TO RETRIEVE BALL AND PED HIT OSIDE OF C1

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1660910 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Dangerous action in carriageway	Casualty 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Casualty 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 72 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 10 Male Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 5 Ped. Movement 3 Ped. Direction 3 Ped. Injury 0 School pupil: 0
Unknown General

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 21/09/2010 Time 1151 Slight at A41 NBOUND C/WAY ADJACENT TO ENTRANCE TO BLOOMS GARDEN CENTRE CHESTERTON
E: 457471 N: 221468 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting

HGV3 TRAV NE IN LANE 1 ON A41 MOVED TO OSIDE INTO LANE 2 BUT FAILED TO GIVEWAY TO C1 TRAV NE IN LANE 2
AND C1 BRAKED HEAVILY AND C2 TRAV NE BEHIND C1 HIT R OF C1-HGV3 NOT HIT FTS

Road Type Dual carriageway Vehicles 3 Casualties 2 Police Ref. P2340910 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 3	Very Likely
2nd:	Sudden braking	Vehicle 1	Very Likely
3rd:	Following too close	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane Skidded
First point of impact Back Age of Driver 29 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 50 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 32 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Goods 7.5 tonnes mgw and over Moving from S to NE Changing lane to right

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Did not impact Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 27/09/2010 Time 0856 Slight at A41 BICESTER BYPASS APPROX 300M W OF J/W A4421 / B4100 RODNEY HOUSE RBT BICESTER
E: 458826 N: 221427 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight: no street lighting
C1 TRAV NW ON A41 BICESTER BYPASS HIT R OF C2 TRAV NW SLOWING DUE TO QUEUING TRAFFIC AHEAD
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2900910 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 76 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 35 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 10/10/2010 Time 0518 Slight at B4011 AT BEND APPROX 370M S OF J/W PATRICK HAUGH ROAD PIDDINGTON
E: 462762 N: 216933 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

TX1 TRAV N ROUNDING RH BEND ON B4011 WHEN PASSENGER (INTOXICATED, ATTEMPTING SUICIDE) UNSECURED SAFETY BELT AND JUMPED FROM MOVING TX1-PASSENGER SUSTAINED SLIGHT INJURY

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0951010 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

PASSENGER IN TX1 ATTEMPTED SUICIDE

Vehicle Reference 1 Taxi/Private hire car Moving from SE to N Going ahead right bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 41 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 26 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 15/10/2010 Time 2144 Slight at PLOUGHLEY RD APPROX 500M SE OF J/W A41 AMBROSDEN
E: 460216 N: 220048 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting

HGV1 (DRIVER FATIGUED) TRAV NW ROUNDING SLIGHT RH BEND ON PLOUGHLEY RD WENT TO OSIDE & HIT F OF C2
TRAV SE - HGV1 EXITED CWAY TO OSIDE HIT HEDGE & CAME TO REST IN FIELD

Road Type Single carriageway Vehicles 2 Casualties 3 Police Ref. P1751010 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Fatigue	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from SE to N Going ahead right bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 28 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Car Moving from N to SE Going ahead left bend

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 32 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 3 Age: 11 Female Passenger Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Unknown General

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 15/10/2010 Time 2240 Serious at B4011 APPROX 400M S OF ACCESS TO NEW FARM PIDDINGTON
E: 462811 N: 218181 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
C1 TRAV N ROUNDING LH BEND IN WET CONDITIONS ON B4011 LOST CONTROL AND EXITED CWAY TO THE NSIDE
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2371010 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 47 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 20/10/2010 Time 1450 Serious at A4421 SKIMMINGDISH LANE RBT J/W LAUNTON RD BICESTER
E: 459949 N: 223360 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 (DRIVER 72 YRS) TRAV NE ROUNDING LH BEND ON A4421 SKIMMINGDISH LANE RBT J/W LAUNTON RD LOST CONTROL AND EXITED CWAY ONTO SPLITTER ISLAND FOR J/W LAUNTON ROAD APPROACH AND HIT SIGN

Road Type Roundabout Vehicles 1 Casualties 2 Police Ref. P2491010 Speed limit 50
Crossing: Control 0 Facilities 8 Local Authority: 481 Parish: 0272

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:	Illness or disability, mental or physical	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to W Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 72 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 72 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 67 Female Passenger Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 29/10/2010 Time 1915 Slight at A41 SBOUND APPROX 600M NE OF J9 M40 WENDLEBURY

E: 455798 N: 219711 Junction Detail: 0 Control

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

C1 TRAV SW ON A41 IN SLOW MOVING TRAFFIC IN U/K LANE HIT R OF C2 TRAV SW AHEAD OF C1

Road Type Dual carriageway Vehicles 2 Casualties 3 Police Ref. P3491010 Speed limit 70

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Other	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

DRIVER SUFFERED SNEEZING FIT

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 42 Sex of Driver Female Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 49 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 12 Female Passenger Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Unknown General

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

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 3 Age: 15 Female Passenger Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Unknown General

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 04/10/2010 Time 1115 Slight at A34 RBT J/W M40 NBOUND WENDLEBURY
E: 455235 N: 219123 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C2 TRAV NW ROUNDING A34 RBT J/W M40 IN LN 1 PULLED INTO LN 2 & HIT C1 TRAV NW TO OSIDE OF C2 NO FURTHER DETAILS SUPPLIED

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P1951010 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Poor turn or manoevre	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Changing lane to right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 18 Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 57 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 57 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 14/11/2010 Time 2125 Slight at A41 APPROX 140M E OF J/W ACCESS TO BICESTER CARAVAN & LEISURE PREMISES BLACKTHORN
E: 460817 N: 220419 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
C1 TRAV W ON A41 FAILED TO ALLOW ENOUGH SPACE WHEN OVRTKG PC2 TRAV W TO NSIDE OF CWAY & NSIDE WING MIRROR HIT PC2-C1 FTS - ACCIDENT REPORTED 4 WEEKS LATER
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3991110 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0131

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver Sex of Driver Not traced Breath test Driver not contacted
Vehicle Reference 2 Pedal Cycle Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 47 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 05/11/2010 Time 1630 Slight at A34 SBOUND AT EXIT FROM WENDLEBURY INTERCHANGE RBT - CONSIDERABLE UNCERTAINTY OVI
E: 455201 N: 219117 Junction Detail: 1 Control 4
Raining with high winds Road surface Wet/Damp Darkness: street lights present and lit

INCIDENT INVOLVING AGR1 & C2 TRAV S ON A34 ON EXITING WENDLEBURY INTERCHANGE RBT - NO FURTHER DETAILS SUPPLIED

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P4041110 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Agricultural vehicle Moving from NE to S Changing lane to left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 32 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 20/01/2011 Time 1300 Slight at A34 NBOUND AT J/W RBT AT M40 WENDLEBURY INTERCHANGE WENDLEBURY
E: 455183 N: 219155 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV N ON A34 HIT R OF C2 TRAV N AHEAD OF C1 STATIONARY WAITING TO ENTER J/W RBT M40 & C3 TRAV N BEHIND C1 THEN HIT R OF C1-C2 LATER PULLED INTO LAYBY BUT C1 & C3 FTS

Road Type Dual carriageway Vehicles 3 Casualties 1 Police Ref. P1740111 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Vehicle Reference 2 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 33 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to N Going ahead other

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Front Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 12/01/2011 Time 2006 Slight at A4421 SKIMMINGDISH LANE J/W ACCESS FOR BT BUILDING APPROX 380M NW OF RBT J/W LAUNTON R
E: 459805 N: 223708 Junction Detail: 8 Control 4
Raining without high winds Road surface Wet/Damp Darkness: no street lighting

C1 (ELDERLY DRIVER) TRAV SE AT AROUND 25MPH IN ATTEMPT TO SAVE FUEL - C2 TRAV SE SAW C1 & TRIED TO PASS TO OSIDE BUT UNABLE DUE TO ONCOMING VEH & HIT REAR OF C1 - APPEARS C1 HAD JUST TURNED RT FROM ACCESS FROM BT BUILDNG - EXACT DETAILS UNCLEAR

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1750111 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0272

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 2	Possible
4th:	Nervous/Uncertain/Panic	Vehicle 2	Possible
5th:	Failed to judge other persons path or speed	Vehicle 2	Possible
6th:			

Vehicle Reference 1 Car Moving from S to SE Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 89 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 89 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 20 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 24/01/2011 Time 1846 Slight at B4011 THAME RD APPROX 50M N OF J/W PALMER AVENUE ARNCOTT
E: 462746 N: 217626 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

C1 TRAV N ROUNDING SLIGHT RH BEND ON B4011 THAME RD LOST CONTROL & SKIDDED OFF CWAY TO THE NSIDE & CAME TO REST IN DITCH

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2290111 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0110

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:	Swerved	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead right bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 19 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 31/01/2011 Time 1015 Slight at A41 NBOUND J/W A41 BICESTER BYPASS & B4030 OXFORD RD BICESTER
E: 457731 N: 221893 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV N ON A41 IN SLOW MOVING TRAFFIC HIT R OF C2 TRAV N AHEAD OF C1 SLOWING DUE TO TRAFFIC ON RBT
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P3080111 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 65 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from S to N Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 39 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 19/02/2011 Time 1338 Slight at A4421 BUCKINGHAM RD AT RBT J/W SKIMMINGDISH LANE & A4095 SOUTHWOLD LANE LAUNTON
E: 459005 N: 224344 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Daylight:street lights present

C1 (DRIVER GAVE POS BREATH TEST) TRAV SE ON A4095 SOUTHWOLD LANE LOST CONTROL NEG RBT INTENDING TO TRAV TO SKIMMINGDISH LANE & EXITED CWAY TO THE NSIDE & HIT LAMP POST ON ENTERING SKIMMINGDISH LANE

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P1750211 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Possible
3rd:	Slippery road (due to weather)	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 37 Sex of Driver Male Breath test Positive
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 22/02/2011 Time 0940 Slight at A41 BICESTER BYPASS APPROX 200M E OF J/W A41 / B4030 RBT BICESTER
E: 457929 N: 221843 Junction Detail: 0 Control
Other Road surface Wet/Damp Daylight: no street lighting

MC1 TRAV NW ON A41 BICESTER BYPASS APPROACHING QUEUING TRAFFIC BRAKED SKIDDED & LOST CONTROL & RIDER FELL FROM MC1 & MC HIT R OF C2 TRAV NW ON A41 AT R OF QUE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2120211 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Following too close	Vehicle 1	Possible
4th:	Inexperienced or learner driver/rider	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from SE to N Stopping
Not in restricted lane Skidded
First point of impact Front Age of Driver 16 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from SE to N Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 34 Sex of Driver Female Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 10/03/2011 Time 2020 Slight at GRAVENHILL RD RBT J/W A41 RODNEY HOUSE RBT AMBROSDEN
E: 459096 N: 221197 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 (DRIVER 20 YRS) TRAV NE ON GRAVENHILL RD ENTERING J/W RBT HIT R OF C2 TRAV NE AHEAD OF C1
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0900311 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 20 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 21 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 09/03/2011 Time 0109 Slight at A41 J/W PLOUGHLEY RD AMBROSDEN
E: 460046 N: 220540 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 (DRIVER INTOXICATED - REFUSED TO PROVIDE BREATH SAMPLE) TRAV SE ON A41 TURNED RT AT J/W PLOUGHLEY RD LOST CONTROL & SKIDDED STRAIGHT ON AT JUNC EXITED CWAY & OVERTURNED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0920311 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0105

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Turning right
Not in restricted lane Skidded and overturned
First point of impact Front Age of Driver 35 Sex of Driver Male Breath test Refused to provide
Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 30/03/2011 Time 2009 Slight at OXFORD RD AT MINI RBT J/W B4030 MIDDLETON STONEY RD BICESTER
E: 457916 N: 222240 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 TRAV E ON B4030 MIDDLETON STONEY ROAD ENTERED RBT J/W OXFORD RD TURNING RT BUT FAILED TO GIVEWAY TO C2 TRAV NE ON OXFORD RD & OSIDE OF C1 HIT F OF C2

Road Type Roundabout Vehicles 2 Casualties 2 Police Ref. P2650311 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 33 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 45 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 26 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 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: 0 Control
Raining without high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV NE ON A41 HIT R OF C2 TRAV NE AHEAD OF C1-C2 SLOWING DUE TO QUEUING TRAFFIC AHEAD (PREVIOUS ACCIDENT) & ROAD WORKS WITH LANE CLOSURE -C3 TRAV NE BEHIND C1 THEN HIT R OF C1

Road Type Dual carriageway Vehicles 3 Casualties 3 Police Ref. P0160411 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 3	Very Likely
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Failed to look properly	Vehicle 3	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 52 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 3 Age: 57 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 57 Sex of Driver Female Breath test Negative
Casualty Reference: 2 Age: 86 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 3 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 47 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 05/03/2011 Time 2316 Slight at QUEENS AVE AT J/W BICESTER COMMUNITY COLLEGE BICESTER
E: 458102 N: 222652 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

C1 TRAV S ON QUEENS AVE WHEN DRIVER LOST CONTROL (POSS DUE TO DAZZLING ONCOMING VEH LIGHTS) & C1 EXITED CWAY TO OSIDE HIT POST & OVERTURNED (POSS THAT DRIVER ILLNESS WAS A FACTOR)

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0210311 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:	Illness or disability, mental or physical	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other
Not in restricted lane Overturned
First point of impact Front Age of Driver 56 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 02/04/2011 Time 1343 Slight at A41 NBOUND 150M N OF RBT J/W A34 & M40 WENDLEBURY
E: 455479 N: 219426 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NE ON A41 HIT R OF C2 WHO IN TURN HIT R OF C3 WHO HIT R OF C4 ALL TRAV NE QUEUING DUE TO BROKEN DOWN VEH

Road Type Dual carriageway Vehicles 4 Casualties 1 Police Ref. P0210411 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0398

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 44 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 30 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 39 Sex of Driver Male Breath test Negative

Vehicle Reference 4 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 27 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 18/04/2011 Time 2215 Slight at B4011 AT BEND APPROX 550M N OF J/W PALMER AVE PIDDINGTON
E: 462821 N: 218139 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

C1 TRAV S ROUNDING RH BEND ON B4011 SWERVED TO OSIDE TO AVOID ANIMAL ON CWAY & OVER-CORRECTED TO NSIDE THEN BACK TO OSIDE & EXITED CWAY & CAME TO REST IN DITCH

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2070411 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0321

Causation

	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead right bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 26 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 20 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 25/04/2011 Time 0330 Slight at A41 NBOUND C/WAY IN ROAD WORKS FOR NEW ROUNDABOUT UNDER CONSTRUCTION APPROX 1 KM S
E: 457196 N: 221100 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting

C1 (DRIVER GAVE POS BREATH TEST) TRAV NE ON A41 IN RD WORKS HIT CONES & CARRIED STRAIGHT ON INTO RD WORKS & HIT RBT (UNDER-CONSTRUCTION) & DEBRIS HIT C2 TRAV NW ON A41 - TEMP 40MPH LIMIT IN PLACE AT TIME OF ACC

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P2590411 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Aggressive driving	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	Very Likely
4th:	Exceeding speed limit	Vehicle 1	Very Likely
5th:	Sudden braking	Vehicle 1	Very Likely
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 29 Sex of Driver Male Breath test Positive
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 30 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 27/04/2011 Time 1612 Serious at B4100 EXIT FROM J/W A41 AT RODNEY HOUSE RBT BICESTER
E: 459131 N: 221271 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

MC1 TRAV N ROUNDING LH BEND ON B4100 IN LN 2 EXITING FROM J/W A41 RBT HIT GRAVEL ON CWAY LOST CONTROL & RIDER FELL

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P2880411 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from S to N Going ahead left bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 49 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 16/04/2011 Time 0920 Slight at QUEENS AVE NEAR POLICE STATION BICESTER
E: 458122 N: 222691 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV SW ON QUEENS AVE HIT R OF C2 TRAV SW AHEAD OF C1 WAITING IN QUEUING TRAFFIC
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2320411 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:	Distraction outside vehicle	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 55 Sex of Driver Male Breath test Driver not contacted
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 14/05/2011 Time 1640 Slight at A41 BICESTER BYPASS APPROX 450M SE OF RBT J/W A41 TO M40 / B4030 OXFORD ROAD
E: 458403 N: 221625 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight: no street lighting

C1 (DRIVER 19 YRS) TRAV SE IN WET CONDITIONS ON A41 HIT R OF C2 (DRIVER 19 YRS) TRAV SE AHEAD OF C1 AS C2 BRAKED - APPEARS C1 TRAV TOO FAST FOR CONDITIONS

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1100511 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Stopping
Not in restricted lane Skidded
First point of impact Front Age of Driver 19 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from N to SE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 18 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 28/05/2011 Time 2145 Serious at A41 NBOUND AT CONSTRUCTION SITE FOR NEW RBT FOR SW BICESTER DEVELOPMENT CHESTERTO
E: 457187 N: 221090 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 (DRIVER GAVE POS BREATH TEST) TRAV NE AT HIGH SPEED FAILED TO SEE NEW LAYOUT & LOST CONTROL HIT RBT & OVERTURNED CAUSING SERIOUS INJURY TO DRIVER & PASSENGERS - TEMP 40MPH LIMIT IN OPLACE / TEMP LIGHTING ALSO AT RBT

Road Type Dual carriageway Vehicles 1 Casualties 4 Police Ref. P2610511 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

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

Not in restricted lane No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 28 Sex of Driver Male Breath test Positive

Casualty Reference:	1	Age:	28	Male	Driver/rider	Severity:	Serious	Injured by vehicle:	1
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil:	0
Casualty Reference:	2	Age:	33	Male	Passenger	Severity:	Serious	Injured by vehicle:	1
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil:	0
Casualty Reference:	3	Age:	27	Male	Passenger	Severity:	Serious	Injured by vehicle:	1
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil:	0
Casualty Reference:	4	Age:	31	Male	Passenger	Severity:	Serious	Injured by vehicle:	1
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury	0	School pupil:	0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 27/05/2011 Time 0230 Slight at A41 NBOUND AT ROAD WORKS FOR NEW ROUNDBAOUT UNDER CONSTRUCTION APPROX 1KM S OF J/
E: 457194 N: 221097 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting

C1 TRAV NE IN RD WORKS (TEMP LAY-OUT WITH NSIDE LANE CONED OFF) LOST CONTROL ON APPROACH TO RBT
UNDER CONSTRUCTION RBT & C1 HIT OSIDE KERB - TEMP 40MPH LIMIT IN PLACE

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P3080511 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0161

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
2nd:	Temporary road layout (eg contraflow)	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 38 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/05/2011** (65) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Accidents involving:

	Fatal	Serious	Slight	Total
Vehicles only	2	18	156	176
Motor cycles	3	12	21	36
Bicycles	0	4	6	10
Total	5	34	183	222

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	2	13	158	173
Passenger	0	8	64	72
Motorcyclist	3	10	22	35
Cyclist	0	4	6	10
Pedestrian	0	3	6	9
Total	5	38	256	299

Appendix D
Trip Generation Information

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	SC	SURREY	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WO	WORCESTERSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	FI	FIFE	1 days
	SR	STIRLING	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 101 to 372 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 10/02/10

Selected survey days:

Monday	4 days
Tuesday	3 days
Wednesday	2 days
Thursday	5 days
Friday	2 days

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Residential Zone	10
Village	1
Out of Town	1
No Sub Category	4

Filtering Stage 3 selection:

Use Class:

C3	16 days

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	8 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	5 days
100,001 to 125,000	3 days
125,001 to 250,000	6 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	9 days
1.6 to 2.0	1 days

Travel Plan:

No	16 days

LIST OF SITES relevant to selection parameters

1 CF-03-A-02 MIXED HOUSES, CARDIFF CARDIFF
DROPE ROAD

CARDIFF
Edge of Town
Residential Zone
Total Number of dwellings: 196
Survey date: FRIDAY 05/10/07 Survey Type: MANUAL

2 CH-03-A-06 SEMI-DET./BUNGALOWS,CREWE CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

3 EX-03-A-01 SEMI-DET., STANFORD-LE-HOPE ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

4 FI-03-A-03 MIXED HOUSES, DUNFERMLINE FIFE
WOODMILL ROAD

DUNFERMLINE
Edge of Town
Residential Zone
Total Number of dwellings: 155
Survey date: MONDAY 30/04/07 Survey Type: MANUAL

5 LN-03-A-01 MIXED HOUSES, LINCOLN LINCOLNSHIRE
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150
Survey date: TUESDAY 15/05/07 Survey Type: MANUAL

6 LN-03-A-02 MIXED HOUSES, LINCOLN LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

7 MS-03-A-01 TERRACED, RUNCORN MERSEYSIDE
PALACE FIELDS AVENUE

RUNCORN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 372
Survey date: THURSDAY 06/10/05 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 NT-03-A-03 SEMI DETACHED,KIRKBY-IN-ASHFD NOTTINGHAMSHIRE
B6018 SUTTON ROAD

KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 166
Survey date: WEDNESDAY 28/06/06 Survey Type: MANUAL

9 SC-03-A-04 HOUSES & FLATS,NEAR FRIMLEY SURREY
DEEPCUT BRIDGE ROAD
DEEPCUT
NEAR FRIMLEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 288
Survey date: WEDNESDAY 10/02/10 Survey Type: MANUAL

10 SF-03-A-02 SEMI DET./TERRACED, IPSWICH SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230
Survey date: THURSDAY 24/05/07 Survey Type: MANUAL

11 SF-03-A-03 MIXED HOUSES, BURY ST EDMDS SUFFOLK
BARTON HILL
FORNHAM ST MARTIN
BURY ST EDMUNDS
Edge of Town
Out of Town
Total Number of dwellings: 101
Survey date: MONDAY 15/05/06 Survey Type: MANUAL

12 SH-03-A-04 TERRACED, SHREWSBURY SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY 11/06/09 Survey Type: MANUAL

13 SR-03-A-01 DETACHED, STIRLING STIRLING
BENVIEW

STIRLING
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: MONDAY 23/04/07 Survey Type: MANUAL

14 TV-03-A-01 MIXED HOUSES/FLATS, HARTLEPL TEES VALLEY
POWLETT ROAD

HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 225
Survey date: THURSDAY 14/04/05 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 WO-03-A-03 DETACHED, KIDDERMINSTER WORCESTERSHIRE
BLAKEBROOK
BLAKEBROOK
KIDDERMINSTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 138
Survey date: FRIDAY 05/05/06 Survey Type: MANUAL

16 WO-03-A-06 DET./TERRACED, BROMSGROVE WORCESTERSHIRE
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwellings: 232
Survey date: THURSDAY 30/06/05 Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

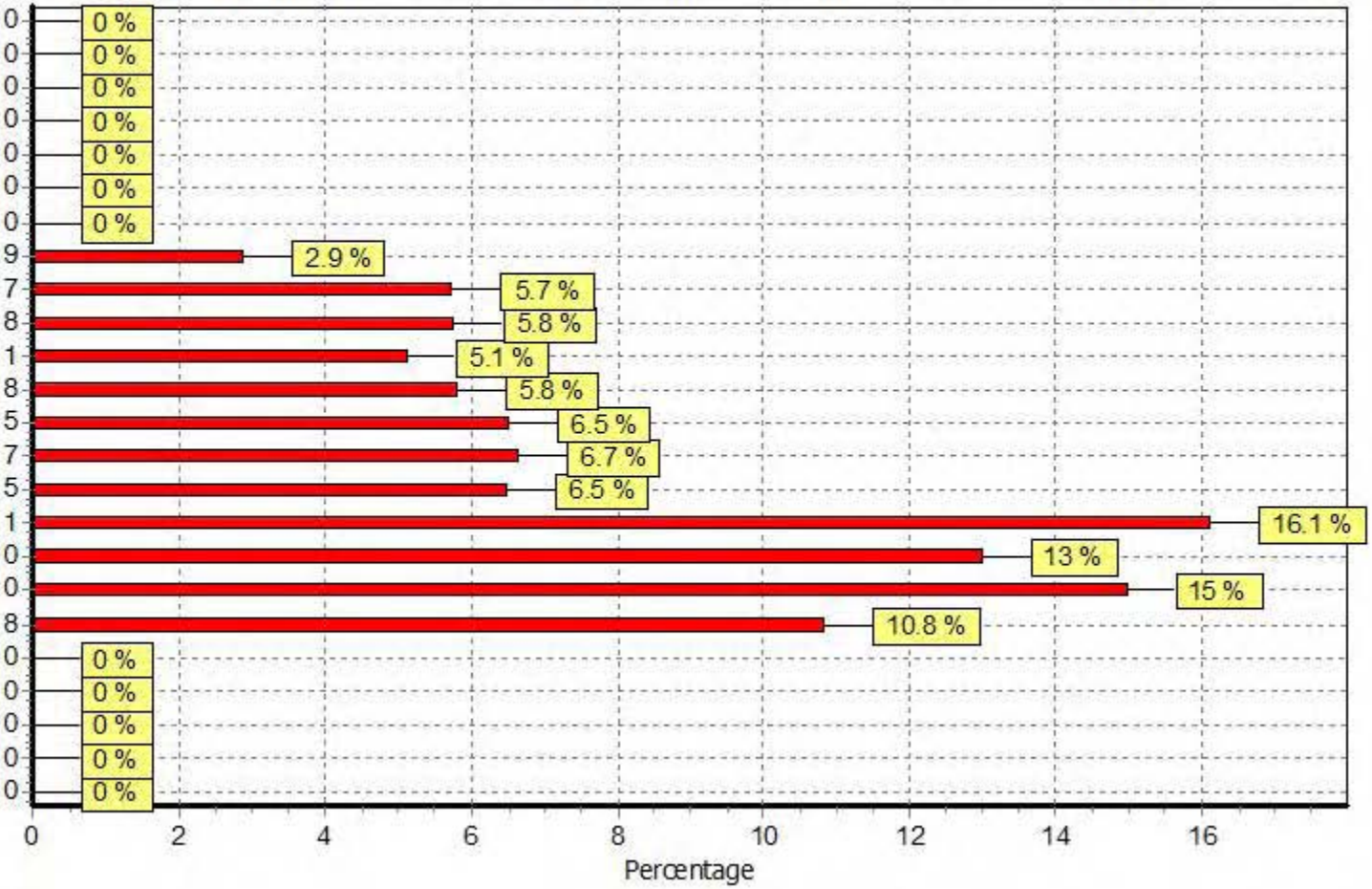
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	16	189	0.118	16	189	0.414	16	189	0.532
08:00 - 09:00	16	189	0.229	**16**	**189**	**0.830**	**16**	**189**	**1.059**
09:00 - 10:00	16	189	0.237	16	189	0.336	16	189	0.573
10:00 - 11:00	16	189	0.210	16	189	0.276	16	189	0.486
11:00 - 12:00	16	189	0.239	16	189	0.265	16	189	0.504
12:00 - 13:00	16	189	0.268	16	189	0.262	16	189	0.530
13:00 - 14:00	16	189	0.273	16	189	0.256	16	189	0.529
14:00 - 15:00	16	189	0.267	16	189	0.277	16	189	0.544
15:00 - 16:00	**16**	**189**	**0.662**	16	189	0.365	16	189	1.027
16:00 - 17:00	16	189	0.534	16	189	0.338	16	189	0.872
17:00 - 18:00	16	189	0.597	16	189	0.342	16	189	0.939
18:00 - 19:00	16	189	0.445	16	189	0.379	16	189	0.824
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.079			4.340			8.419

Parameter summary

Trip rate parameter range selected:	101 - 372 (units:)
Survey date date range:	01/01/05 - 10/02/10
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

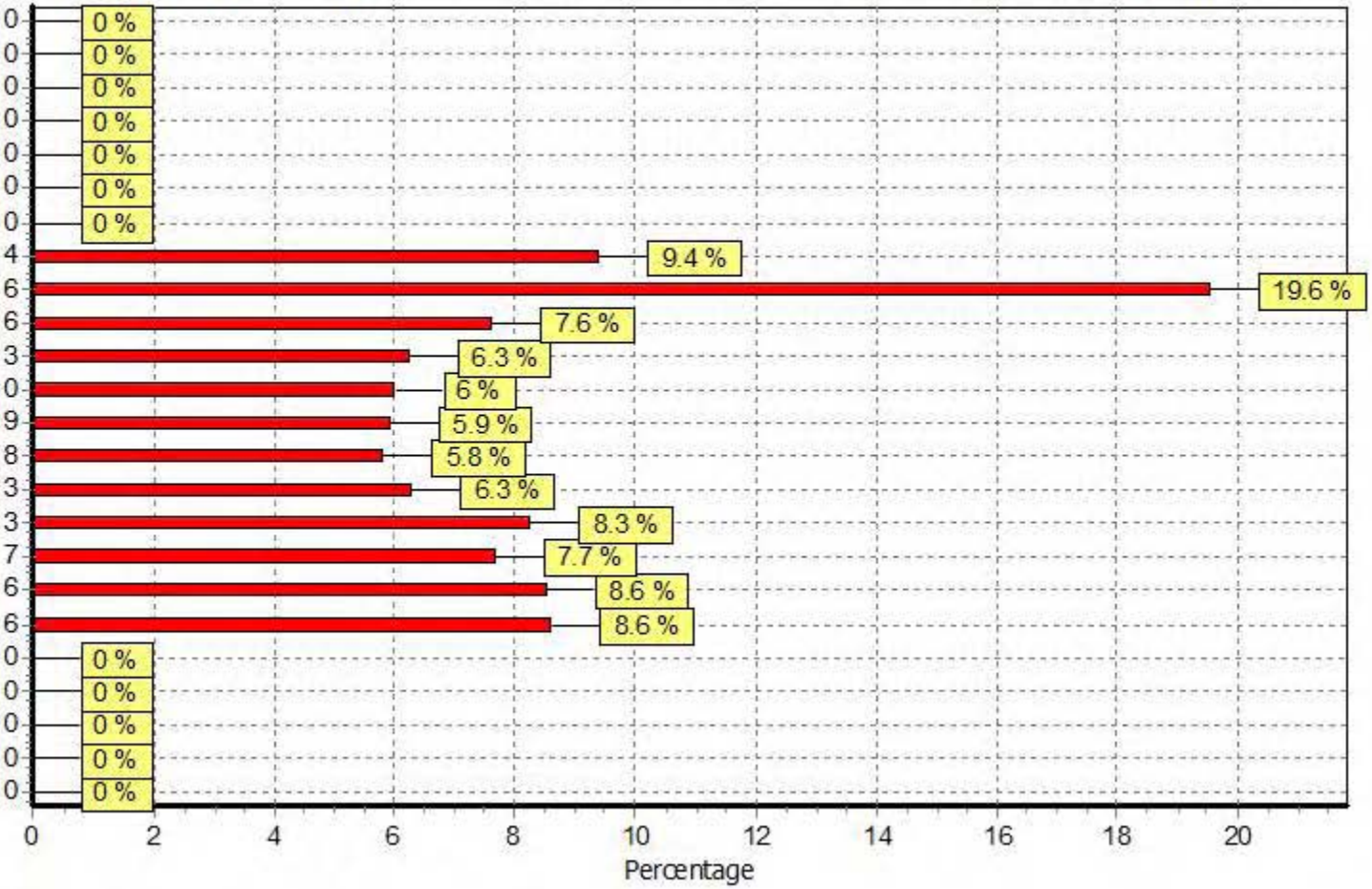
TRIP RATE GRAPH - ARRIVALS 03 - RESIDENTIAL A - HOUSES PRIVATELY OWNED MULTI-MODAL TOTAL PEOPLE

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.118	2.9
08:00-09:00	0.236	5.7
09:00-10:00	0.237	5.8
10:00-11:00	0.210	5.1
11:00-12:00	0.239	5.8
12:00-13:00	0.268	6.5
13:00-14:00	0.273	6.7
14:00-15:00	0.267	6.5
15:00-16:00	0.662	16.1
16:00-17:00	0.534	13.0
17:00-18:00	0.616	15.0
18:00-19:00	0.445	10.8
19:00-20:00	0.000	0.0
20:00-21:00	0.000	0.0
21:00-22:00	0.000	0.0
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



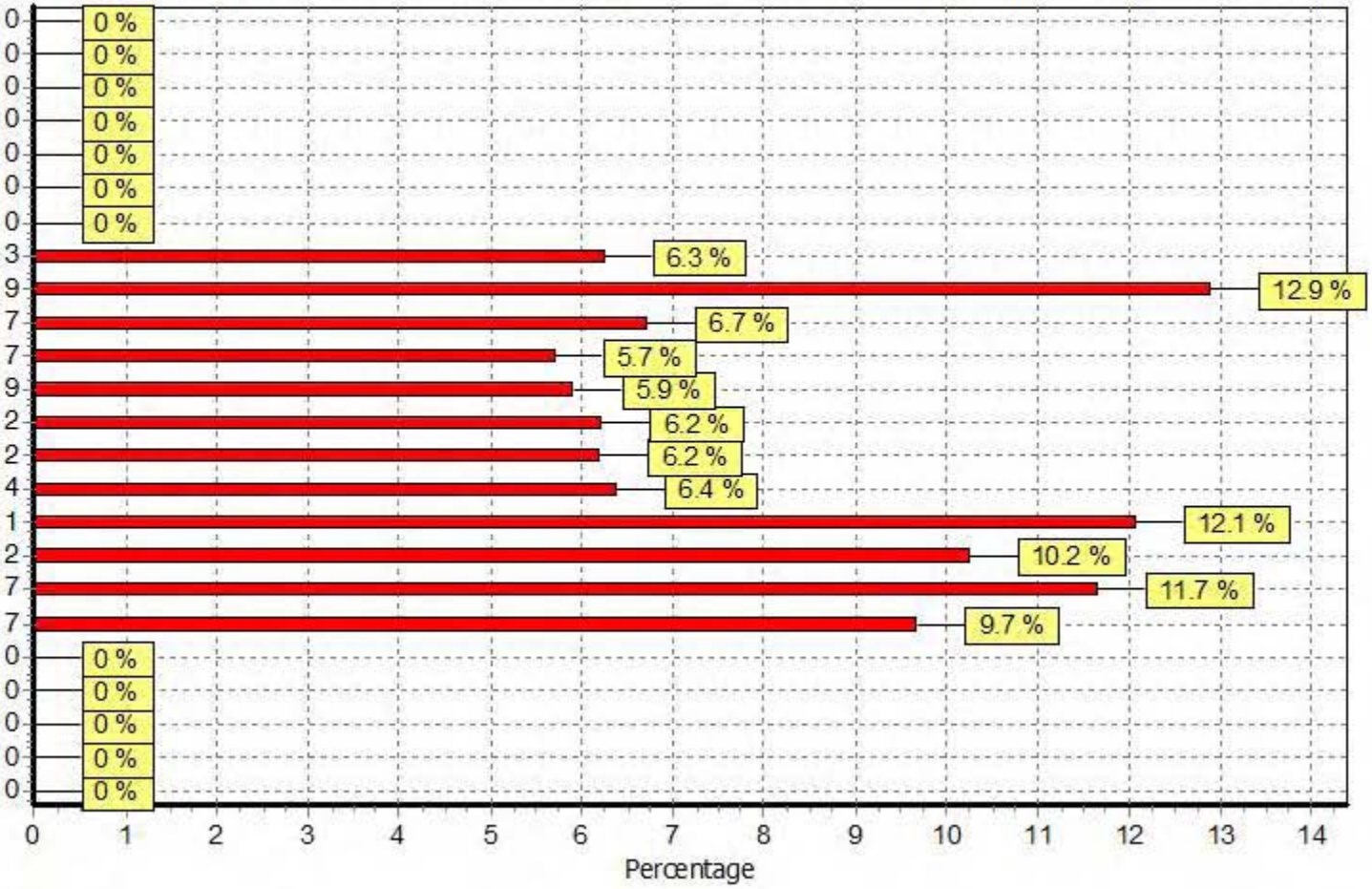
TRIP RATE GRAPH - DEPARTURES 03 - RESIDENTIAL A - HOUSES PRIVATELY OWNED MULTI-MODAL TOTAL PEOPI

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.414	9.4
08:00-09:00	0.862	19.6
09:00-10:00	0.336	7.6
10:00-11:00	0.276	6.3
11:00-12:00	0.265	6.0
12:00-13:00	0.262	5.9
13:00-14:00	0.256	5.8
14:00-15:00	0.277	6.3
15:00-16:00	0.365	8.3
16:00-17:00	0.338	7.7
17:00-18:00	0.377	8.6
18:00-19:00	0.379	8.6
19:00-20:00	0.000	0.0
20:00-21:00	0.000	0.0
21:00-22:00	0.000	0.0
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.532	6.3
08:00-09:00	1.098	12.9
09:00-10:00	0.573	6.7
10:00-11:00	0.486	5.7
11:00-12:00	0.504	5.9
12:00-13:00	0.530	6.2
13:00-14:00	0.529	6.2
14:00-15:00	0.544	6.4
15:00-16:00	1.027	12.1
16:00-17:00	0.872	10.2
17:00-18:00	0.993	11.7
18:00-19:00	0.824	9.7
19:00-20:00	0.000	0.0
20:00-21:00	0.000	0.0
21:00-22:00	0.000	0.0
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0

TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL A - HOUSES PRIVATELY OWNED MULTI-MODAL TOTAL PEOPLE



Department for Transport statistics

National Travel Survey

Table NTS0409
Average number of trips by purpose and main mode: Great Britain, 2009

Trips/thousands

Purpose	Walk	Bicycle	Car/van driver	Car/van passenger	Motorcycle	Other private[1]	Local bus	Rail[2]	Other public[3]	All modes
Commuting	16	5	84	14	1	1	13	11	2	147
Business	2	-	21	2	-	-	1	2	-	30
Education/escort education	42	2	21	22	-	3	10	2	1	105
Shopping	45	2	83	40	-	1	19	2	2	193
Other escort	11	-	50	26	-	-	2	-	1	91
Personal business	24	1	43	23	-	1	8	1	1	103
Leisure[4]	45	5	92	89	1	2	14	7	7	261
Other including just walk	43	0	-	-	0	0	-	0	0	43
All purposes	228	15	395	217	3	9	67	25	14	973
Unweighted sample size: trips ('000s)	86	5	144	82	1	3	24	8	5	359

1 Mostly private hire bus (including school buses).
2 Surface rail and London underground.
3 Non-local bus, taxi/minicab and other public transport (air, ferries, light rail).
4 Visit friends at home and elsewhere, entertainment, sport, holiday and day trip.

Telephone: 020 7944 3097
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Notes & definitions

Source: National Travel Survey
Last updated: 29 July 2010
Next update: July 2011

The figures in this table are National Statistics

Department for Transport statistics

National Travel Survey

Table NTS0502
Trip start time by trip purpose (Monday to Friday only): Great Britain, 2005/09

Percentage/thousands

Start time	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Visiting friends/ entertainment/ sport	Holiday/ Day trip/ Other	All purposes	Unweighted sample size (trips '000s)
0000 - 0059	*32*	*4*	*-*	*0*	*3*	*9*	*48*	*4*	*100*	1
0100 - 0159	*35*	*6*	*-*	*-*	*2*	*11*	*42*	*4*	*100*	1
0200 - 0259	*45*	*4*	*-*	*-*	*1*	*7*	*38*	*5*	*100*	1
0300 - 0359	*62*	*6*	*1*	*1*	*1*	*5*	*16*	*8*	*100*	1
0400 - 0459	*77*	*5*	*-*	*-*	*1*	*5*	*3*	*9*	*100*	2
0500 - 0559	*79*	*5*	*-*	*-*	*1*	*7*	*2*	*6*	*100*	8
0600 - 0659	*69*	*7*	*1*	*-*	*2*	*9*	*3*	*9*	*100*	22
0700 - 0759	*57*	*5*	*10*	*3*	*3*	*13*	*4*	*5*	*100*	69
0800 - 0859	*24*	*3*	*29*	*18*	*4*	*14*	*3*	*3*	*100*	159
0900 - 0959	*12*	*5*	*3*	*8*	*24*	*28*	*13*	*8*	*100*	83
1000 - 1159	*5*	*5*	*2*	*1*	*36*	*26*	*15*	*10*	*100*	80
1100 - 1159	*5*	*5*	*2*	*2*	*35*	*27*	*17*	*8*	*100*	86
1200 - 1259	*8*	*5*	*3*	*2*	*30*	*26*	*19*	*7*	*100*	83
1300 - 1359	*12*	*5*	*3*	*1*	*28*	*25*	*19*	*8*	*100*	79
1400 - 1459	*10*	*4*	*4*	*8*	*27*	*22*	*17*	*9*	*100*	84
1500 - 1559	*8*	*3*	*24*	*18*	*14*	*15*	*13*	*6*	*100*	151
1600 - 1659	*23*	*5*	*5*	*3*	*16*	*22*	*18*	*8*	*100*	105
1700 - 1759	*35*	*4*	*2*	*1*	*12*	*20*	*20*	*6*	*100*	107
1800 - 1859	*21*	*3*	*1*	*-*	*14*	*19*	*33*	*8*	*100*	76
1900 - 1959	*10*	*2*	*1*	*-*	*15*	*19*	*44*	*9*	*100*	55
2000 - 2059	*12*	*2*	*1*	*-*	*13*	*18*	*46*	*9*	*100*	35
2100 - 2159	*13*	*2*	*1*	*-*	*7*	*17*	*53*	*7*	*100*	26
2200 - 2259	*16*	*2*	*-*	*-*	*4*	*13*	*58*	*7*	*100*	18
2300 - 2359	*16*	*2*	*-*	*-*	*2*	*11*	*63*	*5*	*100*	10
All day	*19*	*4*	*8*	*6*	*18*	*20*	*19*	*7*	*100*	1,342

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Notes & definitions

Source: National Travel Survey
Last updated: 29 July 2010
Next update: July 2011

The figures in this table are National Statistics

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 5347 to 17708 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 09/09/10

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
No Sub Category	1

LIST OF SITES relevant to selection parameters

1 CB-02-D-04 INDUSTRIAL ESTATE, BRAMPTON CUMBRIA
CARLISLE ROAD

BRAMPTON
Edge of Town
No Sub Category
Total Gross floor area: 17708 sqm
Survey date: WEDNESDAY 16/12/09 Survey Type: MANUAL

2 LN-02-D-01 INDUSTRIAL ESTATE, GRANTHAM LINCOLNSHIRE
BELTON LANE

GRANTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 5347 sqm
Survey date: THURSDAY 12/05/05 Survey Type: MANUAL

3 WL-02-D-01 IND. ESTATE, WOOTTON BASSETT WILTSHIRE
MARLBOROUGH ROAD

WOOTTON BASSETT
Edge of Town
Industrial Zone
Total Gross floor area: 7050 sqm
Survey date: TUESDAY 03/10/06 Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	3	10035	0.066	3	10035	0.130	3	10035	0.196
07:30 - 08:00	3	10035	0.272	3	10035	0.120	3	10035	0.392
08:00 - 08:30	3	10035	0.286	3	10035	0.159	3	10035	0.445
08:30 - 09:00	3	10035	0.319	3	10035	0.143	3	10035	0.462
09:00 - 09:30	3	10035	0.193	3	10035	0.143	3	10035	0.336
09:30 - 10:00	3	10035	0.176	3	10035	0.120	3	10035	0.296
10:00 - 10:30	3	10035	0.183	3	10035	0.209	3	10035	0.392
10:30 - 11:00	3	10035	0.199	3	10035	0.149	3	10035	0.348
11:00 - 11:30	3	10035	0.216	3	10035	0.193	3	10035	0.409
11:30 - 12:00	3	10035	0.256	3	10035	0.242	3	10035	0.498
12:00 - 12:30	3	10035	0.143	3	10035	0.262	3	10035	0.405
12:30 - 13:00	3	10035	0.206	3	10035	0.213	3	10035	0.419
13:00 - 13:30	3	10035	0.173	3	10035	0.176	3	10035	0.349
13:30 - 14:00	3	10035	0.223	3	10035	0.173	3	10035	0.396
14:00 - 14:30	3	10035	0.216	3	10035	0.186	3	10035	0.402
14:30 - 15:00	3	10035	0.176	3	10035	0.193	3	10035	0.369
15:00 - 15:30	3	10035	0.219	3	10035	0.193	3	10035	0.412
15:30 - 16:00	3	10035	0.133	3	10035	0.176	3	10035	0.309
16:00 - 16:30	3	10035	0.189	3	10035	0.196	3	10035	0.385
16:30 - 17:00	3	10035	0.136	3	10035	0.239	3	10035	0.375
17:00 - 17:30	3	10035	0.136	3	10035	0.342	3	10035	0.478
17:30 - 18:00	3	10035	0.096	3	10035	0.176	3	10035	0.272
18:00 - 18:30	3	10035	0.086	3	10035	0.189	3	10035	0.275
18:30 - 19:00	3	10035	0.027	3	10035	0.149	3	10035	0.176
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.325			4.471			8.796

Parameter summary

Trip rate parameter range selected:	5347 - 17708 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	3	10035	0.000	3	10035	0.010	3	10035	0.010
07:30 - 08:00	3	10035	0.023	3	10035	0.013	3	10035	0.036
08:00 - 08:30	3	10035	0.020	3	10035	0.017	3	10035	0.037
08:30 - 09:00	3	10035	0.007	3	10035	0.010	3	10035	0.017
09:00 - 09:30	3	10035	0.013	3	10035	0.003	3	10035	0.016
09:30 - 10:00	3	10035	0.017	3	10035	0.010	3	10035	0.027
10:00 - 10:30	3	10035	0.023	3	10035	0.030	3	10035	0.053
10:30 - 11:00	3	10035	0.017	3	10035	0.013	3	10035	0.030
11:00 - 11:30	3	10035	0.020	3	10035	0.027	3	10035	0.047
11:30 - 12:00	3	10035	0.017	3	10035	0.003	3	10035	0.020
12:00 - 12:30	3	10035	0.010	3	10035	0.013	3	10035	0.023
12:30 - 13:00	3	10035	0.003	3	10035	0.007	3	10035	0.010
13:00 - 13:30	3	10035	0.007	3	10035	0.007	3	10035	0.014
13:30 - 14:00	3	10035	0.020	3	10035	0.010	3	10035	0.030
14:00 - 14:30	3	10035	0.020	3	10035	0.013	3	10035	0.033
14:30 - 15:00	3	10035	0.023	3	10035	0.020	3	10035	0.043
15:00 - 15:30	3	10035	0.040	3	10035	0.030	3	10035	0.070
15:30 - 16:00	3	10035	0.010	3	10035	0.030	3	10035	0.040
16:00 - 16:30	3	10035	0.027	3	10035	0.010	3	10035	0.037
16:30 - 17:00	3	10035	0.010	3	10035	0.013	3	10035	0.023
17:00 - 17:30	3	10035	0.013	3	10035	0.000	3	10035	0.013
17:30 - 18:00	3	10035	0.010	3	10035	0.023	3	10035	0.033
18:00 - 18:30	3	10035	0.007	3	10035	0.003	3	10035	0.010
18:30 - 19:00	3	10035	0.000	3	10035	0.003	3	10035	0.003
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.357			0.318			0.675

Parameter summary

Trip rate parameter range selected:	5347 - 17708 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
07:30 - 08:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
08:00 - 08:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
08:30 - 09:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
09:00 - 09:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
09:30 - 10:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
10:00 - 10:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
10:30 - 11:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
11:00 - 11:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
11:30 - 12:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
12:00 - 12:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
12:30 - 13:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
13:00 - 13:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
13:30 - 14:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
14:00 - 14:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
14:30 - 15:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:00 - 15:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:30 - 16:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
16:00 - 16:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
16:30 - 17:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
17:00 - 17:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
17:30 - 18:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
18:00 - 18:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
18:30 - 19:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	5347 - 17708 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	3	10035	0.007	3	10035	0.000	3	10035	0.007
07:30 - 08:00	3	10035	0.007	3	10035	0.000	3	10035	0.007
08:00 - 08:30	3	10035	0.010	3	10035	0.007	3	10035	0.017
08:30 - 09:00	3	10035	0.003	3	10035	0.003	3	10035	0.006
09:00 - 09:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
09:30 - 10:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
10:00 - 10:30	3	10035	0.003	3	10035	0.000	3	10035	0.003
10:30 - 11:00	3	10035	0.003	3	10035	0.000	3	10035	0.003
11:00 - 11:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
11:30 - 12:00	3	10035	0.003	3	10035	0.000	3	10035	0.003
12:00 - 12:30	3	10035	0.003	3	10035	0.003	3	10035	0.006
12:30 - 13:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
13:00 - 13:30	3	10035	0.003	3	10035	0.007	3	10035	0.010
13:30 - 14:00	3	10035	0.003	3	10035	0.000	3	10035	0.003
14:00 - 14:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
14:30 - 15:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:00 - 15:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:30 - 16:00	3	10035	0.007	3	10035	0.007	3	10035	0.014
16:00 - 16:30	3	10035	0.000	3	10035	0.010	3	10035	0.010
16:30 - 17:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
17:00 - 17:30	3	10035	0.003	3	10035	0.003	3	10035	0.006
17:30 - 18:00	3	10035	0.000	3	10035	0.003	3	10035	0.003
18:00 - 18:30	3	10035	0.000	3	10035	0.003	3	10035	0.003
18:30 - 19:00	3	10035	0.000	3	10035	0.013	3	10035	0.013
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.055			0.059			0.114

Parameter summary

Trip rate parameter range selected:	5347 - 17708 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	3	10035	0.070	3	10035	0.133	3	10035	0.203
07:30 - 08:00	3	10035	0.326	3	10035	0.146	3	10035	0.472
08:00 - 08:30	3	10035	0.332	3	10035	0.213	3	10035	0.545
08:30 - 09:00	3	10035	0.369	3	10035	0.163	3	10035	0.532
09:00 - 09:30	3	10035	0.229	3	10035	0.179	3	10035	0.408
09:30 - 10:00	3	10035	0.193	3	10035	0.133	3	10035	0.326
10:00 - 10:30	3	10035	0.199	3	10035	0.219	3	10035	0.418
10:30 - 11:00	3	10035	0.209	3	10035	0.163	3	10035	0.372
11:00 - 11:30	3	10035	0.246	3	10035	0.203	3	10035	0.449
11:30 - 12:00	3	10035	0.312	3	10035	0.289	3	10035	0.601
12:00 - 12:30	3	10035	0.179	3	10035	0.299	3	10035	0.478
12:30 - 13:00	3	10035	0.256	3	10035	0.246	3	10035	0.502
13:00 - 13:30	3	10035	0.206	3	10035	0.199	3	10035	0.405
13:30 - 14:00	3	10035	0.272	3	10035	0.206	3	10035	0.478
14:00 - 14:30	3	10035	0.239	3	10035	0.216	3	10035	0.455
14:30 - 15:00	3	10035	0.199	3	10035	0.216	3	10035	0.415
15:00 - 15:30	3	10035	0.252	3	10035	0.213	3	10035	0.465
15:30 - 16:00	3	10035	0.166	3	10035	0.216	3	10035	0.382
16:00 - 16:30	3	10035	0.209	3	10035	0.226	3	10035	0.435
16:30 - 17:00	3	10035	0.159	3	10035	0.279	3	10035	0.438
17:00 - 17:30	3	10035	0.176	3	10035	0.399	3	10035	0.575
17:30 - 18:00	3	10035	0.103	3	10035	0.213	3	10035	0.316
18:00 - 18:30	3	10035	0.093	3	10035	0.219	3	10035	0.312
18:30 - 19:00	3	10035	0.023	3	10035	0.186	3	10035	0.209
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			5.017			5.174			10.191

Parameter summary

Trip rate parameter range selected:	5347 - 17708 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	3	10035	0.003	3	10035	0.003	3	10035	0.006
07:30 - 08:00	3	10035	0.027	3	10035	0.010	3	10035	0.037
08:00 - 08:30	3	10035	0.010	3	10035	0.000	3	10035	0.010
08:30 - 09:00	3	10035	0.013	3	10035	0.007	3	10035	0.020
09:00 - 09:30	3	10035	0.003	3	10035	0.003	3	10035	0.006
09:30 - 10:00	3	10035	0.003	3	10035	0.003	3	10035	0.006
10:00 - 10:30	3	10035	0.003	3	10035	0.000	3	10035	0.003
10:30 - 11:00	3	10035	0.000	3	10035	0.003	3	10035	0.003
11:00 - 11:30	3	10035	0.000	3	10035	0.003	3	10035	0.003
11:30 - 12:00	3	10035	0.000	3	10035	0.010	3	10035	0.010
12:00 - 12:30	3	10035	0.017	3	10035	0.017	3	10035	0.034
12:30 - 13:00	3	10035	0.023	3	10035	0.010	3	10035	0.033
13:00 - 13:30	3	10035	0.010	3	10035	0.003	3	10035	0.013
13:30 - 14:00	3	10035	0.017	3	10035	0.010	3	10035	0.027
14:00 - 14:30	3	10035	0.007	3	10035	0.007	3	10035	0.014
14:30 - 15:00	3	10035	0.003	3	10035	0.007	3	10035	0.010
15:00 - 15:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:30 - 16:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
16:00 - 16:30	3	10035	0.003	3	10035	0.000	3	10035	0.003
16:30 - 17:00	3	10035	0.013	3	10035	0.003	3	10035	0.016
17:00 - 17:30	3	10035	0.027	3	10035	0.017	3	10035	0.044
17:30 - 18:00	3	10035	0.003	3	10035	0.013	3	10035	0.016
18:00 - 18:30	3	10035	0.007	3	10035	0.023	3	10035	0.030
18:30 - 19:00	3	10035	0.000	3	10035	0.010	3	10035	0.010
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.192			0.162			0.354

Parameter summary

Trip rate parameter range selected:	5347 - 17708 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
07:30 - 08:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
08:00 - 08:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
08:30 - 09:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
09:00 - 09:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
09:30 - 10:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
10:00 - 10:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
10:30 - 11:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
11:00 - 11:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
11:30 - 12:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
12:00 - 12:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
12:30 - 13:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
13:00 - 13:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
13:30 - 14:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
14:00 - 14:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
14:30 - 15:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:00 - 15:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:30 - 16:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
16:00 - 16:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
16:30 - 17:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
17:00 - 17:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
17:30 - 18:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
18:00 - 18:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
18:30 - 19:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	5347 - 17708 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TRAIN PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
07:30 - 08:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
08:00 - 08:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
08:30 - 09:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
09:00 - 09:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
09:30 - 10:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
10:00 - 10:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
10:30 - 11:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
11:00 - 11:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
11:30 - 12:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
12:00 - 12:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
12:30 - 13:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
13:00 - 13:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
13:30 - 14:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
14:00 - 14:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
14:30 - 15:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:00 - 15:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:30 - 16:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
16:00 - 16:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
16:30 - 17:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
17:00 - 17:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
17:30 - 18:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
18:00 - 18:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
18:30 - 19:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	5347 - 17708 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
07:30 - 08:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
08:00 - 08:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
08:30 - 09:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
09:00 - 09:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
09:30 - 10:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
10:00 - 10:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
10:30 - 11:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
11:00 - 11:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
11:30 - 12:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
12:00 - 12:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
12:30 - 13:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
13:00 - 13:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
13:30 - 14:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
14:00 - 14:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
14:30 - 15:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:00 - 15:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:30 - 16:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
16:00 - 16:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
16:30 - 17:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
17:00 - 17:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
17:30 - 18:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
18:00 - 18:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
18:30 - 19:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	5347 - 17708 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
07:30 - 08:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
08:00 - 08:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
08:30 - 09:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
09:00 - 09:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
09:30 - 10:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
10:00 - 10:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
10:30 - 11:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
11:00 - 11:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
11:30 - 12:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
12:00 - 12:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
12:30 - 13:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
13:00 - 13:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
13:30 - 14:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
14:00 - 14:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
14:30 - 15:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:00 - 15:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
15:30 - 16:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
16:00 - 16:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
16:30 - 17:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
17:00 - 17:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
17:30 - 18:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
18:00 - 18:30	3	10035	0.000	3	10035	0.000	3	10035	0.000
18:30 - 19:00	3	10035	0.000	3	10035	0.000	3	10035	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	5347 - 17708 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	3	10035	0.080	3	10035	0.136	3	10035	0.216
07:30 - 08:00	3	10035	0.359	3	10035	0.156	3	10035	0.515
08:00 - 08:30	3	10035	0.352	3	10035	0.219	3	10035	0.571
08:30 - 09:00	3	10035	0.385	3	10035	0.173	3	10035	0.558
09:00 - 09:30	3	10035	0.233	3	10035	0.183	3	10035	0.416
09:30 - 10:00	3	10035	0.196	3	10035	0.136	3	10035	0.332
10:00 - 10:30	3	10035	0.206	3	10035	0.219	3	10035	0.425
10:30 - 11:00	3	10035	0.213	3	10035	0.166	3	10035	0.379
11:00 - 11:30	3	10035	0.246	3	10035	0.206	3	10035	0.452
11:30 - 12:00	3	10035	0.316	3	10035	0.299	3	10035	0.615
12:00 - 12:30	3	10035	0.199	3	10035	0.319	3	10035	0.518
12:30 - 13:00	3	10035	0.279	3	10035	0.256	3	10035	0.535
13:00 - 13:30	3	10035	0.219	3	10035	0.209	3	10035	0.428
13:30 - 14:00	3	10035	0.292	3	10035	0.216	3	10035	0.508
14:00 - 14:30	3	10035	0.246	3	10035	0.223	3	10035	0.469
14:30 - 15:00	3	10035	0.203	3	10035	0.223	3	10035	0.426
15:00 - 15:30	3	10035	0.252	3	10035	0.213	3	10035	0.465
15:30 - 16:00	3	10035	0.173	3	10035	0.223	3	10035	0.396
16:00 - 16:30	3	10035	0.213	3	10035	0.236	3	10035	0.449
16:30 - 17:00	3	10035	0.173	3	10035	0.282	3	10035	0.455
17:00 - 17:30	3	10035	0.206	3	10035	0.419	3	10035	0.625
17:30 - 18:00	3	10035	0.106	3	10035	0.229	3	10035	0.335
18:00 - 18:30	3	10035	0.100	3	10035	0.246	3	10035	0.346
18:30 - 19:00	3	10035	0.023	3	10035	0.209	3	10035	0.232
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			5.270			5.396			10.666

Parameter summary

Trip rate parameter range selected:	5347 - 17708 (units: sqm)
Survey date date range:	01/01/03 - 09/09/10
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 32300 to 80066 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 29/11/10

Selected survey days:

Monday	1 days
Tuesday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	2

Selected Location Sub Categories:

Industrial Zone	1
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

B8	2 days

Population within 1 mile:

10,001 to 15,000	2 days

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

Travel Plan:

Yes	1 days
No	1 days

LIST OF SITES relevant to selection parameters

1 LN-02-F-01 BOOK SERVICE, GRANTHAM LINCOLNSHIRE
TRENT ROAD

GRANTHAM
Edge of Town
No Sub Category
Total Gross floor area: 32300 sqm

2 TV-02-F-02 ARGOS WAREHOUSE, DARL'TON TEES VALLEY
ROUNDHOUSE ROAD
FAVERDALE
DARLINGTON
Edge of Town
Industrial Zone
Total Gross floor area: 80066 sqm

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.012	2	56183	0.008	2	56183	0.020
07:30 - 08:00	2	56183	0.034	2	56183	0.010	2	56183	0.044
08:00 - 08:30	2	56183	0.014	2	56183	0.008	2	56183	0.022
08:30 - 09:00	2	56183	0.017	2	56183	0.009	2	56183	0.026
09:00 - 09:30	2	56183	0.023	2	56183	0.008	2	56183	0.031
09:30 - 10:00	2	56183	0.022	2	56183	0.010	2	56183	0.032
10:00 - 10:30	2	56183	0.011	2	56183	0.014	2	56183	0.025
10:30 - 11:00	2	56183	0.006	2	56183	0.004	2	56183	0.010
11:00 - 11:30	2	56183	0.005	2	56183	0.012	2	56183	0.017
11:30 - 12:00	2	56183	0.010	2	56183	0.011	2	56183	0.021
12:00 - 12:30	2	56183	0.013	2	56183	0.015	2	56183	0.028
12:30 - 13:00	2	56183	0.012	2	56183	0.007	2	56183	0.019
13:00 - 13:30	2	56183	0.042	2	56183	0.018	2	56183	0.060
13:30 - 14:00	2	56183	0.064	2	56183	0.041	2	56183	0.105
14:00 - 14:30	2	56183	0.013	2	56183	0.045	2	56183	0.058
14:30 - 15:00	2	56183	0.012	2	56183	0.024	2	56183	0.036
15:00 - 15:30	2	56183	0.010	2	56183	0.020	2	56183	0.030
15:30 - 16:00	2	56183	0.012	2	56183	0.022	2	56183	0.034
16:00 - 16:30	2	56183	0.012	2	56183	0.023	2	56183	0.035
16:30 - 17:00	2	56183	0.009	2	56183	0.024	2	56183	0.033
17:00 - 17:30	2	56183	0.011	2	56183	0.019	2	56183	0.030
17:30 - 18:00	2	56183	0.005	2	56183	0.021	2	56183	0.026
18:00 - 18:30	2	56183	0.009	2	56183	0.014	2	56183	0.023
18:30 - 19:00	2	56183	0.004	2	56183	0.014	2	56183	0.018
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.382			0.401			0.783

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
07:30 - 08:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
08:00 - 08:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
08:30 - 09:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:00 - 09:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:30 - 10:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:00 - 10:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:30 - 11:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:00 - 11:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:30 - 12:00	2	56183	0.001	2	56183	0.001	2	56183	0.002
12:00 - 12:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
12:30 - 13:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:00 - 13:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:30 - 14:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
14:00 - 14:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
14:30 - 15:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:00 - 15:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:30 - 16:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
16:00 - 16:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
16:30 - 17:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:00 - 17:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:30 - 18:00	2	56183	0.001	2	56183	0.000	2	56183	0.001
18:00 - 18:30	2	56183	0.000	2	56183	0.001	2	56183	0.001
18:30 - 19:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.002			0.002			0.004

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.004	2	56183	0.006	2	56183	0.010
07:30 - 08:00	2	56183	0.006	2	56183	0.004	2	56183	0.010
08:00 - 08:30	2	56183	0.002	2	56183	0.004	2	56183	0.006
08:30 - 09:00	2	56183	0.003	2	56183	0.004	2	56183	0.007
09:00 - 09:30	2	56183	0.004	2	56183	0.004	2	56183	0.008
09:30 - 10:00	2	56183	0.001	2	56183	0.004	2	56183	0.005
10:00 - 10:30	2	56183	0.009	2	56183	0.005	2	56183	0.014
10:30 - 11:00	2	56183	0.005	2	56183	0.003	2	56183	0.008
11:00 - 11:30	2	56183	0.004	2	56183	0.007	2	56183	0.011
11:30 - 12:00	2	56183	0.004	2	56183	0.006	2	56183	0.010
12:00 - 12:30	2	56183	0.005	2	56183	0.003	2	56183	0.008
12:30 - 13:00	2	56183	0.004	2	56183	0.003	2	56183	0.007
13:00 - 13:30	2	56183	0.004	2	56183	0.004	2	56183	0.008
13:30 - 14:00	2	56183	0.007	2	56183	0.003	2	56183	0.010
14:00 - 14:30	2	56183	0.012	2	56183	0.004	2	56183	0.016
14:30 - 15:00	2	56183	0.005	2	56183	0.007	2	56183	0.012
15:00 - 15:30	2	56183	0.009	2	56183	0.004	2	56183	0.013
15:30 - 16:00	2	56183	0.007	2	56183	0.006	2	56183	0.013
16:00 - 16:30	2	56183	0.009	2	56183	0.002	2	56183	0.011
16:30 - 17:00	2	56183	0.005	2	56183	0.006	2	56183	0.011
17:00 - 17:30	2	56183	0.007	2	56183	0.004	2	56183	0.011
17:30 - 18:00	2	56183	0.000	2	56183	0.007	2	56183	0.007
18:00 - 18:30	2	56183	0.001	2	56183	0.004	2	56183	0.005
18:30 - 19:00	2	56183	0.001	2	56183	0.007	2	56183	0.008
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.118			0.111			0.229

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
07:30 - 08:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
08:00 - 08:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
08:30 - 09:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:00 - 09:30	2	56183	0.001	2	56183	0.000	2	56183	0.001
09:30 - 10:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:00 - 10:30	2	56183	0.000	2	56183	0.001	2	56183	0.001
10:30 - 11:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:00 - 11:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:30 - 12:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
12:00 - 12:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
12:30 - 13:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:00 - 13:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:30 - 14:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
14:00 - 14:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
14:30 - 15:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:00 - 15:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:30 - 16:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
16:00 - 16:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
16:30 - 17:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:00 - 17:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:30 - 18:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:00 - 18:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:30 - 19:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.001			0.001			0.002

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
07:30 - 08:00	2	56183	0.001	2	56183	0.000	2	56183	0.001
08:00 - 08:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
08:30 - 09:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:00 - 09:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:30 - 10:00	2	56183	0.002	2	56183	0.001	2	56183	0.003
10:00 - 10:30	2	56183	0.000	2	56183	0.002	2	56183	0.002
10:30 - 11:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:00 - 11:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:30 - 12:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
12:00 - 12:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
12:30 - 13:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:00 - 13:30	2	56183	0.004	2	56183	0.001	2	56183	0.005
13:30 - 14:00	2	56183	0.007	2	56183	0.011	2	56183	0.018
14:00 - 14:30	2	56183	0.000	2	56183	0.004	2	56183	0.004
14:30 - 15:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:00 - 15:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:30 - 16:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
16:00 - 16:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
16:30 - 17:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:00 - 17:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:30 - 18:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:00 - 18:30	2	56183	0.000	2	56183	0.002	2	56183	0.002
18:30 - 19:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.014			0.024			0.038

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.015	2	56183	0.011	2	56183	0.026
07:30 - 08:00	2	56183	0.039	2	56183	0.010	2	56183	0.049
08:00 - 08:30	2	56183	0.015	2	56183	0.008	2	56183	0.023
08:30 - 09:00	2	56183	0.017	2	56183	0.009	2	56183	0.026
09:00 - 09:30	2	56183	0.029	2	56183	0.010	2	56183	0.039
09:30 - 10:00	2	56183	0.031	2	56183	0.011	2	56183	0.042
10:00 - 10:30	2	56183	0.011	2	56183	0.020	2	56183	0.031
10:30 - 11:00	2	56183	0.006	2	56183	0.004	2	56183	0.010
11:00 - 11:30	2	56183	0.005	2	56183	0.012	2	56183	0.017
11:30 - 12:00	2	56183	0.012	2	56183	0.011	2	56183	0.023
12:00 - 12:30	2	56183	0.014	2	56183	0.018	2	56183	0.032
12:30 - 13:00	2	56183	0.013	2	56183	0.008	2	56183	0.021
13:00 - 13:30	2	56183	0.045	2	56183	0.019	2	56183	0.064
13:30 - 14:00	2	56183	0.090	2	56183	0.057	2	56183	0.147
14:00 - 14:30	2	56183	0.014	2	56183	0.054	2	56183	0.068
14:30 - 15:00	2	56183	0.014	2	56183	0.027	2	56183	0.041
15:00 - 15:30	2	56183	0.011	2	56183	0.022	2	56183	0.033
15:30 - 16:00	2	56183	0.014	2	56183	0.025	2	56183	0.039
16:00 - 16:30	2	56183	0.017	2	56183	0.028	2	56183	0.045
16:30 - 17:00	2	56183	0.010	2	56183	0.027	2	56183	0.037
17:00 - 17:30	2	56183	0.014	2	56183	0.021	2	56183	0.035
17:30 - 18:00	2	56183	0.005	2	56183	0.023	2	56183	0.028
18:00 - 18:30	2	56183	0.010	2	56183	0.015	2	56183	0.025
18:30 - 19:00	2	56183	0.004	2	56183	0.015	2	56183	0.019
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.455			0.465			0.920

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
07:30 - 08:00	2	56183	0.003	2	56183	0.000	2	56183	0.003
08:00 - 08:30	2	56183	0.004	2	56183	0.002	2	56183	0.006
08:30 - 09:00	2	56183	0.001	2	56183	0.000	2	56183	0.001
09:00 - 09:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:30 - 10:00	2	56183	0.009	2	56183	0.000	2	56183	0.009
10:00 - 10:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:30 - 11:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:00 - 11:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:30 - 12:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
12:00 - 12:30	2	56183	0.001	2	56183	0.002	2	56183	0.003
12:30 - 13:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
13:00 - 13:30	2	56183	0.003	2	56183	0.001	2	56183	0.004
13:30 - 14:00	2	56183	0.009	2	56183	0.005	2	56183	0.014
14:00 - 14:30	2	56183	0.000	2	56183	0.009	2	56183	0.009
14:30 - 15:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
15:00 - 15:30	2	56183	0.000	2	56183	0.001	2	56183	0.001
15:30 - 16:00	2	56183	0.000	2	56183	0.002	2	56183	0.002
16:00 - 16:30	2	56183	0.000	2	56183	0.002	2	56183	0.002
16:30 - 17:00	2	56183	0.001	2	56183	0.003	2	56183	0.004
17:00 - 17:30	2	56183	0.000	2	56183	0.001	2	56183	0.001
17:30 - 18:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:00 - 18:30	2	56183	0.001	2	56183	0.004	2	56183	0.005
18:30 - 19:00	2	56183	0.001	2	56183	0.001	2	56183	0.002
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.033			0.036			0.069

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
07:30 - 08:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
08:00 - 08:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
08:30 - 09:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:00 - 09:30	2	56183	0.002	2	56183	0.001	2	56183	0.003
09:30 - 10:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:00 - 10:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:30 - 11:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:00 - 11:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:30 - 12:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
12:00 - 12:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
12:30 - 13:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:00 - 13:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:30 - 14:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
14:00 - 14:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
14:30 - 15:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:00 - 15:30	2	56183	0.000	2	56183	0.001	2	56183	0.001
15:30 - 16:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
16:00 - 16:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
16:30 - 17:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:00 - 17:30	2	56183	0.000	2	56183	0.001	2	56183	0.001
17:30 - 18:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:00 - 18:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:30 - 19:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.002			0.004			0.006

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TRAIN PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
07:30 - 08:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
08:00 - 08:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
08:30 - 09:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:00 - 09:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:30 - 10:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:00 - 10:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:30 - 11:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:00 - 11:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:30 - 12:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
12:00 - 12:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
12:30 - 13:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:00 - 13:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:30 - 14:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
14:00 - 14:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
14:30 - 15:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:00 - 15:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:30 - 16:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
16:00 - 16:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
16:30 - 17:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:00 - 17:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:30 - 18:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:00 - 18:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:30 - 19:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
07:30 - 08:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
08:00 - 08:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
08:30 - 09:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:00 - 09:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:30 - 10:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:00 - 10:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:30 - 11:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:00 - 11:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:30 - 12:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
12:00 - 12:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
12:30 - 13:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:00 - 13:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:30 - 14:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
14:00 - 14:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
14:30 - 15:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:00 - 15:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:30 - 16:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
16:00 - 16:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
16:30 - 17:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:00 - 17:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
17:30 - 18:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:00 - 18:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:30 - 19:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.001	2	56183	0.000	2	56183	0.001
07:30 - 08:00	2	56183	0.002	2	56183	0.000	2	56183	0.002
08:00 - 08:30	2	56183	0.001	2	56183	0.000	2	56183	0.001
08:30 - 09:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
09:00 - 09:30	2	56183	0.002	2	56183	0.002	2	56183	0.004
09:30 - 10:00	2	56183	0.002	2	56183	0.000	2	56183	0.002
10:00 - 10:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
10:30 - 11:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:00 - 11:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
11:30 - 12:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
12:00 - 12:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
12:30 - 13:00	2	56183	0.003	2	56183	0.000	2	56183	0.003
13:00 - 13:30	2	56183	0.000	2	56183	0.000	2	56183	0.000
13:30 - 14:00	2	56183	0.001	2	56183	0.001	2	56183	0.002
14:00 - 14:30	2	56183	0.000	2	56183	0.002	2	56183	0.002
14:30 - 15:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
15:00 - 15:30	2	56183	0.000	2	56183	0.001	2	56183	0.001
15:30 - 16:00	2	56183	0.000	2	56183	0.001	2	56183	0.001
16:00 - 16:30	2	56183	0.000	2	56183	0.002	2	56183	0.002
16:30 - 17:00	2	56183	0.000	2	56183	0.002	2	56183	0.002
17:00 - 17:30	2	56183	0.000	2	56183	0.001	2	56183	0.001
17:30 - 18:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
18:00 - 18:30	2	56183	0.000	2	56183	0.003	2	56183	0.003
18:30 - 19:00	2	56183	0.000	2	56183	0.000	2	56183	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.012			0.016			0.028

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	56183	0.016	2	56183	0.011	2	56183	0.027
07:30 - 08:00	2	56183	0.044	2	56183	0.010	2	56183	0.054
08:00 - 08:30	2	56183	0.020	2	56183	0.010	2	56183	0.030
08:30 - 09:00	2	56183	0.018	2	56183	0.009	2	56183	0.027
09:00 - 09:30	2	56183	0.031	2	56183	0.012	2	56183	0.043
09:30 - 10:00	2	56183	0.044	2	56183	0.012	2	56183	0.056
10:00 - 10:30	2	56183	0.011	2	56183	0.022	2	56183	0.033
10:30 - 11:00	2	56183	0.006	2	56183	0.004	2	56183	0.010
11:00 - 11:30	2	56183	0.005	2	56183	0.012	2	56183	0.017
11:30 - 12:00	2	56183	0.012	2	56183	0.013	2	56183	0.025
12:00 - 12:30	2	56183	0.015	2	56183	0.020	2	56183	0.035
12:30 - 13:00	2	56183	0.016	2	56183	0.009	2	56183	0.025
13:00 - 13:30	2	56183	0.052	2	56183	0.020	2	56183	0.072
13:30 - 14:00	2	56183	0.107	2	56183	0.074	2	56183	0.181
14:00 - 14:30	2	56183	0.014	2	56183	0.069	2	56183	0.083
14:30 - 15:00	2	56183	0.014	2	56183	0.028	2	56183	0.042
15:00 - 15:30	2	56183	0.011	2	56183	0.024	2	56183	0.035
15:30 - 16:00	2	56183	0.014	2	56183	0.028	2	56183	0.042
16:00 - 16:30	2	56183	0.017	2	56183	0.031	2	56183	0.048
16:30 - 17:00	2	56183	0.011	2	56183	0.031	2	56183	0.042
17:00 - 17:30	2	56183	0.014	2	56183	0.023	2	56183	0.037
17:30 - 18:00	2	56183	0.005	2	56183	0.023	2	56183	0.028
18:00 - 18:30	2	56183	0.011	2	56183	0.024	2	56183	0.035
18:30 - 19:00	2	56183	0.005	2	56183	0.017	2	56183	0.022
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.513			0.536			1.049

Parameter summary

Trip rate parameter range selected:	32300 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 29/11/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
03	SOUTH WEST		
	SG	SOUTH GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS		
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 240 to 850 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 24/06/10

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	3

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	5
No Sub Category	1

LIST OF SITES relevant to selection parameters

1 CF-01-I-01 LOCAL SHOPS, CARDIFF CARDIFF
MICHAELSTON ROAD

CARDIFF
Edge of Town
No Sub Category
Total Gross floor area: 500 sqm
Survey date: MONDAY 08/10/07 Survey Type: MANUAL

2 EX-01-I-01 LOCAL SHOPS, LOUGHTON ESSEX
PYRLES LANE

LOUGHTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 650 sqm
Survey date: THURSDAY 22/11/07 Survey Type: MANUAL

3 NR-01-I-01 LOCAL SHOPS, CORBY NORTHAMPTONSHIRE
OCCUPATION ROAD

CORBY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 755 sqm
Survey date: WEDNESDAY 19/11/08 Survey Type: MANUAL

4 SG-01-I-01 LOCAL SHOPS, BRISTOL SOUTH GLOUCESTERSHIRE
BURLEY GROVE
KINGSWOOD
BRISTOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 240 sqm
Survey date: FRIDAY 06/10/06 Survey Type: MANUAL

5 SH-01-I-01 LOCAL SHOPS, TELFORD SHROPSHIRE
WREKIN DRIVE
DONNINGTON
TELFORD
Edge of Town
Residential Zone
Total Gross floor area: 820 sqm
Survey date: WEDNESDAY 24/06/09 Survey Type: MANUAL

6 TW-01-I-01 LOCAL SHOPS, NORTH SHIELDS TYNE & WEAR
FARRINGDON ROAD
MARDEN
NORTH SHIELDS
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 850 sqm
Survey date: TUESDAY 17/10/06 Survey Type: MANUAL

7 WM-01-I-02 LOCAL SHOPS, SOLIHULL WEST MIDLANDS
MARSHALL LAKE ROAD
SHIRLEY
SOLIHULL
Edge of Town
Commercial Zone
Total Gross floor area: 515 sqm
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

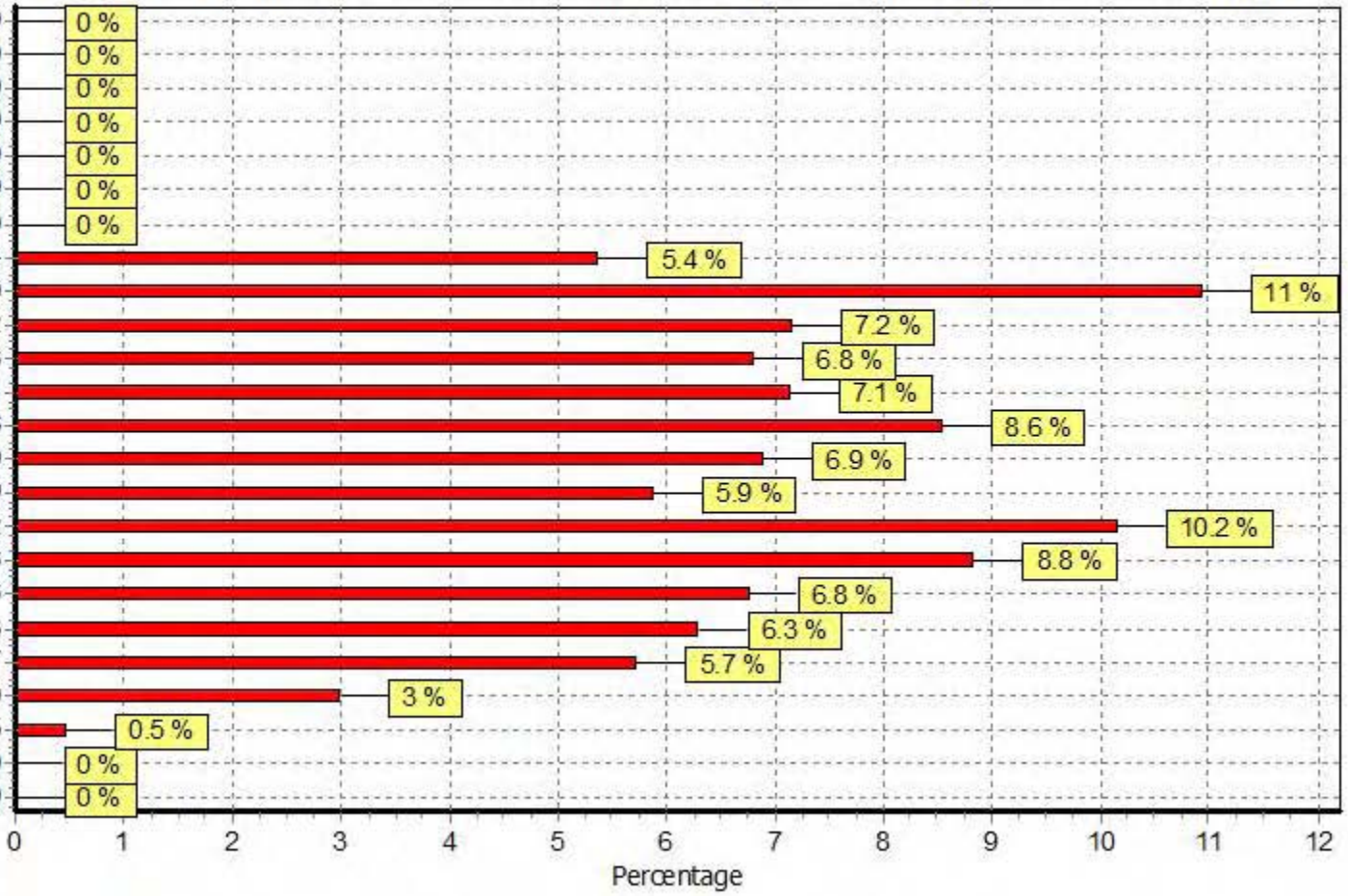
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	7	619	7.182	7	619	6.467	7	619	13.649
08:00 - 09:00	7	619	14.642	7	619	13.487	7	619	28.129
09:00 - 10:00	7	619	9.584	7	619	9.169	7	619	18.753
10:00 - 11:00	7	619	9.099	7	619	8.891	7	619	17.990
11:00 - 12:00	7	619	9.538	7	619	9.122	7	619	18.660
12:00 - 13:00	7	619	11.432	7	619	11.732	7	619	23.164
13:00 - 14:00	7	619	9.215	7	619	9.746	7	619	18.961
14:00 - 15:00	7	619	7.875	7	619	8.568	7	619	16.443
15:00 - 16:00	7	619	13.580	7	619	14.111	7	619	27.691
16:00 - 17:00	7	619	11.801	7	619	12.656	7	619	24.457
17:00 - 18:00	7	619	9.030	7	619	9.538	7	619	18.568
18:00 - 19:00	7	619	8.430	7	619	9.746	7	619	18.176
19:00 - 20:00	7	619	7.667	7	619	7.667	7	619	15.334
20:00 - 21:00	5	648	4.012	5	648	4.846	5	648	8.858
21:00 - 22:00	1	820	0.610	1	820	1.098	1	820	1.708
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			133.697			136.844			270.541

Parameter summary

Trip rate parameter range selected:	240 - 850 (units: sqm)
Survey date date range:	01/01/05 - 24/06/10
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

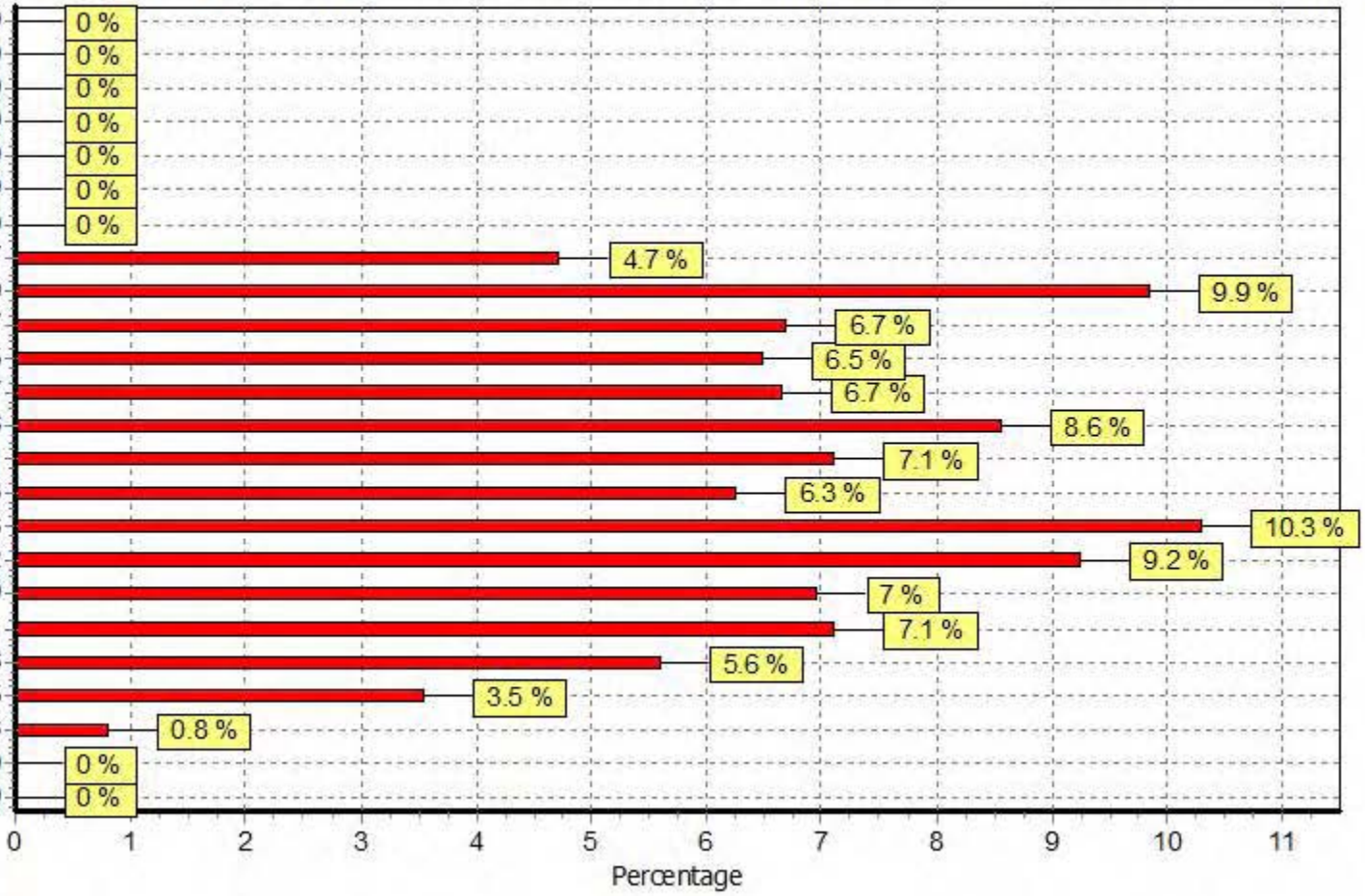
TRIP RATE GRAPH - ARRIVALS 01 - RETAIL I - SHOPPING CENTRE - LOCAL SHOPS MULTI-MODAL TOTAL PEOPLE

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	7.182	5.4
08:00-09:00	14.642	11.0
09:00-10:00	9.584	7.2
10:00-11:00	9.099	6.8
11:00-12:00	9.538	7.1
12:00-13:00	11.432	8.6
13:00-14:00	9.215	6.9
14:00-15:00	7.875	5.9
15:00-16:00	13.580	10.2
16:00-17:00	11.801	8.8
17:00-18:00	9.030	6.8
18:00-19:00	8.430	6.3
19:00-20:00	7.667	5.7
20:00-21:00	4.012	3.0
21:00-22:00	0.610	0.5
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



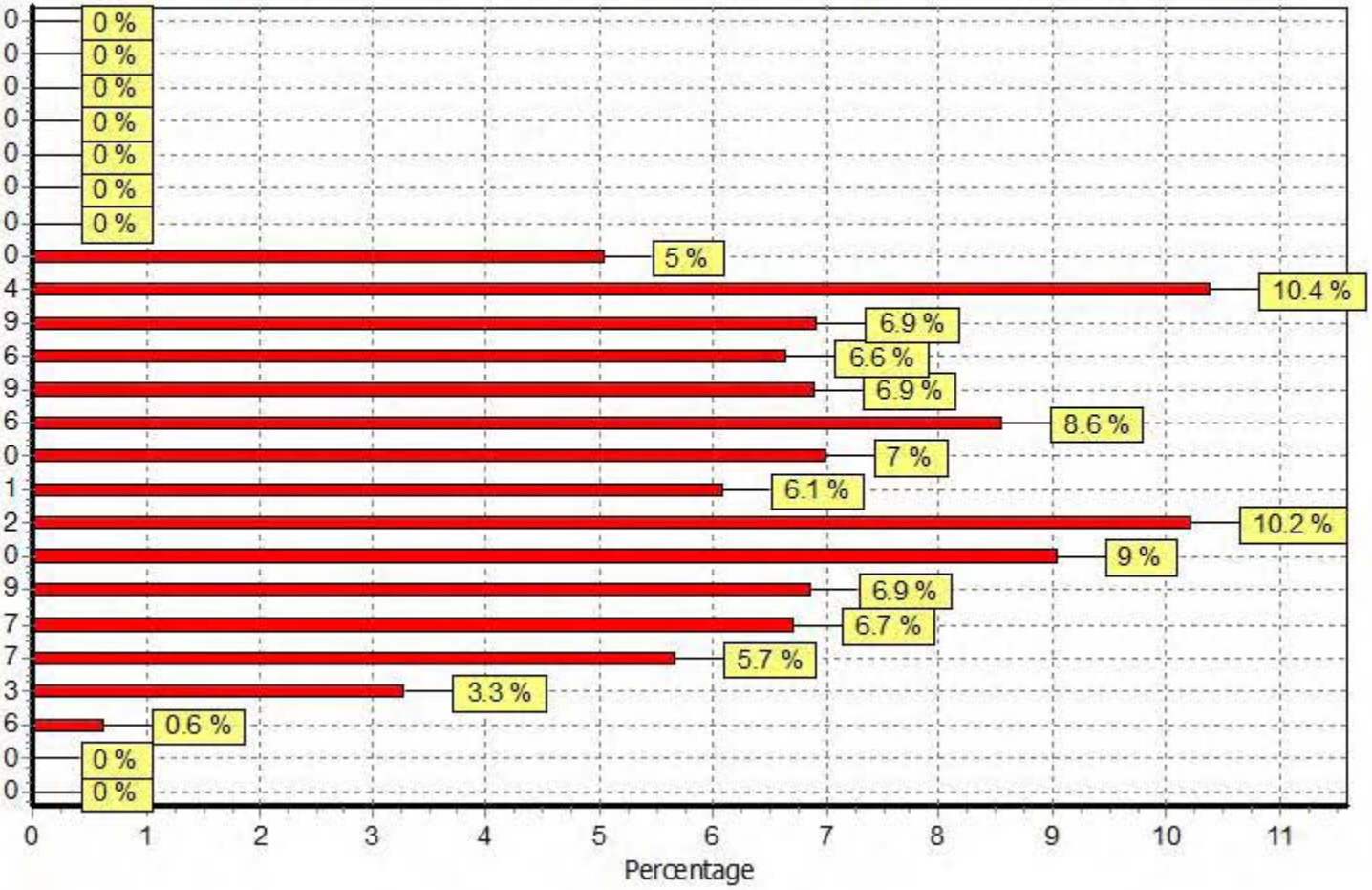
TRIP RATE GRAPH - DEPARTURES 01 - RETAIL I - SHOPPING CENTRE - LOCAL SHOPS MULTI-MODAL TOTAL PEOPI

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	6.467	4.7
08:00-09:00	13.487	9.9
09:00-10:00	9.169	6.7
10:00-11:00	8.891	6.5
11:00-12:00	9.122	6.7
12:00-13:00	11.732	8.6
13:00-14:00	9.746	7.1
14:00-15:00	8.568	6.3
15:00-16:00	14.111	10.3
16:00-17:00	12.656	9.2
17:00-18:00	9.538	7.0
18:00-19:00	9.746	7.1
19:00-20:00	7.667	5.6
20:00-21:00	4.846	3.5
21:00-22:00	1.098	0.8
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



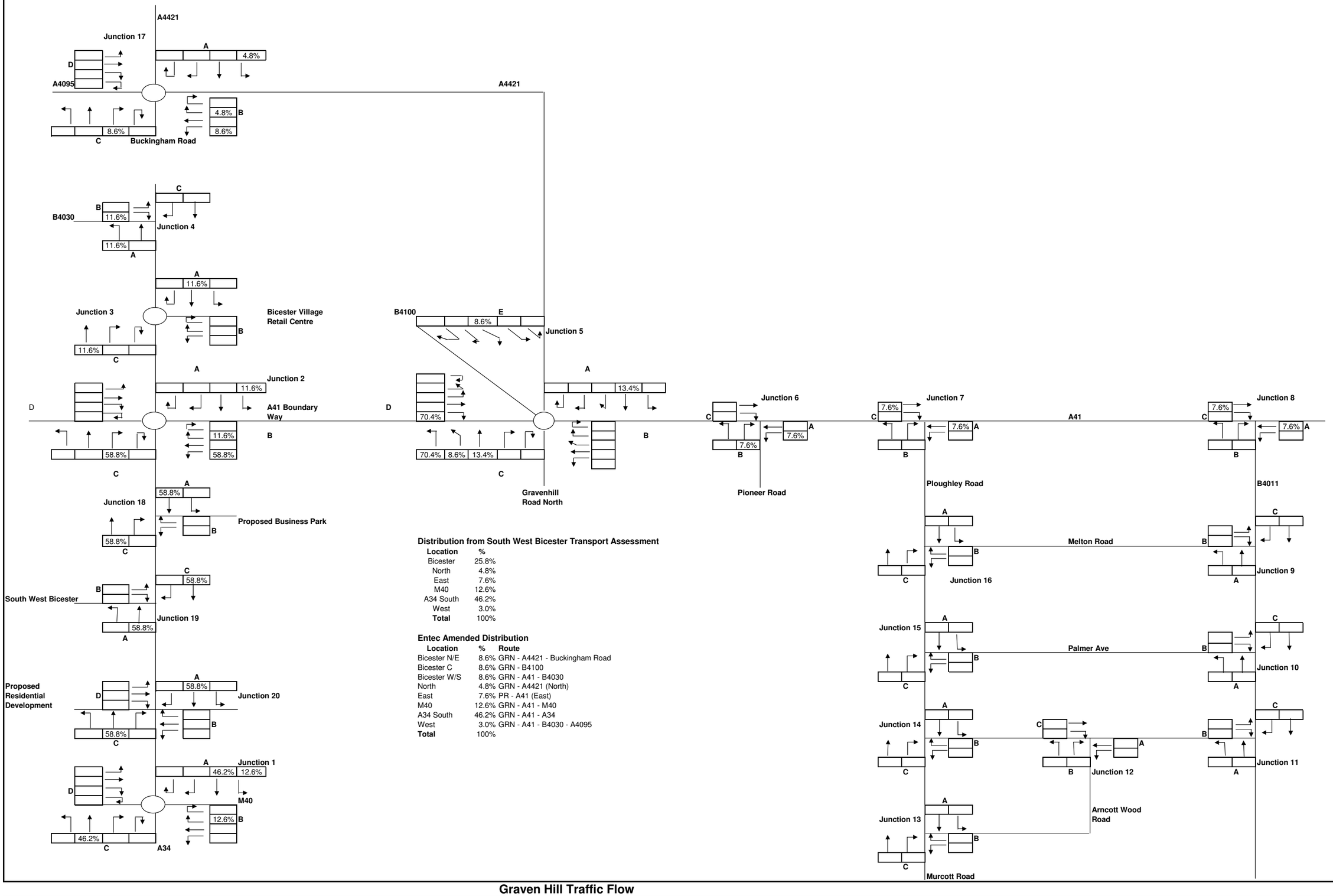
TRIP RATE GRAPH - TOTALS 01 - RETAIL I - SHOPPING CENTRE - LOCAL SHOPS MULTI-MODAL TOTAL PEOPLE

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	13.649	5.0
08:00-09:00	28.129	10.4
09:00-10:00	18.753	6.9
10:00-11:00	17.990	6.6
11:00-12:00	18.660	6.9
12:00-13:00	23.164	8.6
13:00-14:00	18.961	7.0
14:00-15:00	16.443	6.1
15:00-16:00	27.691	10.2
16:00-17:00	24.457	9.0
17:00-18:00	18.568	6.9
18:00-19:00	18.176	6.7
19:00-20:00	15.334	5.7
20:00-21:00	8.858	3.3
21:00-22:00	1.708	0.6
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



Appendix E
Development Traffic Distribution

Key:



Distribution from South West Bicester Transport Assessment

Location	%
Bicester	25.8%
North	4.8%
East	7.6%
M40	12.6%
A34 South	46.2%
West	3.0%
Total	100%

Entec Amended Distribution

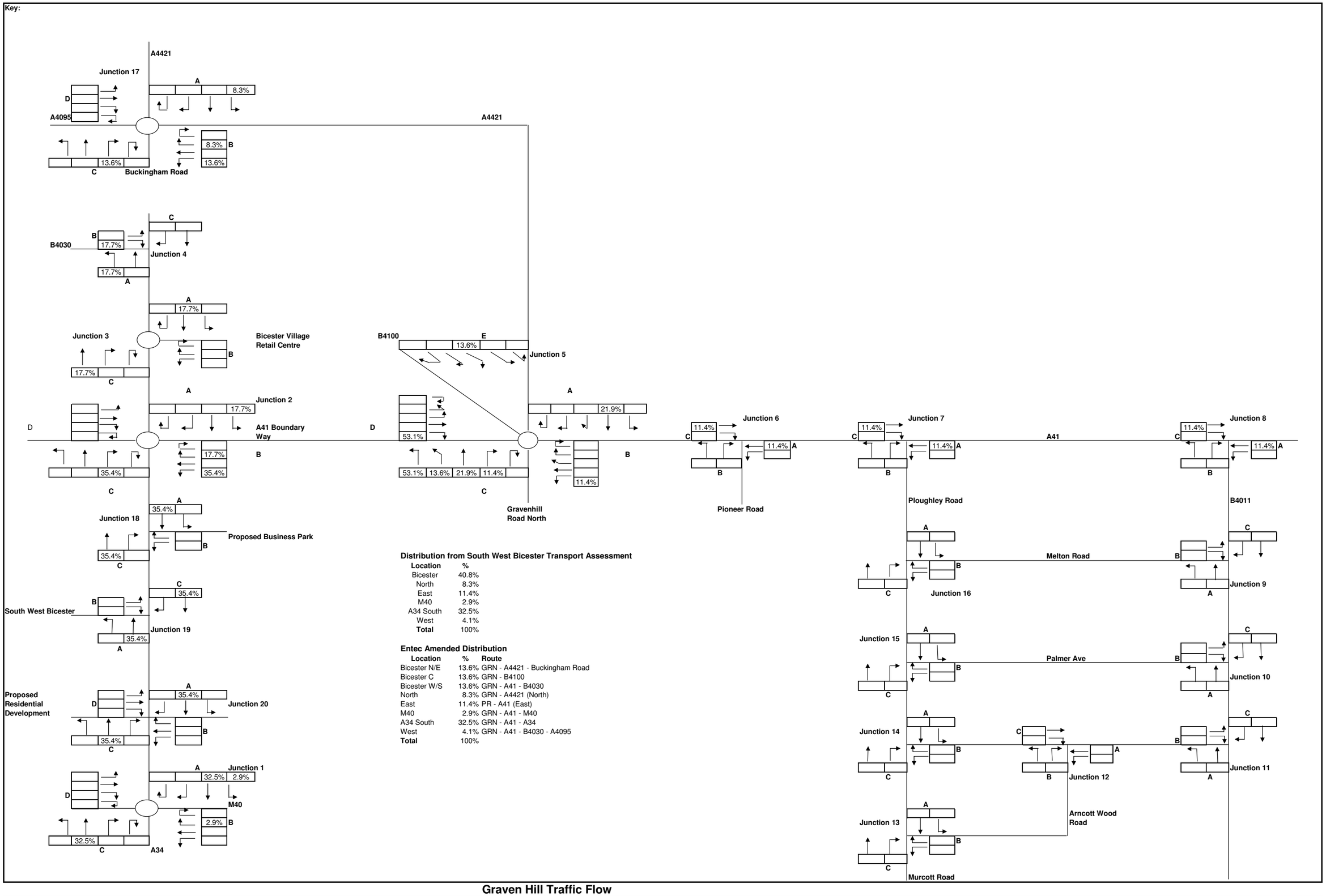
Location	%	Route
Bicester N/E	8.6%	GRN - A4421 - Buckingham Road
Bicester C	8.6%	GRN - B4100
Bicester W/S	8.6%	GRN - A41 - B4030
North	4.8%	GRN - A4421 (North)
East	7.6%	PR - A41 (East)
M40	12.6%	GRN - A41 - M40
A34 South	46.2%	GRN - A41 - A34
West	3.0%	GRN - A41 - B4030 - A4095
Total	100%	

Graven Hill Traffic Flow

Residential Trip Distribution

Entec

Key:



Distribution from South West Bicester Transport Assessment

Location	%
Bicester	40.8%
North	8.3%
East	11.4%
M40	2.9%
A34 South	32.5%
West	4.1%
Total	100%

Entec Amended Distribution

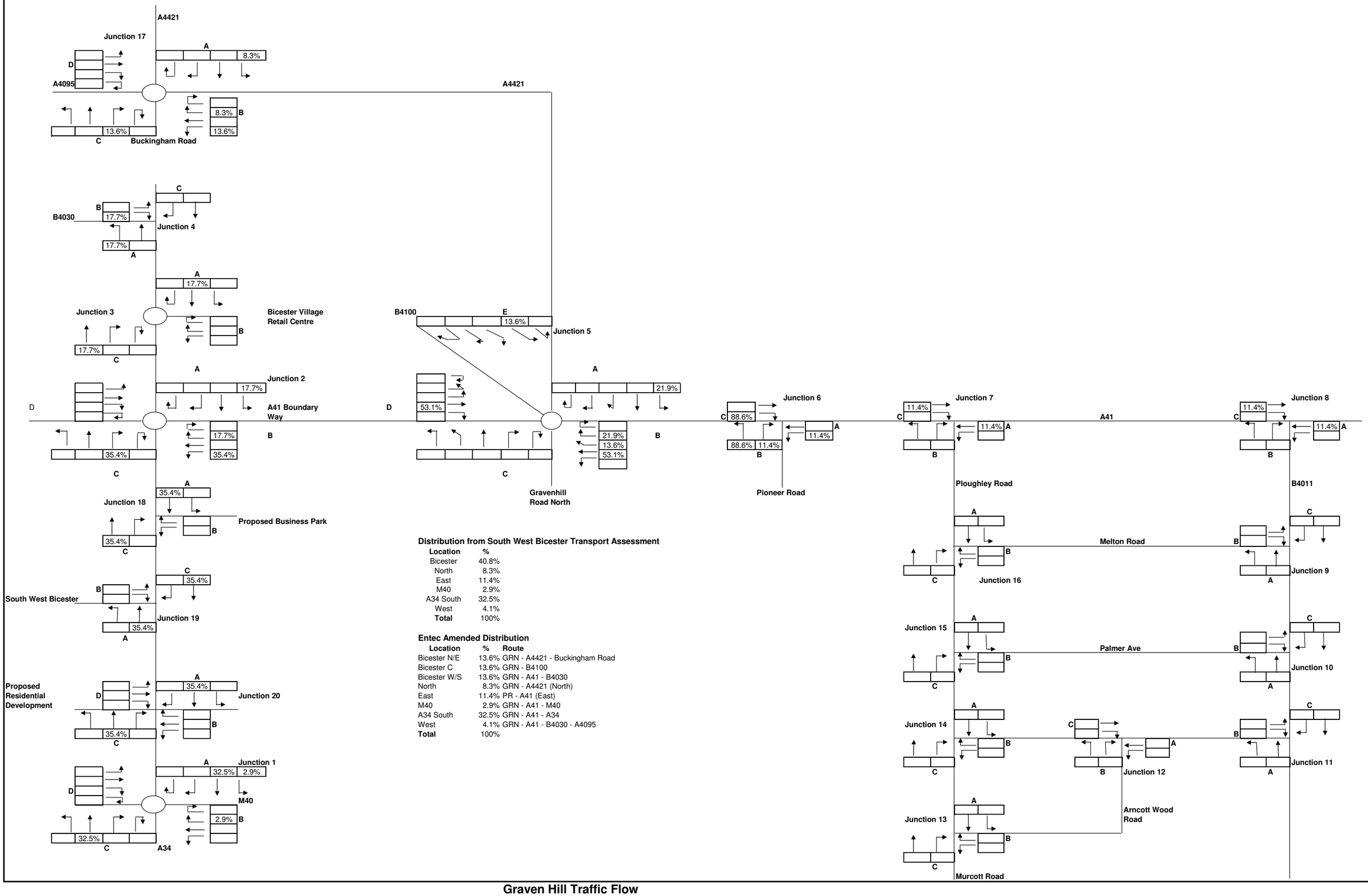
Location	%	Route
Bicester N/E	13.6%	GRN - A4421 - Buckingham Road
Bicester C	13.6%	GRN - B4100
Bicester W/S	13.6%	GRN - A41 - B4030
North	8.3%	GRN - A4421 (North)
East	11.4%	PR - A41 (East)
M40	2.9%	GRN - A41 - M40
A34 South	32.5%	GRN - A41 - A34
West	4.1%	GRN - A41 - B4030 - A4095
Total	100%	

Graven Hill Traffic Flow

Employment Trip Distribution - B1

Entec

Key:



Distribution from South West Bicester Transport Assessment

Location	%
Bicester	40.8%
North	8.3%
East	11.4%
M40	2.9%
A34 South	32.5%
West	4.1%
Total	100%

Entec Amended Distribution

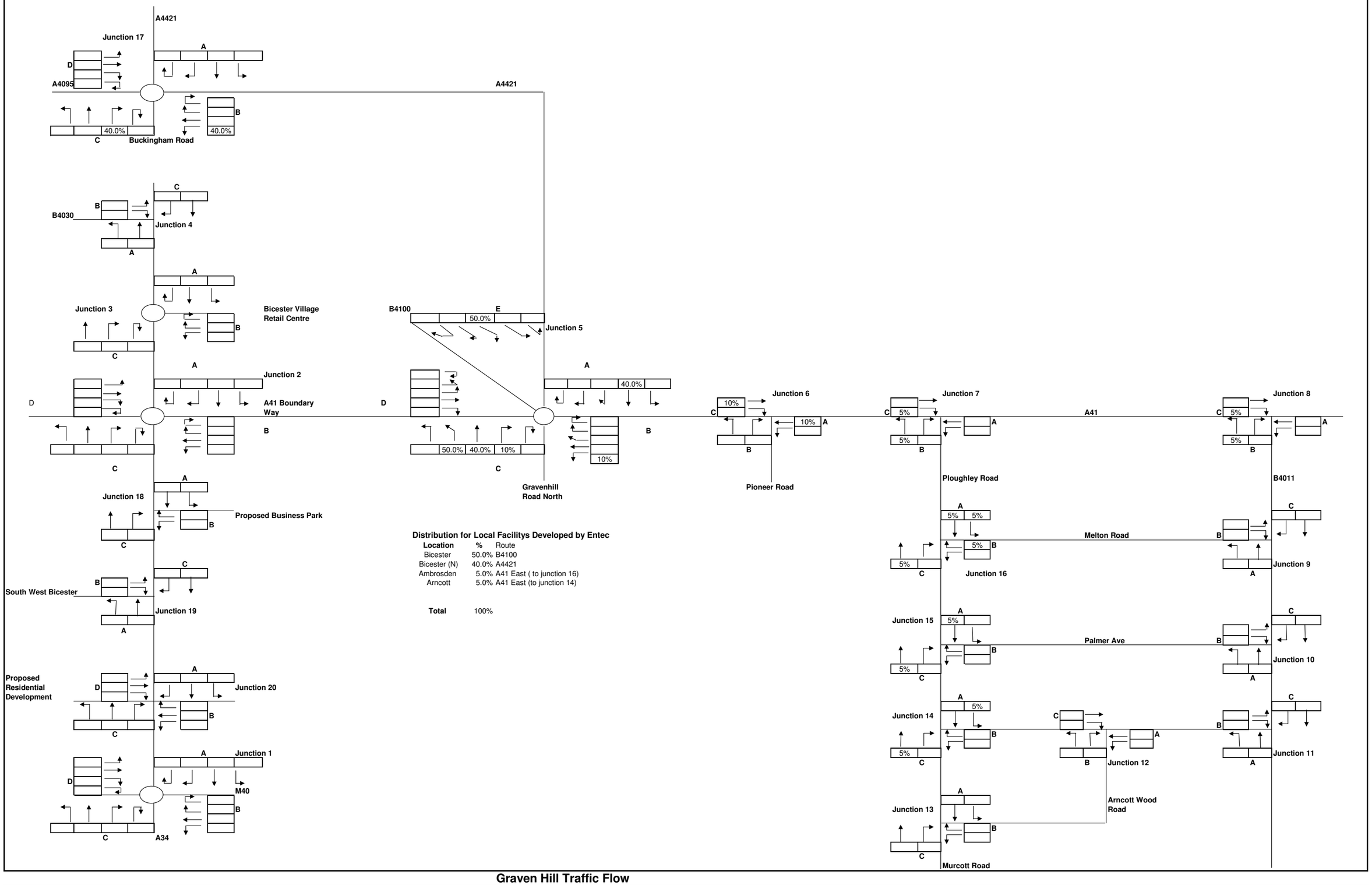
Location	%	Route
Bicester N/E	13.6%	GRN - A4421 - Buckingham Road
Bicester C	13.6%	GRN - B4100
Bicester W/S	13.6%	GRN - A41 - B4030
North	8.3%	GRN - A4421 (North)
East	11.4%	PR - A41 (East)
M40	2.9%	GRN - A41 - M40
A34 South	32.5%	GRN - A41 - A34
West	4.1%	GRN - A41 - B4030 - A4095
Total	100%	

Graven Hill Traffic Flow

Employment Trip Distribution - B2/B8

Entec

Key:



Distribution for Local Facilitys Developed by Entec

Location	%	Route
Bicester	50.0%	B4100
Bicester (N)	40.0%	A4421
Ambrosden	5.0%	A41 East (to junction 16)
Arncott	5.0%	A41 East (to junction 14)
Total	100%	

Graven Hill Traffic Flow

Local Facilities Distribution

Entec

Appendix F
Bicester SATURN Model Results

Halcrow Group Limited
Burderop Park Swindon Wiltshire SN4 0QD
Tel +44 (0)1793 812479 Fax +44 (0)1793 812089
www.halcrow.com

Halcrow

Technical note 3

Project	MoD sites – Bicester	**Date**	28th July 2011
Note	2007 Base Year results	**Ref**	CTF AXL 030

1 Purpose of technical note

1.1 This Technical Note presents the results for the Bicester 2007 Base Year AM and PM peak hour model runs.

1.2 The 2007 Base Year model has been updated to incorporate an additional access point to the Graven Hill MoD site that was not in the original model. Also, as the particular are of interest of the analysis of future year impact will be the Graven Hill area, the traffic volumes accessing and egressing the Graven Hill site have been updated using traffic count data provided by Amec.

1.3 The results, presented in tabular form, are:

- Link Flows (SATURN Actual and Demand)
- Junction Turning Counts (SATURN Actual and Demand)
- Queue at end of time period
- Volume / capacity
- Delay (in seconds)
- Network Statistics

1.4 Journey Time routes have also been created. A plan attached shows the routes assessed and the results presented in a Table.

2007 Bicester Network Wide Statistics

2007 AM Network Wide Statistics	
TRANSIENT QUEUES (SIMULATION AREA)	110 PCU HRS
OVER CAPACITY QUEUES (SIMULATION AREA)	220 PCU HRS
LINK CRUISE TIME (SIMULATION AREA)	2530 PCU HRS
TOTAL TRAVEL TIME (SIMULATION AREA)	2860 PCU HRS
TRAVEL DISTANCE (SIMULATION AREA)	212990 PCU HRS
AVERAGE SPEED (SIMULATION AREA)	75 KPH
TOTAL TRIPS LOADED	12320 PCUS

2007 PM Network Wide Statistics	
TRANSIENT QUEUES (SIMULATION AREA)	110 PCU HRS
OVER CAPACITY QUEUES (SIMULATION AREA)	180 PCU HRS
LINK CRUISE TIME (SIMULATION AREA)	2650 PCU HRS
TOTAL TRAVEL TIME (SIMULATION AREA)	2940 PCU HRS
TRAVEL DISTANCE (SIMULATION AREA)	219410 PCU HRS
AVERAGE SPEED (SIMULATION AREA)	75 KPH
TOTAL TRIPS LOADED	12980 PCUS

2007 AM Base Year Bicester Link Flows		DEMAND	ACTUAL
M40 Jcn 9-10	NB	5520	5520
M40 Jcn 9-10	SB	5500	5500
M40 Jcn 8-9	NB	3880	3880
M40 Jcn 8-9	SB	4420	3540
A34 South of Jcn 9	NB	2820	2820
A34 South of Jcn 9	SB	2280	2050
A41 North of Jcn 9	NB	1140	1010
A41 North of Jcn 9	SB	1170	1160
A41 South of Oxford Rd Jcn	NB	1560	1430
A41 South of Oxford Rd Jcn	SB	1300	1290
Middleton Stoney Rd west of Kings End	EB	620	610
Middleton Stoney Rd west of Kings End	WB	360	340
Oxford Road south of Pingle Drive	NB	990	930
Oxford Road south of Pingle Drive	SB	960	950
Oxford Road north of Pingle Drive	NB	770	720
Oxford Road north of Pingle Drive	SB	930	920
Kings End north of Middleton Stoney Rd	NB	760	720
Kings End north of Middleton Stoney Rd	SB	650	650
A41	EB	1190	1120
A41	WB	940	940
London Road B4100	NB	510	500
London Road B4100	SB	620	610
Neunkirchen Way	NB	960	940
Neunkirchen Way	SB	390	390
Wretchwick Way south of Gavray Drive	NB	480	470
Wretchwick Way south of Gavray Drive	SB	510	510
Wretchwick Way north of Gavray Drive	NB	540	530
Wretchwick Way north of Gavray Drive	SB	480	470
Charbridge Lane north of Bicester Road	NB	670	660
Charbridge Lane north of Bicester Road	SB	840	840
A41 south of Neunkirchen Way	NB	1260	1250
A41 south of Neunkirchen Way	SB	1050	1000
A41 east of Ploughly Lane	EB	910	870
A41 east of Ploughly Lane	WB	860	860
A41 east of B4011	EB	460	440
A41 east of B4011	WB	820	810
A41 east of Lower Road	EB	520	500
A41 east of Lower Road	WB	910	900
A41 east of Station Road	EB	530	510
A41 east of Station Road	WB	1090	1080

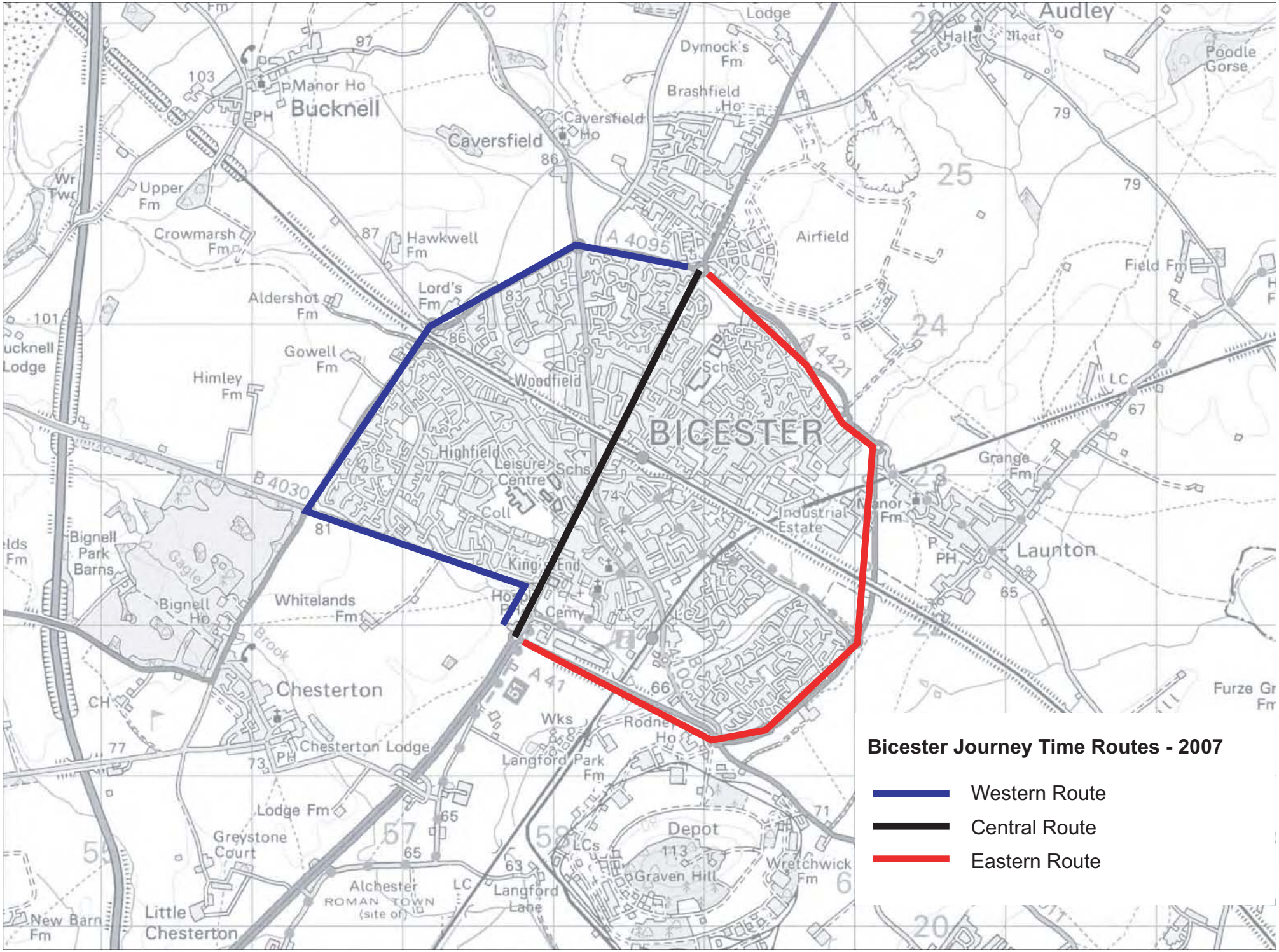
2007 PM Base Year Bicester Link Flows		DEMAND	ACTUAL
M40 Jcn 9-10	NB	6300	6070
M40 Jcn 9-10	SB	5100	5100
M40 Jcn 8-9	NB	4330	4330
M40 Jcn 8-9	SB	4010	3470
A34 South of Jcn 9	NB	3430	3070
A34 South of Jcn 9	SB	2200	2040
A41 North of Jcn 9	NB	1440	1350
A41 North of Jcn 9	SB	1100	1090
A41 South of Oxford Rd Jcn	NB	1440	1350
A41 South of Oxford Rd Jcn	SB	1240	1230
Middleton Stoney Rd west of Kings End	EB	550	540
Middleton Stoney Rd west of Kings End	WB	290	280
Oxford Road south of Pingle Drive	NB	830	810
Oxford Road south of Pingle Drive	SB	740	740
Oxford Road north of Pingle Drive	NB	810	790
Oxford Road north of Pingle Drive	SB	960	950
Kings End north of Middleton Stoney Rd	NB	850	830
Kings End north of Middleton Stoney Rd	SB	740	730
A41	EB	1180	1120
A41	WB	1050	1040
London Road B4100	NB	500	500
London Road B4100	SB	630	620
Neunkirchen Way	NB	1070	1040
Neunkirchen Way	SB	610	600
Wretchwick Way south of Gavray Drive	NB	660	640
Wretchwick Way south of Gavray Drive	SB	340	330
Wretchwick Way north of Gavray Drive	NB	670	650
Wretchwick Way north of Gavray Drive	SB	650	630
Charbridge Lane north of Bicester Road	NB	930	860
Charbridge Lane north of Bicester Road	SB	710	710
A41 south of Neunkirchen Way	NB	1200	1200
A41 south of Neunkirchen Way	SB	1190	1150
A41 east of Ploughly Lane	EB	1040	1010
A41 east of Ploughly Lane	WB	1000	1000
A41 east of B4011	EB	950	920
A41 east of B4011	WB	630	630
A41 east of Lower Road	EB	890	870
A41 east of Lower Road	WB	520	520
A41 east of Station Road	EB	950	920
A41 east of Station Road	WB	520	520

2007 AM Bicester Turning Count Data							
Jcn No	Junction	Movement	DEMAND	ACTUAL	QUEUE AT END OF PERIOD	V/C	DELAY (S)
1	M40 Junction 10 NB off slip		480	480	0	60	0
1	M40 Junction 10 NB on slip		220	220	0	10	0
1	M40 Junction 10 SB off slip		760	760	0	70	0
1	M40 Junction 10 SB on slip		670	670	0	30	0
2	M40 Junction 9 NB off slip		290	290	0	30	0
2	M40 Junction 9 NB on slip		1940	1940	0	50	0
2	M40 Junction 9 SB off slip		2690	2690	0	70	0
2	M40 Junction 9 SB on slip		1610	1420	0	70	0
6	A41/Oxford Road	N to E	360	360	0	40	10
6	A41/Oxford Road	N to S	600	590	0	50	10
6	A41/Oxford Road	E to S	690	680	0	60	10
6	A41/Oxford Road	E to N	260	250	0	30	10
6	A41/Oxford Road	S to N	740	680	0	60	0
6	A41/Oxford Road	S to E	830	760	0	60	0
7	Oxford Road/Pingle Drive	N to E	100	90	0	10	0
7	Oxford Road/Pingle Drive	N to S	830	830	0	40	0
7	Oxford Road/Pingle Drive	E to S	120	120	0	10	0
7	Oxford Road/Pingle Drive	E to N	60	60	0	10	0
7	Oxford Road/Pingle Drive	S to N	710	670	0	30	0
7	Oxford Road/Pingle Drive	S to E	280	270	0	10	0
8	Kings End/Middleton Stoney Road	N to W	140	140	0	40	10
8	Kings End/Middleton Stoney Road	N to S	510	510	0	70	10
8	Kings End/Middleton Stoney Road	W to S	420	410	0	50	10
8	Kings End/Middleton Stoney Road	W to N	210	210	0	30	10
8	Kings End/Middleton Stoney Road	S to N	550	520	0	40	0
8	Kings End/Middleton Stoney Road	S to W	220	210	0	20	0
9	A41/Neunkirchen Way	N to NE	320	320	0	30	10
9	A41/Neunkirchen Way	N to SE	200	190	0	20	10
9	A41/Neunkirchen Way	N to S	20	20	0	0	10
9	A41/Neunkirchen Way	N to W	80	80	0	10	20
9	A41/Neunkirchen Way	NE to SE	160	160	0	10	10
9	A41/Neunkirchen Way	NE to S	10	10	0	0	10
9	A41/Neunkirchen Way	NE to W	200	200	0	10	10
9	A41/Neunkirchen Way	NE to N	20	20	0	0	20
9	A41/Neunkirchen Way	SE to S	10	10	0	0	10
9	A41/Neunkirchen Way	SE to W	630	630	0	40	10
9	A41/Neunkirchen Way	SE to N	360	360	0	20	10
9	A41/Neunkirchen Way	SE to NE	260	260	0	20	20
9	A41/Neunkirchen Way	S to W	30	30	0	0	10
9	A41/Neunkirchen Way	S to N	20	20	0	0	10
9	A41/Neunkirchen Way	S to NE	40	40	0	0	10
9	A41/Neunkirchen Way	S to SE	10	10	0	0	20
9	A41/Neunkirchen Way	W to N	120	110	0	30	10
9	A41/Neunkirchen Way	W to NE	350	330	0	50	10
9	A41/Neunkirchen Way	W to SE	680	640	0	70	10
9	A41/Neunkirchen Way	W to S	40	40	0	10	20
10	Talisman Road/Mallards Way Rbt	N to E	100	100	0	10	0
10	Talisman Road/Mallards Way Rbt	N to S	520	510	0	40	0
10	Talisman Road/Mallards Way Rbt	E to S	100	100	0	10	0
10	Talisman Road/Mallards Way Rbt	E to N	70	70	0	10	0
10	Talisman Road/Mallards Way Rbt	S to N	330	320	0	30	0
10	Talisman Road/Mallards Way Rbt	S to E	180	180	0	20	0
11	A4421/Peregrine Way	W to N	80	80	0	10	10
11	A4421/Peregrine Way	W to S	60	60	0	10	10
11	A4421/Peregrine Way	N to S	330	330	0	20	10
11	A4421/Peregrine Way	N to W	80	80	0	10	10
11	A4421/Peregrine Way	S to W	430	420	0	20	10
11	A4421/Peregrine Way	S to N	530	520	0	20	10
12	A4421/Gavray Drive	N to S	430	430	0	30	10
12	A4421/Gavray Drive	N to W	40	40	0	0	10
12	A4421/Gavray Drive	S to W	10	10	0	0	10
12	A4421/Gavray Drive	S to N	470	460	0	30	10
12	A4421/Gavray Drive	W to N	70	70	0	10	10
12	A4421/Gavray Drive	W to S	70	70	0	10	10
13	Charbridge Lane/Bicester Road	W to E	270	270	0	40	10
13	Charbridge Lane/Bicester Road	W to S	570	560	0	50	10
13	Charbridge Lane/Bicester Road	E to S	80	80	0	10	10
13	Charbridge Lane/Bicester Road	E to W	240	240	0	20	10
13	Charbridge Lane/Bicester Road	S to W	430	430	0	30	10
13	Charbridge Lane/Bicester Road	S to E	70	70	0	10	10
14	Buckingham Road/Skimmingdish Lane	N to E	160	160	0	20	0
14	Buckingham Road/Skimmingdish Lane	N to S	320	320	0	30	0
14	Buckingham Road/Skimmingdish Lane	N to W	210	210	0	20	0
14	Buckingham Road/Skimmingdish Lane	E to S	0	0	0	0	0
14	Buckingham Road/Skimmingdish Lane	E to W	360	360	0	30	0
14	Buckingham Road/Skimmingdish Lane	E to N	150	150	0	10	0
14	Buckingham Road/Skimmingdish Lane	S to W	140	140	0	10	0
14	Buckingham Road/Skimmingdish Lane	S to N	280	280	0	20	0

14	Buckingham Road/Skimmingdish Lane	S to E	30	30	0	0	0
14	Buckingham Road/Skimmingdish Lane	W to N	210	210	0	30	0
14	Buckingham Road/Skimmingdish Lane	W to E	790	780	0	60	0
14	Buckingham Road/Skimmingdish Lane	W to S	60	60	0	10	0
16	A41/Ploughly Lane	W to E	910	870	0	60	0
16	A41/Ploughly Lane	W to S	150	140	0	40	10
16	A41/Ploughly Lane	E to S	0	0	0	0	0
16	A41/Ploughly Lane	E to W	860	860	0	50	0
16	A41/Ploughly Lane	S to W	230	230	0	60	10
16	A41/Ploughly Lane	S to E	0	0	0	0	20
17	A41/B4011	W to E	450	430	0	40	0
17	A41/B4011	W to S	460	450	0	100	50
17	A41/B4011	E to S	100	100	0	10	0
17	A41/B4011	E to W	710	710	0	40	0
17	A41/B4011	S to W	150	150	0	30	10
17	A41/B4011	S to E	10	10	0	10	20
18	A41/Lower Road	N to E	100	100	0	20	10
18	A41/Lower Road	N to S	30	30	0	20	10
18	A41/Lower Road	N to W	20	20	0	10	10
18	A41/Lower Road	E to S	0	0	0	0	0
18	A41/Lower Road	E to W	800	790	0	50	0
18	A41/Lower Road	E to N	110	110	0	30	0
18	A41/Lower Road	S to W	0	0	0	0	10
18	A41/Lower Road	S to N	0	0	0	0	10
18	A41/Lower Road	S to E	0	0	0	0	10
18	A41/Lower Road	W to N	0	0	0	0	0
18	A41/Lower Road	W to E	420	400	0	20	0
18	A41/Lower Road	W to S	40	40	0	10	10
19	A41/Station Road	W to E	520	500	0	30	0
19	A41/Station Road	W to S	0	0	0	0	10
19	A41/Station Road	E to S	180	180	0	30	0
19	A41/Station Road	E to W	910	900	0	60	0
19	A41/Station Road	S to W	0	0	0	0	10
19	A41/Station Road	S to E	10	10	0	0	10

2007 PM Bicester Turning Count Data							
Jcn No	Junction	Movement	DEMAND	ACTUAL	QUEUE AT END OF PERIOD	V/C	DELAY (S)
1	M40 Junction 10 NB off slip		630	600	0	80	0
1	M40 Junction 10 NB on slip		170	160	0	10	0
1	M40 Junction 10 SB off slip		360	360	0	40	0
1	M40 Junction 10 SB on slip		350	350	0	20	0
2	M40 Junction 9 NB off slip		310	310	0	30	0
2	M40 Junction 9 NB on slip		2280	2050	0	50	0
2	M40 Junction 9 SB off slip		2550	2550	0	60	0
2	M40 Junction 9 SB on slip		1470	1350	0	60	0
6	A41/Oxford Road	N to E	150	150	0	20	10
6	A41/Oxford Road	N to S	590	590	0	50	10
6	A41/Oxford Road	E to S	630	630	0	60	10
6	A41/Oxford Road	E to N	420	410	0	50	10
6	A41/Oxford Road	S to N	420	400	0	50	0
6	A41/Oxford Road	S to E	1030	970	0	70	0
7	Oxford Road/Pingle Drive	N to E	450	450	0	30	0
7	Oxford Road/Pingle Drive	N to S	510	500	0	30	0
7	Oxford Road/Pingle Drive	E to S	240	240	0	20	0
7	Oxford Road/Pingle Drive	E to N	130	130	0	10	0
7	Oxford Road/Pingle Drive	S to N	690	670	0	30	0
7	Oxford Road/Pingle Drive	S to E	150	140	0	10	0
8	Kings End/Middleton Stoney Road	N to W	170	170	0	50	10
8	Kings End/Middleton Stoney Road	N to S	570	560	0	80	10
8	Kings End/Middleton Stoney Road	W to S	390	390	0	50	10
8	Kings End/Middleton Stoney Road	W to N	160	160	0	30	10
8	Kings End/Middleton Stoney Road	S to N	690	670	0	50	0
8	Kings End/Middleton Stoney Road	S to W	120	120	0	10	0
9	A41/Neunkirchen Way	N to NE	170	170	0	20	10
9	A41/Neunkirchen Way	N to SE	320	320	0	40	10
9	A41/Neunkirchen Way	N to S	0	0	0	0	10
9	A41/Neunkirchen Way	N to W	130	130	0	20	20
9	A41/Neunkirchen Way	NE to SE	150	150	0	10	10
9	A41/Neunkirchen Way	NE to S	0	0	0	0	10
9	A41/Neunkirchen Way	NE to W	280	280	0	20	10
9	A41/Neunkirchen Way	NE to N	170	170	0	10	20
9	A41/Neunkirchen Way	SE to S	0	0	0	0	10
9	A41/Neunkirchen Way	SE to W	550	550	0	40	10
9	A41/Neunkirchen Way	SE to N	310	310	0	20	10
9	A41/Neunkirchen Way	SE to NE	340	340	0	30	20
9	A41/Neunkirchen Way	S to W	90	90	0	10	10
9	A41/Neunkirchen Way	S to N	20	20	0	0	10
9	A41/Neunkirchen Way	S to NE	40	40	0	10	20
9	A41/Neunkirchen Way	S to SE	50	50	0	10	20
9	A41/Neunkirchen Way	W to N	0	0	0	0	10
9	A41/Neunkirchen Way	W to NE	510	480	0	60	10
9	A41/Neunkirchen Way	W to SE	670	640	0	70	10
9	A41/Neunkirchen Way	W to S	0	0	0	0	20
10	Talisman Road/Mallards Way Rbt	N to E	110	110	0	10	0
10	Talisman Road/Mallards Way Rbt	N to S	530	520	0	40	0
10	Talisman Road/Mallards Way Rbt	E to S	100	100	0	10	0
10	Talisman Road/Mallards Way Rbt	E to N	90	90	0	10	0
10	Talisman Road/Mallards Way Rbt	S to N	460	450	0	40	0
10	Talisman Road/Mallards Way Rbt	S to E	40	40	0	0	0
11	A4421/Peregrine Way	W to N	120	120	0	10	10
11	A4421/Peregrine Way	W to S	220	220	0	20	10
11	A4421/Peregrine Way	N to S	390	380	0	20	10
11	A4421/Peregrine Way	N to W	170	170	0	10	10
11	A4421/Peregrine Way	S to W	330	320	0	20	10
11	A4421/Peregrine Way	S to N	740	720	0	30	10
12	A4421/Gavray Drive	N to S	330	320	0	20	10
12	A4421/Gavray Drive	N to W	320	310	0	20	10
12	A4421/Gavray Drive	S to W	50	50	0	0	10
12	A4421/Gavray Drive	S to N	600	590	0	40	10
12	A4421/Gavray Drive	W to N	60	60	0	0	10
12	A4421/Gavray Drive	W to S	10	10	0	0	10
13	Charbridge Lane/Bicester Road	W to E	200	190	0	20	10
13	Charbridge Lane/Bicester Road	W to S	520	520	0	50	10
13	Charbridge Lane/Bicester Road	E to S	70	50	0	0	10
13	Charbridge Lane/Bicester Road	E to W	260	200	0	20	10
13	Charbridge Lane/Bicester Road	S to W	670	660	0	40	10
13	Charbridge Lane/Bicester Road	S to E	100	100	0	10	10
14	Buckingham Road/Skimmingdish Lane	N to E	210	210	0	20	0
14	Buckingham Road/Skimmingdish Lane	N to S	300	300	0	30	0
14	Buckingham Road/Skimmingdish Lane	N to W	230	230	0	20	0
14	Buckingham Road/Skimmingdish Lane	E to S	20	20	0	0	0
14	Buckingham Road/Skimmingdish Lane	E to W	820	780	0	60	0
14	Buckingham Road/Skimmingdish Lane	E to N	300	280	0	40	0
14	Buckingham Road/Skimmingdish Lane	S to W	240	240	0	30	10

14	Buckingham Road/Skimmingdish Lane	S to N	130	130	0	20	10
14	Buckingham Road/Skimmingdish Lane	S to E	150	150	0	20	10
14	Buckingham Road/Skimmingdish Lane	W to N	120	120	0	10	0
14	Buckingham Road/Skimmingdish Lane	W to E	260	260	0	20	0
14	Buckingham Road/Skimmingdish Lane	W to S	70	70	0	10	0
16	A41/Ploughly Lane	W to E	1040	1010	0	70	0
16	A41/Ploughly Lane	W to S	140	140	0	40	10
16	A41/Ploughly Lane	E to S	0	0	0	0	0
16	A41/Ploughly Lane	E to W	1000	1000	0	60	0
16	A41/Ploughly Lane	S to W	190	190	0	60	20
16	A41/Ploughly Lane	S to E	0	0	0	0	30
17	A41/B4011	W to E	870	840	0	60	0
17	A41/B4011	W to S	180	170	0	30	10
17	A41/B4011	E to S	30	30	0	0	0
17	A41/B4011	E to W	600	600	0	40	0
17	A41/B4011	S to W	390	390	0	80	10
17	A41/B4011	S to E	90	90	0	40	20
18	A41/Lower Road	N to E	30	30	0	20	20
18	A41/Lower Road	N to S	0	0	0	0	30
18	A41/Lower Road	N to W	160	160	0	70	30
18	A41/Lower Road	E to S	0	0	0	0	0
18	A41/Lower Road	E to W	470	470	0	30	0
18	A41/Lower Road	E to N	40	40	0	10	10
18	A41/Lower Road	S to W	0	0	0	0	10
18	A41/Lower Road	S to N	70	70	0	30	20
18	A41/Lower Road	S to E	0	0	0	0	20
18	A41/Lower Road	W to N	90	80	0	10	0
18	A41/Lower Road	W to E	870	840	0	50	0
18	A41/Lower Road	W to S	0	0	0	0	0
19	A41/Station Road	W to E	890	870	0	50	0
19	A41/Station Road	W to S	0	0	0	0	0
19	A41/Station Road	E to S	0	0	0	0	0
19	A41/Station Road	E to W	520	520	0	30	0
19	A41/Station Road	S to W	0	0	0	0	10
19	A41/Station Road	S to E	60	60	0	30	10


Bicester Journey Time Routes - 2007
Western Route
Central Route
Eastern Route
BICESTER
Bucknell
Caversfield
Audley
Launton
Chesterton
Little Chesterton
Alchester ROMAN TOWN (site of)
Graven Hill
Depot
Airfield
Industrial Estate
Woodfield
Highfield
Leisure Centre
King End
Cemy
Langford Park Fm
Langford Lane
Chesterton Lodge
Lodge Fm
Greystone Court
Bignell Park Barns
Bignell Ho
Whitelands Fm
Himley Fm
Gowell Fm
Aldershot Fm
Lord's Fm
Hawkwell Fm
Crowmarsh Fm
Upper Fm
Manor Ho
Brashfield Ho
Dymock's Fm
Caversfield Ho
Poodle Gorse
Field Fm
Grange Fm
Manor Fm
Rodney Ho
Wretchwick Fm
New Barn Fm
Furze Gr Fm
A 4095
A 4421
B 4030
A 41
B 4100

Bicester Journey Time Data

2007 AM Bicester Journey Time Data		
	Direction	**Journey Time (mins.secs)**
Central Route	NB	6.09
Central Route	SB	6.03
Eastern Route	NB	7.14
Eastern Route	SB	6.56
Western Route	NB	6.12
Western Route	SB	6.04

2007 PM Bicester Journey Time Data		
	Direction	**Journey Time (mins.secs)**
Central Route	NB	6.08
Central Route	SB	6.07
Eastern Route	NB	7.31
Eastern Route	SB	6.53
Western Route	NB	6.29
Western Route	SB	6.13

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Technical note 4

Project	MoD sites – Bicester	**Date**	8th August 2011
Note	2031 Results	**Ref**	CTF AXL 030

1 Purpose of technical note

1.1 This Technical Note presents the results for the Bicester 2031 AM and PM peak hour model runs. Results are presented for the following scenarios;

- 2031 (AM and PM peaks) – Bicester Development including the NW Bicester Ecotown and no additional development at Graven Hill (no mitigation)
- 2031 (AM and PM peaks) – Bicester Development including the NW Bicester Ecotown and including additional development at Graven Hill (no mitigation)

1.2 The results, presented in tabular form, are

- Link Flows (SATURN Actual and Demand)
- Junction Turning Counts (SATURN Actual and Demand)
- Queue at end of time period
- Volume / capacity
- Delay (in seconds)
- Network Statistics

1.3 Journey time routes have also been created. The plan attached shows the routes assessed for the 2031 scenarios. The central and eastern journey time routes are the same as those assessed for the 2007 base year scenario. The western route assessed for 2031 is via the South West Bicester Link Road. This replaces the route assessed for the 2007 base year scenario which routed via Middleton Stoney Road.

2 Development Assumptions

2.1 The 2031 development assumptions for the Bicester area, over the 2007 base, are shown on the following list:

Residential

- SW Bicester = 2085 houses
- Upper Heyford = 761 houses
- Gavray Drive = 500 houses
- Bicester Ecotown = 5000 houses
- Caversfield MOD Site = 187 houses
- Talisman Road = 140 houses

Employment / commercial

- SW Bicester = 8.91 hectares B1/B2
- Bicester Business Park = 6 hectares B1
- Upper Heyford = 1.6 hectares B1, 1.8 hectares B2, 8.6 hectares B8
- Bicester Ecotown = 3000 B1/B2 jobs
- Bicester Town centre = 1.34 hectares A3/A4, and 0.22 hectares D2

2.2 Due to the quantity of development proposed to be located in the Bicester area, the growth in demand for travel exceeds the district wide demand growth figures set out in Tempro. As a result, only identified local growth has been used in the future year model scenarios.

2.3 The development assumptions for the site at Graven Hill are as per the MoD Bicester Estate: Transport Assessment Scope of Works document. Please note the traffic generation figures for Site C include the amended figures forwarded to Halcrow by email from Bev Coupe on 20th July 2011.

2.4 Sites D and E are loaded on to the A41. The trips associated with development at these sites have been loaded as follows. Residential trips and those associated with the primary school, local retail, GP surgery and hotel have been loaded at the A41/Neunkirchen Way roundabout. Trips associated with the B1 Office, B2/B1C and B8 developments are loaded at the priority junction east of the A41/Neunkirchen Way roundabout.

2.5 Trips associated with the development at Site C are loaded on to the B4011.

2.6 Using data from the Central Oxfordshire Transport Model, the trip matrices were in-filled to add the appropriate traffic to the M40 corridor between M40 junction 9 and junction 10 (including the A34 and A43 approaches).

3 Network Assumptions

3.1 The 2031 network assumptions are consistent with those set out in Technical Note 3 – Model Scoping Report.

3.2 The level crossings on London Road (B4100) and Charbridge Lane (A4421) have been coded to incorporate the train services associated with the East-West Rail and Evergreen 3 proposals. The level crossing on London Road has been coded with 3 trains per hour in each direction. The level crossing on Charbridge Lane has been coded with 1 train per hour in each direction.

Network Wide Statistics

2031 AM (with Ecotown, with Graven Hill Development) Network Wide Statistics	
TRANSIENT QUEUES (SIMULATION AREA)	260 PCU HRS
OVER CAPACITY QUEUES (SIMULATION AREA)	500 PCU HRS
LINK CRUISE TIME (SIMULATION AREA)	3220 PCU HRS
TOTAL TRAVEL TIME (SIMULATION AREA)	3980 PCU HRS
TRAVEL DISTANCE (SIMULATION AREA)	255010 PCU HRS
AVERAGE SPEED (SIMULATION AREA)	64.1 KPH
TOTAL TRIPS LOADED	16368 PCUS

2031 PM (with Ecotown, with Graven Hill Development) Network Wide Statistics	
TRANSIENT QUEUES (SIMULATION AREA)	270 PCU HRS
OVER CAPACITY QUEUES (SIMULATION AREA)	400 PCU HRS
LINK CRUISE TIME (SIMULATION AREA)	3220 PCU HRS
TOTAL TRAVEL TIME (SIMULATION AREA)	3890 PCU HRS
TRAVEL DISTANCE (SIMULATION AREA)	254990 PCU HRS
AVERAGE SPEED (SIMULATION AREA)	65.6 KPH
TOTAL TRIPS LOADED	16620 PCUS

2031 AM (with Ecotown, no Graven Hill Development) Network Wide Statistics	
TRANSIENT QUEUES (SIMULATION AREA)	250 PCU HRS
OVER CAPACITY QUEUES (SIMULATION AREA)	460 PCU HRS
LINK CRUISE TIME (SIMULATION AREA)	3170 PCU HRS
TOTAL TRAVEL TIME (SIMULATION AREA)	3890 PCU HRS
TRAVEL DISTANCE (SIMULATION AREA)	252640 PCU HRS
AVERAGE SPEED (SIMULATION AREA)	65 KPH
TOTAL TRIPS LOADED	16019 PCUS

2031 PM (with Ecotown, no Graven Hill Development) Network Wide Statistics	
TRANSIENT QUEUES (SIMULATION AREA)	240 PCU HRS
OVER CAPACITY QUEUES (SIMULATION AREA)	340 PCU HRS
LINK CRUISE TIME (SIMULATION AREA)	3160 PCU HRS
TOTAL TRAVEL TIME (SIMULATION AREA)	3740 PCU HRS
TRAVEL DISTANCE (SIMULATION AREA)	251320 PCU HRS
AVERAGE SPEED (SIMULATION AREA)	67.2 KPH
TOTAL TRIPS LOADED	16184 PCUS

Journey Time Results

2031 AM (with Ecotown, with Graven Hill Development)		
	Direction	**Journey Time (mins.secs)**
Central Route	NB	7.26
Central Route	SB	7.08
Eastern Route	NB	10.08
Eastern Route	SB	9.18
Western Route	NB	6.44
Western Route	SB	6.38

2031 PM (with Ecotown, with Graven Hill Development)		
	Direction	**Journey Time (mins.secs)**
Central Route	NB	7.20
Central Route	SB	7.19
Eastern Route	NB	9.48
Eastern Route	SB	8.23
Western Route	NB	6.59
Western Route	SB	6.45

2031 AM (with Ecotown, no Graven Hill Development)		
	Direction	**Journey Time (mins.secs)**
Central Route	NB	7.12
Central Route	SB	7.01
Eastern Route	NB	9.19
Eastern Route	SB	8.35
Western Route	NB	6.34
Western Route	SB	6.32

2031 PM (with Ecotown, no Graven Hill Development)		
	Direction	**Journey Time (mins.secs)**
Central Route	NB	6.46
Central Route	SB	6.53
Eastern Route	NB	8.51
Eastern Route	SB	8.02
Western Route	NB	6.22
Western Route	SB	6.34

2031 AM with Ecotown No GH Dev Link Flows		TOTAL DEMAND	TOTAL ACTUAL	CAR DEMAND	CAR ACTUAL	LGV DEMAND	LGV ACTUAL	HGV DEMAND	HGV ACTUAL
M40 Jcn 9-10	NB	6200	6070	4450	4360	360	360	1390	1360
M40 Jcn 9-10	SB	6050	6050	6050	4170	380	380	1510	1510
M40 Jcn 8-9	NB	4240	4240	4240	3350	240	240	650	650
M40 Jcn 8-9	SB	4970	3730	3730	3720	260	200	990	740
A34 South of Jcn 9	NB	3540	3340	3340	2480	220	200	830	790
A34 South of Jcn 9	SB	2650	2200	2200	1790	200	170	660	550
A41 North of Jcn 9	NB	1530	1260	1260	1360	90	70	80	60
A41 North of Jcn 9	SB	1520	1480	1480	1310	90	80	120	120
A41 South of Oxford Rd Jcn	NB	1970	1750	1750	1720	110	90	140	120
A41 South of Oxford Rd Jcn	SB	1840	1770	1770	1610	90	90	140	140
Middleton Stoney Rd west of Kings End	EB	960	930	930	870	50	50	40	40
Middleton Stoney Rd west of Kings End	WB	440	420	420	390	20	20	30	30
Oxford Road south of Pingle Drive	NB	1040	940	940	950	60	50	30	30
Oxford Road south of Pingle Drive	SB	1070	1050	1050	970	60	60	40	40
Oxford Road north of Pingle Drive	NB	770	700	700	690	50	40	30	20
Oxford Road north of Pingle Drive	SB	1080	1050	1050	980	60	60	40	40
Kings End north of Middleton Stoney Rd	NB	1040	980	980	950	50	50	40	40
Kings End north of Middleton Stoney Rd	SB	840	830	830	750	40	40	50	50
A41	EB	1640	1490	1490	1430	90	80	130	110
A41	WB	1480	1420	1420	1290	70	70	120	120
London Road B4100	NB	430	390	390	380	20	20	20	20
London Road B4100	SB	600	590	590	540	30	30	30	30
Neunkirchen Way	NB	1250	1140	1140	1080	70	60	110	100
Neunkirchen Way	SB	590	580	580	540	30	30	30	30
Wretchwick Way south of Gavray Drive	NB	630	590	590	520	40	30	70	70
Wretchwick Way south of Gavray Drive	SB	910	880	880	810	50	50	50	40
Wretchwick Way north of Gavray Drive	NB	760	730	730	640	40	40	80	80
Wretchwick Way north of Gavray Drive	SB	710	680	680	610	40	40	50	50
Charbridge Lane north of Bicester Road	NB	810	770	770	680	40	40	90	80
Charbridge Lane north of Bicester Road	SB	1370	1340	1340	1160	70	70	130	130
A41 south of Neunkirchen Way	NB	1580	1490	1490	1310	80	80	190	180
A41 south of Neunkirchen Way	SB	1240	1110	1110	1060	70	60	120	110
A41 east of Ploughly Lane	EB	1070	960	960	950	60	50	70	60
A41 east of Ploughly Lane	WB	1190	1160	1160	1000	60	60	130	120
A41 east of B4011	EB	660	590	590	570	40	30	60	50
A41 east of B4011	WB	1020	990	990	870	60	50	90	90
A41 east of Lower Road	EB	580	530	530	470	30	30	70	70
A41 east of Lower Road	WB	1000	980	980	850	50	50	100	100
A41 east of Station Road	EB	610	550	550	480	30	30	100	90
A41 east of Station Road	WB	1250	1230	1230	1080	70	70	100	100

2031 AM with Ecotown with GH Dev Link Flows		TOTAL DEMAND	TOTAL ACTUAL	CAR DEMAND	CAR ACTUAL	LGV DEMAND	LGV ACTUAL	HGV DEMAND	HGV ACTUAL
M40 Jcn 9-10	NB	6220	6080	4470	4370	360	360	1390	1360
M40 Jcn 9-10	SB	6050	6050	4160	4160	380	380	1510	1510
M40 Jcn 8-9	NB	4240	4240	3350	3350	240	240	650	650
M40 Jcn 8-9	SB	4990	3760	3740	2820	260	200	990	750
A34 South of Jcn 9	NB	3570	3370	2510	2370	220	200	840	790
A34 South of Jcn 9	SB	2670	2210	1810	1490	200	170	660	540
A41 North of Jcn 9	NB	1550	1260	1370	1120	90	70	80	70
A41 North of Jcn 9	SB	1570	1520	1360	1320	80	80	120	120
A41 South of Oxford Rd Jcn	NB	1990	1750	1730	1520	100	90	150	130
A41 South of Oxford Rd Jcn	SB	1860	1790	1650	1580	80	80	130	120
Middleton Stoney Rd west of Kings End	EB	970	940	880	850	50	40	40	40
Middleton Stoney Rd west of Kings End	WB	480	450	410	390	20	20	50	50
Oxford Road south of Pingle Drive	NB	1160	1050	1030	940	60	60	60	50
Oxford Road south of Pingle Drive	SB	1140	1110	1040	1010	60	60	40	40
Oxford Road north of Pingle Drive	NB	860	790	760	690	50	40	50	40
Oxford Road north of Pingle Drive	SB	1140	1100	1040	1000	60	60	40	40
Kings End north of Middleton Stoney Rd	NB	1010	940	920	850	50	50	40	40
Kings End north of Middleton Stoney Rd	SB	810	800	730	710	40	40	40	40
A41	EB	1710	1550	1490	1350	80	80	140	120
A41	WB	1610	1560	1400	1360	70	70	130	130
London Road B4100	NB	500	470	450	430	20	20	20	20
London Road B4100	SB	730	710	670	650	30	30	30	30
Neunkirchen Way	NB	1400	1280	1230	1120	70	60	100	90
Neunkirchen Way	SB	660	640	580	570	30	30	50	50
Wretchwick Way south of Gavray Drive	NB	710	670	610	570	40	30	60	60
Wretchwick Way south of Gavray Drive	SB	940	900	830	790	40	40	60	60
Wretchwick Way north of Gavray Drive	NB	850	800	730	700	40	40	70	70
Wretchwick Way north of Gavray Drive	SB	710	670	610	580	40	40	60	50
Charbridge Lane north of Bicester Road	NB	910	860	770	730	40	40	90	90
Charbridge Lane north of Bicester Road	SB	1400	1380	1190	1170	80	70	130	130
A41 south of Neunkirchen Way	NB	1550	1490	1290	1240	80	80	180	180
A41 south of Neunkirchen Way	SB	1510	1330	1290	1140	70	60	150	130
A41 east of Ploughly Lane	EB	1030	900	910	800	60	50	60	50
A41 east of Ploughly Lane	WB	1220	1190	1040	1010	70	60	120	110
A41 east of B4011	EB	610	540	520	460	30	30	50	50
A41 east of B4011	WB	990	970	860	840	50	50	80	80
A41 east of Lower Road	EB	570	510	470	420	30	30	70	60
A41 east of Lower Road	WB	1000	980	850	830	50	50	100	100
A41 east of Station Road	EB	600	540	480	430	30	30	100	90
A41 east of Station Road	WB	1250	1220	1080	1060	70	70	100	100

2031 PM with Ecotown No GH Dev Link Flows		TOTAL DEMAND	TOTAL ACTUAL	CAR DEMAND	CAR ACTUAL	LGV DEMAND	LGV ACTUAL	HGV DEMAND	HGV ACTUAL
M40 Jcn 9-10	NB	6710	6290	5520	5180	190	180	1000	940
M40 Jcn 9-10	SB	5470	5470	4160	4160	150	150	1160	1160
M40 Jcn 8-9	NB	4610	4610	3960	3960	120	120	530	530
M40 Jcn 8-9	SB	4530	3770	3560	2970	110	90	860	720
A34 South of Jcn 9	NB	3860	3200	3180	2640	120	100	560	460
A34 South of Jcn 9	SB	2430	2170	1970	1760	80	70	370	340
A41 North of Jcn 9	NB	1750	1530	1610	1410	50	40	90	80
A41 North of Jcn 9	SB	1460	1430	1340	1320	40	40	80	70
A41 South of Oxford Rd Jcn	NB	1910	1730	1740	1580	50	40	120	110
A41 South of Oxford Rd Jcn	SB	1530	1490	1450	1410	40	40	40	40
Middleton Stoney Rd west of Kings End	EB	750	740	720	700	20	20	10	10
Middleton Stoney Rd west of Kings End	WB	590	550	580	530	10	10	0	0
Oxford Road south of Pingle Drive	NB	1010	950	960	910	30	30	10	10
Oxford Road south of Pingle Drive	SB	650	630	620	590	20	20	10	10
Oxford Road north of Pingle Drive	NB	990	940	950	910	30	30	0	0
Oxford Road north of Pingle Drive	SB	910	850	870	810	30	20	10	10
Kings End north of Middleton Stoney Rd	NB	1200	1160	1160	1110	30	30	10	10
Kings End north of Middleton Stoney Rd	SB	970	880	940	850	20	20	0	0
A41	EB	1530	1390	1370	1250	40	40	120	110
A41	WB	1490	1470	1420	1400	40	40	30	30
London Road B4100	NB	520	510	500	490	10	10	0	0
London Road B4100	SB	620	610	580	570	20	20	20	20
Neunkirchen Way	NB	1120	1060	1070	1010	30	30	20	20
Neunkirchen Way	SB	890	880	860	850	20	20	10	10
Wretchwick Way south of Gavray Drive	NB	870	850	840	810	20	20	10	10
Wretchwick Way south of Gavray Drive	SB	700	680	670	650	20	20	10	10
Wretchwick Way north of Gavray Drive	NB	810	790	770	750	20	20	20	20
Wretchwick Way north of Gavray Drive	SB	910	880	880	850	30	20	10	10
Charbridge Lane north of Bicester Road	NB	1090	1010	1040	960	30	30	20	20
Charbridge Lane north of Bicester Road	SB	960	940	910	900	30	30	10	10
A41 south of Neunkirchen Way	NB	1450	1420	1360	1340	40	40	40	40
A41 south of Neunkirchen Way	SB	1550	1450	1380	1290	40	40	130	120
A41 east of Ploughly Lane	EB	1330	1250	1170	1100	30	30	130	120
A41 east of Ploughly Lane	WB	1170	1150	1090	1080	30	30	40	40
A41 east of B4011	EB	1200	1140	1050	990	30	30	120	120
A41 east of B4011	WB	740	740	680	680	20	20	40	40
A41 east of Lower Road	EB	1150	1090	990	940	30	30	130	120
A41 east of Lower Road	WB	600	600	540	540	20	20	40	40
A41 east of Station Road	EB	1210	1150	1050	1000	30	30	130	120
A41 east of Station Road	WB	600	600	540	540	20	20	40	40

2031 PM with Ecotown with GH Dev Link Flows		TOTAL DEMAND	TOTAL ACTUAL	CAR DEMAND	CAR ACTUAL	LGV DEMAND	LGV ACTUAL	HGV DEMAND	HGV ACTUAL
M40 Jcn 9-10	NB	6670	6210	5490	5100	190	180	1000	930
M40 Jcn 9-10	SB	5470	5470	4170	4160	150	150	1160	1160
M40 Jcn 8-9	NB	4660	4660	4010	4010	120	120	530	530
M40 Jcn 8-9	SB	4530	3770	3560	2970	110	90	860	720
A34 South of Jcn 9	NB	3960	3190	3260	2630	120	100	570	460
A34 South of Jcn 9	SB	2480	2180	2010	1770	80	70	380	330
A41 North of Jcn 9	NB	1930	1680	1770	1540	50	40	100	90
A41 North of Jcn 9	SB	1510	1460	1390	1340	40	40	80	80
A41 South of Oxford Rd Jcn	NB	1990	1790	1820	1640	50	40	120	110
A41 South of Oxford Rd Jcn	SB	1590	1520	1510	1440	40	40	40	40
Middleton Stoney Rd west of Kings End	EB	770	750	710	700	20	20	40	30
Middleton Stoney Rd west of Kings End	WB	580	530	570	510	10	10	0	0
Oxford Road south of Pingle Drive	NB	1120	1020	1070	980	30	30	10	10
Oxford Road south of Pingle Drive	SB	750	710	690	660	20	20	30	30
Oxford Road north of Pingle Drive	NB	1100	1010	1060	980	30	30	0	0
Oxford Road north of Pingle Drive	SB	1000	930	930	870	30	30	30	30
Kings End north of Middleton Stoney Rd	NB	1260	1180	1220	1140	30	30	10	10
Kings End north of Middleton Stoney Rd	SB	980	870	950	850	30	20	0	0
A41	EB	1630	1440	1450	1280	40	40	140	120
A41	WB	1600	1520	1520	1450	40	40	40	40
London Road B4100	NB	550	520	530	500	10	10	0	0
London Road B4100	SB	770	750	730	710	20	20	20	20
Neunkirchen Way	NB	1110	1020	1020	930	30	30	60	60
Neunkirchen Way	SB	1090	1060	1050	1020	30	30	10	10
Wretchwick Way south of Gavray Drive	NB	920	870	850	800	20	20	50	50
Wretchwick Way south of Gavray Drive	SB	920	880	880	850	20	20	10	10
Wretchwick Way north of Gavray Drive	NB	790	760	720	690	20	20	50	50
Wretchwick Way north of Gavray Drive	SB	1100	1060	1070	1020	30	30	10	10
Charbridge Lane north of Bicester Road	NB	1140	1050	1050	970	30	30	60	50
Charbridge Lane north of Bicester Road	SB	1200	1170	1160	1120	30	30	10	10
A41 south of Neunkirchen Way	NB	1610	1500	1500	1390	40	40	70	60
A41 south of Neunkirchen Way	SB	1650	1500	1470	1340	40	40	130	120
A41 east of Ploughly Lane	EB	1370	1250	1210	1090	30	30	130	120
A41 east of Ploughly Lane	WB	1240	1210	1160	1130	30	30	40	40
A41 east of B4011	EB	1240	1130	1080	980	30	30	130	120
A41 east of B4011	WB	850	830	790	770	20	20	40	40
A41 east of Lower Road	EB	1150	1050	990	910	30	30	130	120
A41 east of Lower Road	WB	650	640	590	590	20	20	40	40
A41 east of Station Road	EB	1210	1110	1060	960	30	30	130	120
A41 east of Station Road	WB	600	600	540	540	20	20	40	40

2031 AM with Ecotown No GH Development													
Jcn No	Junction	Movement	TOTAL DEMAND	TOTAL ACTUAL	CAR DEMAND	CAR ACTUAL	LGV DEMAND	LGV ACTUAL	HGV DEMAND	HGV ACTUAL	QUEUE AT END OF PERIOD	V/C	DELAY (S)
1	M40 Junction 10 NB off slip		640	620	280	280	60	60	290	280	0	80	0
1	M40 Junction 10 NB on slip		330	320	280	270	20	10	30	30	0	10	0
1	M40 Junction 10 SB off slip		1100	1100	960	960	30	30	110	110	0	90	0
1	M40 Junction 10 SB on slip		930	930	370	360	60	60	500	500	0	40	0
2	M40 Junction 9 NB off slip		350	350	300	300	20	20	30	30	0	30	0
2	M40 Junction 9 NB on slip		2320	2190	1400	1320	140	140	770	730	0	50	0
2	M40 Junction 9 SB off slip		2960	2960	1880	1880	210	210	860	860	0	80	0
2	M40 Junction 9 SB on slip		1880	1610	1430	1220	100	90	350	300	0	80	0
3	SW Bicester Perimeter Road	S to W	290	240	260	210	20	10	10	10	0	20	0
3	SW Bicester Perimeter Road	S to N	1200	990	1060	870	70	60	60	50	0	50	0
3	SW Bicester Perimeter Road	S to E	40	30	40	30	0	0	0	0	0	0	0
3	SW Bicester Perimeter Road	W to N	110	110	100	100	10	10	0	0	0	50	10
3	SW Bicester Perimeter Road	W to E	100	100	90	90	0	0	10	10	0	40	10
3	SW Bicester Perimeter Road	W to S	510	500	430	420	30	30	50	50	0	80	10
3	SW Bicester Perimeter Road	N to E	0	0	0	0	0	0	0	0	0	0	0
3	SW Bicester Perimeter Road	N to S	1040	1000	900	870	60	60	70	70	0	60	0
3	SW Bicester Perimeter Road	N to W	240	230	200	200	10	10	20	20	0	30	0
3	SW Bicester Perimeter Road	E to S	0	0	0	0	0	0	0	0	0	0	10
3	SW Bicester Perimeter Road	E to W	60	60	50	50	0	0	0	0	0	20	10
3	SW Bicester Perimeter Road	E to N	420	410	330	330	20	20	60	60	0	60	10
4	SW Bicester Business Park	S to W	0	0	0	0	0	0	0	0	0	0	10
4	SW Bicester Business Park	S to N	1740	1520	1500	1310	100	90	130	120	0	80	10
4	SW Bicester Business Park	W to N	190	190	190	190	0	0	0	0	0	80	30
4	SW Bicester Business Park	W to S	10	10	10	10	0	0	0	0	0	10	30
4	SW Bicester Business Park	N to S	1460	1410	1250	1200	80	80	130	120	0	50	10
4	SW Bicester Business Park	N to W	170	170	160	160	0	0	10	10	0	80	20
5	Bicester Business Park	S to N	1930	1710	1690	1490	100	90	140	120	0	60	0
5	Bicester Business Park	S to E	0	0	0	0	0	0	0	0	0	0	40
5	Bicester Business Park	N to E	210	200	190	190	0	0	10	10	0	20	0
5	Bicester Business Park	N to S	1630	1570	1410	1360	80	80	130	130	0	70	10
5	Bicester Business Park	E to S	0	0	0	0	0	0	0	0	0	0	30
5	Bicester Business Park	E to N	40	40	40	40	0	0	0	0	0	30	30
6	A41/Oxford Road	N to E	460	450	420	410	30	30	20	10	0	30	0
6	A41/Oxford Road	N to S	610	590	550	540	30	30	30	30	0	40	0
6	A41/Oxford Road	E to S	1230	1180	1060	1010	60	60	120	110	0	100	0
6	A41/Oxford Road	E to N	250	240	230	220	10	10	10	10	0	50	0
6	A41/Oxford Road	S to N	790	700	710	630	50	40	30	20	0	100	10
6	A41/Oxford Road	S to E	1180	1040	1010	890	60	50	110	100	0	100	10
7	Oxford Road/Pingle Drive	N to E	140	130	120	120	10	10	10	10	0	10	0
7	Oxford Road/Pingle Drive	N to S	940	910	850	830	50	50	40	30	0	50	0
7	Oxford Road/Pingle Drive	E to S	130	130	120	120	10	10	10	10	0	10	0
7	Oxford Road/Pingle Drive	E to N	50	50	50	50	0	0	0	0	0	10	0
7	Oxford Road/Pingle Drive	S to N	720	640	640	580	40	40	30	20	0	30	0
7	Oxford Road/Pingle Drive	S to E	330	290	300	270	20	10	10	10	0	20	0
8	Kings End/Middleton Stoney Road	N to W	300	290	260	260	10	10	20	20	0	100	50
8	Kings End/Middleton Stoney Road	N to S	540	540	490	480	30	30	20	20	10	100	50
8	Kings End/Middleton Stoney Road	W to S	540	520	490	480	30	30	20	20	0	90	10
8	Kings End/Middleton Stoney Road	W to N	420	410	380	370	20	20	20	20	0	90	10
8	Kings End/Middleton Stoney Road	S to N	630	570	570	510	40	30	20	20	0	40	0
8	Kings End/Middleton Stoney Road	S to W	140	130	130	110	10	10	10	10	0	10	0
9	A41/Neunkirchen Way	N to NE	230	230	220	210	10	10	0	0	0	30	10
9	A41/Neunkirchen Way	N to SE	210	210	180	180	10	10	20	20	0	30	10
9	A41/Neunkirchen Way	N to S	20	20	20	20	0	0	0	0	0	0	20
9	A41/Neunkirchen Way	N to W	140	140	130	120	0	0	10	10	0	20	20
9	A41/Neunkirchen Way	NE to SE	150	150	130	120	10	10	20	20	0	10	10
9	A41/Neunkirchen Way	NE to S	20	20	20	20	0	0	0	0	0	0	10
9	A41/Neunkirchen Way	NE to W	410	400	380	370	20	20	10	10	0	30	10
9	A41/Neunkirchen Way	NE to N	10	10	10	10	0	0	0	0	0	0	20
9	A41/Neunkirchen Way	SE to S	10	10	10	10	0	0	0	0	0	0	10
9	A41/Neunkirchen Way	SE to W	900	850	750	710	50	50	100	100	0	60	10
9	A41/Neunkirchen Way	SE to N	290	270	270	250	10	10	10	10	0	30	10
9	A41/Neunkirchen Way	SE to NE	380	360	280	270	20	20	70	70	0	30	20
9	A41/Neunkirchen Way	S to W	30	30	30	30	0	0	0	0	0	10	10
9	A41/Neunkirchen Way	S to N	10	10	10	10	0	0	0	0	0	0	10
9	A41/Neunkirchen Way	S to NE	40	40	30	30	0	0	0	0	0	10	20
9	A41/Neunkirchen Way	S to SE	10	10	10	10	0	0	0	0	0	0	20
9	A41/Neunkirchen Way	W to N	110	100	100	90	0	0	10	10	0	110	70
9	A41/Neunkirchen Way	W to NE	610	550	550	500	30	30	30	20	20	110	80
9	A41/Neunkirchen Way	W to SE	870	790	740	670	50	40	90	80	20	110	80

2031 AM with Ecotown No GH Development													
Jcn No	Junction	Movement	TOTAL DEMAND	TOTAL ACTUAL	CAR DEMAND	CAR ACTUAL	LGV DEMAND	LGV ACTUAL	HGV DEMAND	HGV ACTUAL	QUEUE AT END OF PERIOD	V/C	DELAY (S)
9	A41/Neunkirchen Way	W to S	50	50	50	40	0	0	0	0	0	110	80
10	Talisman Road/Mallards Way Rbt	N to E	80	80	80	70	0	0	0	0	0	10	0
10	Talisman Road/Mallards Way Rbt	N to S	430	410	390	380	20	20	10	10	0	40	0
10	Talisman Road/Mallards Way Rbt	E to S	180	180	150	150	0	0	20	20	0	20	0
10	Talisman Road/Mallards Way Rbt	E to N	100	100	100	100	0	0	0	0	0	10	0
10	Talisman Road/Mallards Way Rbt	S to N	270	240	240	220	10	10	10	10	0	20	0
10	Talisman Road/Mallards Way Rbt	S to E	160	150	150	140	0	0	10	10	0	10	0
11	A4421/Peregrine Way	W to N	90	90	80	80	10	10	0	0	0	10	10
11	A4421/Peregrine Way	W to S	80	80	70	70	0	0	10	10	0	10	10
11	A4421/Peregrine Way	N to S	510	500	470	460	20	20	20	20	0	30	10
11	A4421/Peregrine Way	N to W	130	130	120	120	10	10	10	10	0	10	10
11	A4421/Peregrine Way	S to W	550	500	500	450	30	30	20	20	0	20	10
11	A4421/Peregrine Way	S to N	700	640	580	530	40	30	90	80	0	30	10
12	A4421/Gavray Drive	N to S	660	640	580	560	40	40	50	40	0	40	10
12	A4421/Gavray Drive	N to W	50	40	40	40	0	0	0	0	0	0	10
12	A4421/Gavray Drive	S to W	0	0	0	0	0	0	0	0	0	0	10
12	A4421/Gavray Drive	S to N	620	580	510	480	40	30	70	70	0	30	10
12	A4421/Gavray Drive	W to N	140	140	130	130	0	0	10	10	0	10	10
12	A4421/Gavray Drive	W to S	240	240	230	230	10	10	0	0	0	20	10
13	Charbridge Lane/Bicester Road	W to E	530	520	450	440	30	30	50	50	0	100	30
13	Charbridge Lane/Bicester Road	W to S	840	820	710	700	50	50	70	70	10	100	30
13	Charbridge Lane/Bicester Road	E to S	90	90	80	80	10	10	10	10	0	10	10
13	Charbridge Lane/Bicester Road	E to W	180	170	150	140	10	10	20	20	0	20	10
13	Charbridge Lane/Bicester Road	S to W	640	610	530	510	30	30	70	70	0	40	10
13	Charbridge Lane/Bicester Road	S to E	60	60	60	50	0	0	0	0	0	10	10
14	Buckingham Road/Skimmingdish Lane	N to E	200	200	160	160	10	10	30	30	0	40	10
14	Buckingham Road/Skimmingdish Lane	N to S	300	300	260	260	10	10	20	20	0	50	10
14	Buckingham Road/Skimmingdish Lane	N to W	310	310	270	270	20	20	20	20	0	50	10
14	Buckingham Road/Skimmingdish Lane	E to S	0	0	0	0	0	0	0	0	0	0	0
14	Buckingham Road/Skimmingdish Lane	E to W	460	450	390	370	30	30	50	50	0	30	0
14	Buckingham Road/Skimmingdish Lane	E to N	130	130	110	110	10	10	20	20	0	10	0
14	Buckingham Road/Skimmingdish Lane	S to W	160	150	130	130	10	10	20	20	0	20	0
14	Buckingham Road/Skimmingdish Lane	S to N	380	370	340	330	20	20	20	20	0	30	0
14	Buckingham Road/Skimmingdish Lane	S to E	30	30	30	30	0	0	0	0	0	0	0
14	Buckingham Road/Skimmingdish Lane	W to N	200	200	130	130	10	10	60	60	0	50	10
14	Buckingham Road/Skimmingdish Lane	W to E	1040	1020	890	880	60	60	80	80	0	90	10
14	Buckingham Road/Skimmingdish Lane	W to S	100	90	80	80	10	10	10	10	0	30	10
16	A41/Ploughly Lane	W to E	1070	960	950	840	60	50	70	60	0	70	0
16	A41/Ploughly Lane	W to S	230	210	170	150	10	10	50	40	0	80	30
16	A41/Ploughly Lane	E to S	0	0	0	0	0	0	0	0	0	0	0
16	A41/Ploughly Lane	E to W	1190	1160	1000	980	60	60	130	120	0	70	0
16	A41/Ploughly Lane	S to W	270	270	200	200	10	10	60	60	10	110	130
16	A41/Ploughly Lane	S to E	0	0	0	0	0	0	0	0	0	0	40
17	A41/B4011	W to E	660	590	570	510	40	30	60	50	0	50	0
17	A41/B4011	W to S	410	370	380	340	20	20	10	10	10	100	70
17	A41/B4011	E to S	30	30	30	30	0	0	0	0	0	10	0
17	A41/B4011	E to W	980	960	840	820	50	50	90	90	0	60	0
17	A41/B4011	S to W	210	200	160	160	10	10	30	30	0	60	10
17	A41/B4011	S to E	0	0	0	0	0	0	0	0	0	0	20
18	A41/Lower Road	N to E	140	130	110	110	10	10	20	20	0	70	20
18	A41/Lower Road	N to S	100	90	90	80	10	10	0	0	0	80	30
18	A41/Lower Road	N to W	30	30	30	30	0	0	0	0	0	50	30
18	A41/Lower Road	E to S	0	0	0	0	0	0	0	0	0	0	0
18	A41/Lower Road	E to W	990	960	840	820	50	50	90	90	0	60	0
18	A41/Lower Road	E to N	20	10	10	10	0	0	0	0	0	10	0
18	A41/Lower Road	S to W	0	0	0	0	0	0	0	0	0	0	10
18	A41/Lower Road	S to N	0	0	0	0	0	0	0	0	0	0	10
18	A41/Lower Road	S to E	0	0	0	0	0	0	0	0	0	0	10
18	A41/Lower Road	W to N	40	40	40	40	0	0	0	0	0	10	0
18	A41/Lower Road	W to E	440	390	360	320	20	20	50	50	0	40	0
18	A41/Lower Road	W to S	180	160	170	150	10	10	0	0	0	50	10
19	A41/Station Road	W to E	580	530	470	430	30	30	70	70	0	30	0
19	A41/Station Road	W to S	0	0	0	0	0	0	0	0	0	0	10
19	A41/Station Road	E to S	250	250	240	230	20	20	0	0	0	40	0
19	A41/Station Road	E to W	1000	980	850	830	50	50	100	100	0	70	0
19	A41/Station Road	S to W	0	0	0	0	0	0	0	0	0	0	10
19	A41/Station Road	S to E	30	30	10	0	0	0	30	20	0	10	20

2031 AM with Ecotown with GH Development													
Jcn No	Junction	Movement	TOTAL DEMAND	TOTAL ACTUAL	CAR DEMAND	CAR ACTUAL	LGV DEMAND	LGV ACTUAL	HGV DEMAND	HGV ACTUAL	QUEUE AT END OF PERIOD	V/C	DELAY (S)
1	M40 Junction 10 NB off slip		650	630	290	290	60	60	290	280	0	80	0
1	M40 Junction 10 NB on slip		320	310	280	270	10	10	30	30	0	10	0
1	M40 Junction 10 SB off slip		1120	1120	990	990	30	30	110	110	0	90	0
1	M40 Junction 10 SB on slip		950	950	380	380	60	60	510	510	0	40	0
2	M40 Junction 9 NB off slip		350	350	300	300	20	20	30	30	0	30	0
2	M40 Junction 9 NB on slip		2330	2200	1420	1330	140	140	770	730	0	50	0
2	M40 Junction 9 SB off slip		2990	2990	1900	1900	220	220	880	880	0	80	0
2	M40 Junction 9 SB on slip		1930	1640	1470	1250	100	90	360	300	0	80	0
3	SW Bicester Perimeter Road	S to W	300	240	260	210	20	10	10	10	0	20	0
3	SW Bicester Perimeter Road	S to N	1220	990	1080	880	70	60	70	50	0	50	0
3	SW Bicester Perimeter Road	S to E	40	30	30	30	0	0	0	0	0	0	0
3	SW Bicester Perimeter Road	W to N	80	80	70	70	0	0	0	0	0	30	10
3	SW Bicester Perimeter Road	W to E	100	100	90	90	0	0	10	10	0	40	10
3	SW Bicester Perimeter Road	W to S	510	500	430	420	30	30	50	50	0	80	10
3	SW Bicester Perimeter Road	N to E	0	0	0	0	0	0	0	0	0	0	0
3	SW Bicester Perimeter Road	N to S	1090	1050	950	920	60	60	80	70	0	60	0
3	SW Bicester Perimeter Road	N to W	190	180	170	170	10	10	0	0	0	20	0
3	SW Bicester Perimeter Road	E to S	0	0	0	0	0	0	0	0	0	0	10
3	SW Bicester Perimeter Road	E to W	60	60	50	50	0	0	0	0	0	20	10
3	SW Bicester Perimeter Road	E to N	430	430	340	340	20	20	70	70	0	60	10
4	SW Bicester Business Park	S to W	0	0	0	0	0	0	0	0	0	0	10
4	SW Bicester Business Park	S to N	1740	1500	1490	1290	100	80	140	120	0	80	10
4	SW Bicester Business Park	W to N	210	210	200	200	0	0	0	0	0	90	30
4	SW Bicester Business Park	W to S	10	10	10	10	0	0	0	0	0	10	30
4	SW Bicester Business Park	N to S	1470	1420	1280	1230	80	70	110	110	0	50	10
4	SW Bicester Business Park	N to W	180	180	170	170	0	0	10	10	0	90	20
5	Bicester Business Park	S to N	1950	1710	1690	1490	100	90	150	130	0	60	0
5	Bicester Business Park	S to E	0	0	0	0	0	0	0	0	0	0	40
5	Bicester Business Park	N to E	210	200	200	190	0	0	10	10	0	30	10
5	Bicester Business Park	N to S	1660	1590	1450	1400	80	80	120	120	0	70	10
5	Bicester Business Park	E to S	0	0	0	0	0	0	0	0	0	0	30
5	Bicester Business Park	E to N	40	40	40	40	0	0	0	0	0	30	30
6	A41/Oxford Road	N to E	530	510	480	470	30	30	20	20	0	30	0
6	A41/Oxford Road	N to S	610	590	560	540	30	30	20	20	0	40	0
6	A41/Oxford Road	E to S	1250	1210	1090	1060	50	50	110	100	10	100	10
6	A41/Oxford Road	E to N	350	340	310	300	10	10	30	30	0	80	0
6	A41/Oxford Road	S to N	800	710	720	640	50	40	30	30	0	100	20
6	A41/Oxford Road	S to E	1180	1040	1010	890	50	50	120	110	0	100	20
7	Oxford Road/Pingle Drive	N to E	140	130	120	120	10	10	10	10	0	10	0
7	Oxford Road/Pingle Drive	N to S	1000	970	910	880	50	50	30	30	0	50	0
7	Oxford Road/Pingle Drive	E to S	140	140	120	120	10	10	10	10	0	10	0
7	Oxford Road/Pingle Drive	E to N	60	60	50	50	0	0	0	0	0	10	0
7	Oxford Road/Pingle Drive	S to N	810	730	710	640	50	40	50	40	0	30	0
7	Oxford Road/Pingle Drive	S to E	350	320	330	290	20	20	10	10	0	20	0
8	Kings End/Middleton Stoney Road	N to W	260	260	230	230	10	10	20	20	0	100	50
8	Kings End/Middleton Stoney Road	N to S	550	540	490	490	30	30	20	20	10	100	50
8	Kings End/Middleton Stoney Road	W to S	600	580	540	530	30	30	20	20	0	90	20
8	Kings End/Middleton Stoney Road	W to N	370	360	340	330	10	10	20	20	0	90	20
8	Kings End/Middleton Stoney Road	S to N	640	580	580	530	40	30	20	20	0	40	0
8	Kings End/Middleton Stoney Road	S to W	220	200	180	170	10	10	30	20	0	20	0
9	A41/Neunkirchen Way	N to NE	260	250	240	230	10	10	0	0	0	60	10
9	A41/Neunkirchen Way	N to SE	280	280	250	250	10	10	10	10	0	60	20
9	A41/Neunkirchen Way	N to S	60	50	50	50	0	0	0	0	0	20	20
9	A41/Neunkirchen Way	N to W	130	130	120	120	0	0	10	10	0	40	20
9	A41/Neunkirchen Way	NE to SE	210	200	160	160	10	10	30	30	0	20	10
9	A41/Neunkirchen Way	NE to S	60	60	60	50	0	0	0	0	0	10	10
9	A41/Neunkirchen Way	NE to W	380	370	350	340	20	20	10	10	0	30	10
9	A41/Neunkirchen Way	NE to N	10	10	10	10	0	0	0	0	0	0	20
9	A41/Neunkirchen Way	SE to S	20	20	20	20	0	0	0	0	0	0	10
9	A41/Neunkirchen Way	SE to W	880	840	730	700	50	40	110	100	0	60	10
9	A41/Neunkirchen Way	SE to N	290	280	270	250	10	10	10	10	0	30	10
9	A41/Neunkirchen Way	SE to NE	370	350	280	270	20	20	60	60	0	40	20
9	A41/Neunkirchen Way	S to W	220	220	200	200	0	0	10	10	0	80	30
9	A41/Neunkirchen Way	S to N	100	100	90	90	0	0	0	0	0	70	30
9	A41/Neunkirchen Way	S to NE	220	220	200	200	0	0	10	10	0	80	30
9	A41/Neunkirchen Way	S to SE	70	70	70	70	0	0	0	0	0	60	40
9	A41/Neunkirchen Way	W to N	90	90	80	80	0	0	10	10	0	110	110
9	A41/Neunkirchen Way	W to NE	560	500	500	450	30	30	30	20	20	110	120
9	A41/Neunkirchen Way	W to SE	960	870	810	730	50	40	100	90	40	110	120

2031 AM with Ecotown with GH Development													
Jcn No	Junction	Movement	TOTAL DEMAND	TOTAL ACTUAL	CAR DEMAND	CAR ACTUAL	LGV DEMAND	LGV ACTUAL	HGV DEMAND	HGV ACTUAL	QUEUE AT END OF PERIOD	V/C	DELAY (S)
9	A41/Neunkirchen Way	W to S	100	90	100	90	0	0	0	0	0	110	120
10	Talisman Road/Mallards Way Rbt	N to E	90	80	80	80	0	0	0	0	0	10	0
10	Talisman Road/Mallards Way Rbt	N to S	560	540	510	500	30	30	20	20	0	50	0
10	Talisman Road/Mallards Way Rbt	E to S	170	170	150	150	0	0	10	10	0	20	0
10	Talisman Road/Mallards Way Rbt	E to N	100	100	90	90	0	0	0	0	0	10	0
10	Talisman Road/Mallards Way Rbt	S to N	330	310	290	270	10	10	10	10	0	30	0
10	Talisman Road/Mallards Way Rbt	S to E	170	160	160	150	0	0	10	10	0	20	0
11	A4421/Peregrine Way	W to N	90	90	80	80	10	10	0	0	0	10	10
11	A4421/Peregrine Way	W to S	90	90	80	80	0	0	10	10	0	10	10
11	A4421/Peregrine Way	N to S	570	550	500	490	20	20	40	40	0	30	10
11	A4421/Peregrine Way	N to W	130	130	120	110	10	10	10	10	0	10	10
11	A4421/Peregrine Way	S to W	590	540	540	490	30	30	20	20	0	30	10
11	A4421/Peregrine Way	S to N	810	740	690	630	40	30	80	80	0	30	10
12	A4421/Gavray Drive	N to S	660	630	570	540	40	40	50	50	0	40	10
12	A4421/Gavray Drive	N to W	50	40	40	40	0	0	0	0	0	0	10
12	A4421/Gavray Drive	S to W	0	0	0	0	0	0	0	0	0	0	10
12	A4421/Gavray Drive	S to N	710	660	610	570	40	30	60	60	0	40	10
12	A4421/Gavray Drive	W to N	140	140	130	130	0	0	10	10	0	10	10
12	A4421/Gavray Drive	W to S	270	270	250	250	10	10	10	10	0	20	10
13	Charbridge Lane/Bicester Road	W to E	550	540	470	460	30	30	50	50	10	100	50
13	Charbridge Lane/Bicester Road	W to S	860	840	730	710	50	50	80	80	20	100	50
13	Charbridge Lane/Bicester Road	E to S	80	70	70	60	0	0	10	10	0	10	10
13	Charbridge Lane/Bicester Road	E to W	190	180	140	140	10	10	30	30	0	20	10
13	Charbridge Lane/Bicester Road	S to W	720	690	630	590	30	30	60	60	0	40	10
13	Charbridge Lane/Bicester Road	S to E	60	60	50	50	0	0	0	0	0	10	10
14	Buckingham Road/Skimmingdish Lane	N to E	200	200	160	160	10	10	30	30	0	40	10
14	Buckingham Road/Skimmingdish Lane	N to S	300	300	270	270	20	20	20	20	0	50	10
14	Buckingham Road/Skimmingdish Lane	N to W	330	330	290	290	20	20	20	20	0	50	10
14	Buckingham Road/Skimmingdish Lane	E to S	0	0	0	0	0	0	0	0	0	0	0
14	Buckingham Road/Skimmingdish Lane	E to W	510	490	430	410	30	30	50	50	0	40	0
14	Buckingham Road/Skimmingdish Lane	E to N	160	150	130	130	10	10	20	20	0	20	0
14	Buckingham Road/Skimmingdish Lane	S to W	150	150	130	120	10	10	20	20	0	20	0
14	Buckingham Road/Skimmingdish Lane	S to N	380	370	330	320	20	20	20	20	0	30	0
14	Buckingham Road/Skimmingdish Lane	S to E	40	40	30	30	0	0	0	0	0	0	0
14	Buckingham Road/Skimmingdish Lane	W to N	210	210	140	140	10	10	60	60	0	60	10
14	Buckingham Road/Skimmingdish Lane	W to E	1060	1040	910	890	60	60	90	80	0	90	10
14	Buckingham Road/Skimmingdish Lane	W to S	90	90	80	80	10	10	10	10	0	40	10
16	A41/Ploughly Lane	W to E	1030	900	910	800	60	50	60	50	0	70	0
16	A41/Ploughly Lane	W to S	310	270	210	190	10	10	80	70	10	100	90
16	A41/Ploughly Lane	E to S	0	0	0	0	0	0	0	0	0	0	0
16	A41/Ploughly Lane	E to W	1220	1190	1040	1010	70	60	120	110	0	70	0
16	A41/Ploughly Lane	S to W	270	270	190	190	10	10	70	70	10	110	140
16	A41/Ploughly Lane	S to E	0	0	0	0	0	0	0	0	0	0	40
17	A41/B4011	W to E	600	530	520	460	30	30	50	50	0	40	0
17	A41/B4011	W to S	420	370	390	340	20	20	10	10	0	100	60
17	A41/B4011	E to S	30	30	30	30	0	0	0	0	0	10	0
17	A41/B4011	E to W	960	940	830	810	50	50	80	80	0	60	0
17	A41/B4011	S to W	260	250	210	200	10	10	30	30	0	70	20
17	A41/B4011	S to E	0	0	0	0	0	0	0	0	0	0	20
18	A41/Lower Road	N to E	140	130	110	100	10	10	20	20	0	70	20
18	A41/Lower Road	N to S	110	100	90	90	10	10	0	0	0	80	30
18	A41/Lower Road	N to W	30	30	30	30	0	0	0	0	0	60	30
18	A41/Lower Road	E to S	0	0	0	0	0	0	0	0	0	0	0
18	A41/Lower Road	E to W	960	940	820	810	50	50	80	80	0	60	0
18	A41/Lower Road	E to N	40	40	20	20	0	0	20	20	0	10	0
18	A41/Lower Road	S to W	0	0	0	0	0	0	0	0	0	0	10
18	A41/Lower Road	S to N	0	0	0	0	0	0	0	0	0	0	10
18	A41/Lower Road	S to E	0	0	0	0	0	0	0	0	0	0	10
18	A41/Lower Road	W to N	0	0	0	0	0	0	0	0	0	0	0
18	A41/Lower Road	W to E	440	380	360	320	20	20	50	50	0	30	0
18	A41/Lower Road	W to S	170	150	160	140	10	10	0	0	0	40	10
19	A41/Station Road	W to E	570	510	470	420	30	30	70	60	0	30	0
19	A41/Station Road	W to S	0	0	0	0	0	0	0	0	0	0	10
19	A41/Station Road	E to S	250	250	240	230	20	20	0	0	0	40	0
19	A41/Station Road	E to W	1000	980	850	830	50	50	100	100	0	70	0
19	A41/Station Road	S to W	0	0	0	0	0	0	0	0	0	0	10
19	A41/Station Road	S to E	30	30	0	0	0	0	30	20	0	10	20

2031 PM with Ecotown No GH Development													
Jcn No	Junction	Movement	TOTAL DEMAND	TOTAL ACTUAL	CAR DEMAND	CAR ACTUAL	LGV DEMAND	LGV ACTUAL	HGV DEMAND	HGV ACTUAL	QUEUE AT END OF PERIOD	V/C	DELAY (S)
1	M40 Junction 10 NB off slip		730	690	310	290	30	30	390	370	0	90	0
1	M40 Junction 10 NB on slip		240	230	230	220	10	0	10	10	0	10	0
1	M40 Junction 10 SB off slip		630	630	600	600	10	10	20	20	0	70	0
1	M40 Junction 10 SB on slip		400	400	250	250	20	20	130	130	0	20	0
2	M40 Junction 9 NB off slip		330	330	320	320	10	10	0	0	0	30	0
2	M40 Junction 9 NB on slip		2430	2010	1870	1550	80	70	470	390	0	50	0
2	M40 Junction 9 SB off slip		2790	2790	2080	2080	90	90	630	630	0	70	0
2	M40 Junction 9 SB on slip		1850	1650	1470	1320	40	40	330	300	0	80	0
3	SW Bicester Perimeter Road	S to W	290	260	250	220	10	10	40	30	0	20	0
3	SW Bicester Perimeter Road	S to N	1370	1200	1270	1110	40	30	50	50	0	50	0
3	SW Bicester Perimeter Road	S to E	80	70	80	70	0	0	0	0	0	10	0
3	SW Bicester Perimeter Road	W to N	110	110	80	80	0	0	20	20	0	30	10
3	SW Bicester Perimeter Road	W to E	30	30	30	30	0	0	0	0	0	10	10
3	SW Bicester Perimeter Road	W to S	460	450	400	390	10	10	40	40	0	60	10
3	SW Bicester Perimeter Road	N to E	0	0	0	0	0	0	0	0	0	0	0
3	SW Bicester Perimeter Road	N to S	1010	990	950	920	30	30	30	30	0	50	0
3	SW Bicester Perimeter Road	N to W	130	120	120	120	0	0	0	0	0	10	0
3	SW Bicester Perimeter Road	E to S	0	0	0	0	0	0	0	0	0	0	10
3	SW Bicester Perimeter Road	E to W	20	20	20	20	0	0	0	0	0	0	10
3	SW Bicester Perimeter Road	E to N	100	90	80	80	0	0	10	10	0	10	10
4	SW Bicester Business Park	S to W	0	0	0	0	0	0	0	0	0	0	10
4	SW Bicester Business Park	S to N	1580	1400	1440	1280	40	40	90	80	0	70	10
4	SW Bicester Business Park	W to N	190	190	160	160	0	0	20	20	0	80	30
4	SW Bicester Business Park	W to S	0	0	0	0	0	0	0	0	0	0	30
4	SW Bicester Business Park	N to S	1290	1260	1220	1190	40	30	40	30	0	50	10
4	SW Bicester Business Park	N to W	210	200	200	200	0	0	0	0	0	100	30
5	Bicester Business Park	S to N	1760	1590	1600	1440	50	40	110	100	0	60	0
5	Bicester Business Park	S to E	0	0	0	0	0	0	0	0	0	0	40
5	Bicester Business Park	N to E	30	30	30	30	0	0	0	0	0	0	0
5	Bicester Business Park	N to S	1500	1460	1420	1390	40	40	40	30	0	60	10
5	Bicester Business Park	E to S	0	0	0	0	0	0	0	0	0	0	30
5	Bicester Business Park	E to N	150	150	140	140	0	0	10	10	0	100	50
6	A41/Oxford Road	N to E	150	140	140	130	0	0	10	10	0	10	0
6	A41/Oxford Road	N to S	500	480	480	460	10	10	0	0	0	30	0
6	A41/Oxford Road	E to S	1020	1010	960	950	30	30	30	30	0	90	0
6	A41/Oxford Road	E to N	470	460	460	450	10	10	0	0	0	70	0
6	A41/Oxford Road	S to N	540	490	510	460	10	10	10	10	0	100	10
6	A41/Oxford Road	S to E	1380	1250	1230	1120	40	30	110	100	0	100	10
7	Oxford Road/Pingle Drive	N to E	510	470	490	460	10	10	0	0	0	30	0
7	Oxford Road/Pingle Drive	N to S	400	380	380	350	10	10	10	10	0	20	0
7	Oxford Road/Pingle Drive	E to S	250	250	240	240	10	10	0	0	0	20	0
7	Oxford Road/Pingle Drive	E to N	140	140	130	130	0	0	0	0	0	10	0
7	Oxford Road/Pingle Drive	S to N	850	800	820	770	20	20	0	0	0	40	0
7	Oxford Road/Pingle Drive	S to E	150	150	140	130	0	0	10	10	0	10	0
8	Kings End/Middleton Stoney Road	N to W	420	380	410	370	10	10	0	0	0	90	10
8	Kings End/Middleton Stoney Road	N to S	550	500	530	480	20	10	0	0	0	90	10
8	Kings End/Middleton Stoney Road	W to S	360	360	340	340	10	10	10	10	0	80	20
8	Kings End/Middleton Stoney Road	W to N	390	380	370	360	10	10	0	0	0	80	20
8	Kings End/Middleton Stoney Road	S to N	820	780	790	750	20	20	0	0	0	70	0
8	Kings End/Middleton Stoney Road	S to W	170	160	160	160	0	0	0	0	0	30	0
9	A41/Neunkirchen Way	N to NE	100	100	100	100	0	0	0	0	0	20	10
9	A41/Neunkirchen Way	N to SE	330	320	300	290	10	10	20	20	0	50	10
9	A41/Neunkirchen Way	N to S	0	0	0	0	0	0	0	0	0	0	20
9	A41/Neunkirchen Way	N to W	180	180	180	170	0	0	0	0	0	30	20
9	A41/Neunkirchen Way	NE to SE	240	240	230	220	10	10	10	10	0	30	10
9	A41/Neunkirchen Way	NE to S	0	0	0	0	0	0	0	0	0	0	10
9	A41/Neunkirchen Way	NE to W	450	440	440	430	10	10	0	0	0	40	10
9	A41/Neunkirchen Way	NE to N	200	200	200	190	0	0	0	0	0	20	20
9	A41/Neunkirchen Way	SE to S	0	0	0	0	0	0	0	0	0	0	10
9	A41/Neunkirchen Way	SE to W	760	750	710	700	20	20	30	30	0	60	10
9	A41/Neunkirchen Way	SE to N	270	260	260	260	10	10	0	0	0	30	10
9	A41/Neunkirchen Way	SE to NE	410	410	390	380	10	10	10	10	0	40	20
9	A41/Neunkirchen Way	S to W	100	100	90	90	0	0	0	0	0	20	10
9	A41/Neunkirchen Way	S to N	10	10	10	10	0	0	0	0	0	0	20
9	A41/Neunkirchen Way	S to NE	50	50	40	40	0	0	0	0	0	10	20
9	A41/Neunkirchen Way	S to SE	50	50	50	50	0	0	0	0	0	10	20
9	A41/Neunkirchen Way	W to N	40	30	30	30	0	0	0	0	0	70	20
9	A41/Neunkirchen Way	W to NE	560	510	530	480	20	10	10	10	0	100	20
9	A41/Neunkirchen Way	W to SE	930	850	800	730	20	20	110	100	0	100	20

2031 PM with Ecotown No GH Development													
Jcn No	Junction	Movement	TOTAL DEMAND	TOTAL ACTUAL	CAR DEMAND	CAR ACTUAL	LGV DEMAND	LGV ACTUAL	HGV DEMAND	HGV ACTUAL	QUEUE AT END OF PERIOD	V/C	DELAY (S)
9	A41/Neunkirchen Way	W to S	0	0	0	0	0	0	0	0	0	10	30
10	Talisman Road/Mallards Way Rbt	N to E	160	150	150	150	0	0	0	0	0	20	0
10	Talisman Road/Mallards Way Rbt	N to S	480	470	450	440	10	10	20	20	0	40	0
10	Talisman Road/Mallards Way Rbt	E to S	140	140	130	130	0	0	0	0	0	10	0
10	Talisman Road/Mallards Way Rbt	E to N	70	70	70	70	0	0	0	0	0	10	0
10	Talisman Road/Mallards Way Rbt	S to N	440	440	430	420	10	10	0	0	0	40	0
10	Talisman Road/Mallards Way Rbt	S to E	80	80	80	70	0	0	0	0	0	10	0
11	A4421/Peregrine Way	W to N	140	140	130	130	0	0	0	0	0	10	10
11	A4421/Peregrine Way	W to S	220	220	210	210	10	10	0	0	0	20	10
11	A4421/Peregrine Way	N to S	670	660	650	630	20	20	10	10	0	40	10
11	A4421/Peregrine Way	N to W	250	240	240	230	10	10	0	0	0	20	10
11	A4421/Peregrine Way	S to W	290	280	270	260	10	10	10	10	0	20	10
11	A4421/Peregrine Way	S to N	830	780	790	750	20	20	10	10	0	30	10
12	A4421/Gavray Drive	N to S	510	500	490	470	10	10	10	10	0	40	10
12	A4421/Gavray Drive	N to W	400	390	390	380	10	10	0	0	0	30	10
12	A4421/Gavray Drive	S to W	70	70	70	60	0	0	0	0	0	10	10
12	A4421/Gavray Drive	S to N	720	700	690	660	20	20	10	10	0	40	10
12	A4421/Gavray Drive	W to N	90	90	90	90	0	0	10	10	0	10	10
12	A4421/Gavray Drive	W to S	100	100	90	90	0	0	0	0	0	10	10
13	Charbridge Lane/Bicester Road	W to E	200	200	190	190	10	10	10	10	0	40	10
13	Charbridge Lane/Bicester Road	W to S	750	740	720	710	20	20	10	10	0	70	10
13	Charbridge Lane/Bicester Road	E to S	70	50	70	50	0	0	0	0	0	10	10
13	Charbridge Lane/Bicester Road	E to W	260	200	250	190	10	10	0	0	0	20	10
13	Charbridge Lane/Bicester Road	S to W	830	810	790	770	20	20	20	20	0	50	10
13	Charbridge Lane/Bicester Road	S to E	90	90	90	90	0	0	0	0	0	10	10
14	Buckingham Road/Skimmingdish Lane	N to E	290	290	270	270	10	10	10	10	0	30	0
14	Buckingham Road/Skimmingdish Lane	N to S	350	350	340	330	10	10	0	0	0	40	0
14	Buckingham Road/Skimmingdish Lane	N to W	330	320	320	310	10	10	0	0	0	30	0
14	Buckingham Road/Skimmingdish Lane	E to S	40	40	40	40	0	0	0	0	0	50	10
14	Buckingham Road/Skimmingdish Lane	E to W	1030	990	990	950	30	30	20	20	0	100	10
14	Buckingham Road/Skimmingdish Lane	E to N	380	370	350	330	10	10	20	20	0	90	10
14	Buckingham Road/Skimmingdish Lane	S to W	440	430	430	420	10	10	0	0	0	90	20
14	Buckingham Road/Skimmingdish Lane	S to N	220	210	200	200	10	10	10	10	0	80	20
14	Buckingham Road/Skimmingdish Lane	S to E	150	150	150	140	0	0	0	0	0	70	20
14	Buckingham Road/Skimmingdish Lane	W to N	100	90	80	80	0	0	10	10	0	10	0
14	Buckingham Road/Skimmingdish Lane	W to E	260	250	240	240	10	10	10	10	0	20	0
14	Buckingham Road/Skimmingdish Lane	W to S	60	60	60	60	0	0	0	0	0	10	0
16	A41/Ploughly Lane	W to E	1330	1250	1170	1100	30	30	130	120	0	90	0
16	A41/Ploughly Lane	W to S	210	200	200	190	10	10	0	0	0	70	20
16	A41/Ploughly Lane	E to S	0	0	0	0	0	0	0	0	0	0	0
16	A41/Ploughly Lane	E to W	1170	1150	1090	1080	30	30	40	40	0	70	0
16	A41/Ploughly Lane	S to W	270	270	260	260	10	10	0	0	10	100	90
16	A41/Ploughly Lane	S to E	0	0	0	0	0	0	0	0	0	0	60
17	A41/B4011	W to E	1140	1080	990	930	30	30	120	120	0	70	0
17	A41/B4011	W to S	190	170	180	170	10	0	0	0	0	40	10
17	A41/B4011	E to S	30	30	30	30	0	0	10	10	0	0	0
17	A41/B4011	E to W	710	710	660	650	20	20	40	40	0	40	0
17	A41/B4011	S to W	460	460	440	440	10	10	0	0	10	100	50
17	A41/B4011	S to E	60	60	60	60	0	0	0	0	0	40	30
18	A41/Lower Road	N to E	10	10	0	0	0	0	10	10	0	100	70
18	A41/Lower Road	N to S	0	0	0	0	0	0	0	0	0	100	70
18	A41/Lower Road	N to W	170	170	160	160	0	0	0	0	0	100	70
18	A41/Lower Road	E to S	0	0	0	0	0	0	0	0	0	0	0
18	A41/Lower Road	E to W	560	550	500	500	10	10	40	40	0	30	0
18	A41/Lower Road	E to N	40	40	40	40	0	0	0	0	0	20	10
18	A41/Lower Road	S to W	20	20	20	20	0	0	0	0	0	10	20
18	A41/Lower Road	S to N	100	100	90	90	0	0	0	0	0	60	30
18	A41/Lower Road	S to E	0	0	0	0	0	0	0	0	0	0	30
18	A41/Lower Road	W to N	60	60	60	60	0	0	0	0	0	10	0
18	A41/Lower Road	W to E	1140	1080	990	940	30	30	120	120	0	70	0
18	A41/Lower Road	W to S	0	0	0	0	0	0	0	0	0	0	0
19	A41/Station Road	W to E	1150	1090	990	940	30	30	130	120	0	70	0
19	A41/Station Road	W to S	0	0	0	0	0	0	0	0	0	0	10
19	A41/Station Road	E to S	0	0	0	0	0	0	0	0	0	0	0
19	A41/Station Road	E to W	600	600	540	540	20	20	40	40	0	40	0
19	A41/Station Road	S to W	0	0	0	0	0	0	0	0	0	0	10
19	A41/Station Road	S to E	60	60	60	60	0	0	0	0	0	30	20

2031 PM with Ecotown with GH Development													
Jcn No	Junction	Movement	TOTAL DEMAND	TOTAL ACTUAL	CAR DEMAND	CAR ACTUAL	LGV DEMAND	LGV ACTUAL	HGV DEMAND	HGV ACTUAL	QUEUE AT END OF PERIOD	V/C	DELAY (S)
1	M40 Junction 10 NB off slip		690	640	270	250	30	30	390	360	0	90	0
1	M40 Junction 10 NB on slip		230	220	220	210	10	0	10	10	0	10	0
1	M40 Junction 10 SB off slip		640	640	610	610	10	10	20	20	0	70	0
1	M40 Junction 10 SB on slip		410	400	250	250	20	20	130	130	0	20	0
2	M40 Junction 9 NB off slip		380	380	360	360	10	10	0	0	0	40	0
2	M40 Junction 9 NB on slip		2390	1930	1840	1480	80	70	470	380	0	50	0
2	M40 Junction 9 SB off slip		2810	2810	2090	2090	90	90	630	630	0	70	0
2	M40 Junction 9 SB on slip		1860	1650	1480	1320	40	40	330	300	0	80	0
3	SW Bicester Perimeter Road	S to W	350	300	300	260	10	10	40	30	0	20	0
3	SW Bicester Perimeter Road	S to N	1490	1300	1380	1200	40	30	70	60	0	60	0
3	SW Bicester Perimeter Road	S to E	80	70	80	70	0	0	0	0	0	10	0
3	SW Bicester Perimeter Road	W to N	60	60	50	50	0	0	0	0	0	20	10
3	SW Bicester Perimeter Road	W to E	30	30	30	20	0	0	0	0	0	10	10
3	SW Bicester Perimeter Road	W to S	460	450	400	390	10	10	40	40	0	60	10
3	SW Bicester Perimeter Road	N to E	0	0	0	0	0	0	0	0	0	0	0
3	SW Bicester Perimeter Road	N to S	1060	1010	990	950	30	30	30	30	0	50	0
3	SW Bicester Perimeter Road	N to W	130	120	120	120	0	0	0	0	0	10	0
3	SW Bicester Perimeter Road	E to S	0	0	0	0	0	0	0	0	0	0	10
3	SW Bicester Perimeter Road	E to W	20	20	20	20	0	0	0	0	0	0	10
3	SW Bicester Perimeter Road	E to N	120	110	90	90	0	0	20	20	0	10	10
4	SW Bicester Business Park	S to W	0	0	0	0	0	0	0	0	0	0	10
4	SW Bicester Business Park	S to N	1660	1470	1530	1350	40	40	90	80	0	80	10
4	SW Bicester Business Park	W to N	180	180	160	160	0	0	20	20	0	80	30
4	SW Bicester Business Park	W to S	0	0	0	0	0	0	0	0	0	0	30
4	SW Bicester Business Park	N to S	1350	1290	1270	1210	40	30	40	40	0	50	10
4	SW Bicester Business Park	N to W	210	200	210	200	0	0	0	0	0	100	40
5	Bicester Business Park	S to N	1840	1650	1680	1500	50	40	110	100	0	60	0
5	Bicester Business Park	S to E	0	0	0	0	0	0	0	0	0	0	40
5	Bicester Business Park	N to E	30	30	30	30	0	0	0	0	0	0	0
5	Bicester Business Park	N to S	1560	1490	1480	1410	40	40	40	40	0	60	10
5	Bicester Business Park	E to S	0	0	0	0	0	0	0	0	0	0	30
5	Bicester Business Park	E to N	150	150	140	140	0	0	10	10	0	100	30
6	A41/Oxford Road	N to E	230	220	200	190	10	10	30	30	0	20	0
6	A41/Oxford Road	N to S	510	490	490	470	10	10	0	0	0	30	0
6	A41/Oxford Road	E to S	1080	1030	1020	970	30	20	40	30	0	90	0
6	A41/Oxford Road	E to N	520	490	500	480	10	10	0	0	0	80	0
6	A41/Oxford Road	S to N	600	530	570	510	20	10	10	10	0	100	30
6	A41/Oxford Road	S to E	1390	1240	1250	1110	30	30	110	100	10	100	30
7	Oxford Road/Pingle Drive	N to E	510	470	490	460	10	10	0	0	0	30	0
7	Oxford Road/Pingle Drive	N to S	490	460	440	410	10	10	30	30	0	30	0
7	Oxford Road/Pingle Drive	E to S	250	250	250	250	10	10	0	0	0	20	0
7	Oxford Road/Pingle Drive	E to N	140	140	130	130	0	0	0	0	0	10	0
7	Oxford Road/Pingle Drive	S to N	960	880	930	850	30	20	0	0	0	40	0
7	Oxford Road/Pingle Drive	S to E	150	140	140	130	0	0	10	10	0	10	0
8	Kings End/Middleton Stoney Road	N to W	410	370	400	360	10	10	0	0	0	100	20
8	Kings End/Middleton Stoney Road	N to S	570	510	540	490	20	10	0	0	0	100	20
8	Kings End/Middleton Stoney Road	W to S	430	420	390	380	10	10	30	30	0	100	40
8	Kings End/Middleton Stoney Road	W to N	340	330	330	320	10	10	0	0	0	100	40
8	Kings End/Middleton Stoney Road	S to N	920	850	890	820	20	20	0	0	0	70	10
8	Kings End/Middleton Stoney Road	S to W	170	160	170	150	0	0	0	0	0	30	10
9	A41/Neunkirchen Way	N to NE	110	110	110	110	0	0	0	0	0	40	20
9	A41/Neunkirchen Way	N to SE	340	330	320	310	10	10	20	20	0	70	20
9	A41/Neunkirchen Way	N to S	100	100	100	100	0	0	0	0	0	40	20
9	A41/Neunkirchen Way	N to W	210	210	200	200	0	0	0	0	0	60	20
9	A41/Neunkirchen Way	NE to SE	290	280	270	260	10	10	10	10	0	50	10
9	A41/Neunkirchen Way	NE to S	210	200	200	200	0	0	0	0	0	50	10
9	A41/Neunkirchen Way	NE to W	400	390	390	380	10	10	0	0	0	60	20
9	A41/Neunkirchen Way	NE to N	200	190	190	180	0	0	0	0	0	40	20
9	A41/Neunkirchen Way	SE to S	50	50	50	40	0	0	0	0	0	20	10
9	A41/Neunkirchen Way	SE to W	830	770	780	720	20	20	30	30	0	80	10
9	A41/Neunkirchen Way	SE to N	290	270	280	260	10	10	0	0	0	60	20
9	A41/Neunkirchen Way	SE to NE	440	410	390	370	10	10	40	30	0	70	20
9	A41/Neunkirchen Way	S to W	160	160	150	150	0	0	0	0	0	50	20
9	A41/Neunkirchen Way	S to N	40	40	40	40	0	0	0	0	0	20	20
9	A41/Neunkirchen Way	S to NE	80	80	70	70	0	0	10	10	0	30	20
9	A41/Neunkirchen Way	S to SE	60	60	60	60	0	0	0	0	0	30	30
9	A41/Neunkirchen Way	W to N	20	20	20	20	0	0	0	0	0	100	40
9	A41/Neunkirchen Way	W to NE	480	430	450	400	10	10	10	10	10	100	50
9	A41/Neunkirchen Way	W to SE	950	850	830	730	20	20	110	90	10	100	50

2031 PM with Ecotown with GH Development													
Jcn No	Junction	Movement	TOTAL DEMAND	TOTAL ACTUAL	CAR DEMAND	CAR ACTUAL	LGV DEMAND	LGV ACTUAL	HGV DEMAND	HGV ACTUAL	QUEUE AT END OF PERIOD	V/C	DELAY (S)
9	A41/Neunkirchen Way	W to S	170	150	150	130	0	0	20	20	0	100	50
10	Talisman Road/Mallards Way Rbt	N to E	170	160	160	150	0	0	0	0	0	20	0
10	Talisman Road/Mallards Way Rbt	N to S	580	560	550	530	10	10	20	20	0	50	0
10	Talisman Road/Mallards Way Rbt	E to S	180	180	180	170	0	0	0	0	0	20	0
10	Talisman Road/Mallards Way Rbt	E to N	70	70	70	60	0	0	0	0	0	10	0
10	Talisman Road/Mallards Way Rbt	S to N	470	450	460	430	10	10	0	0	0	40	0
10	Talisman Road/Mallards Way Rbt	S to E	80	70	80	70	0	0	0	0	0	10	0
11	A4421/Peregrine Way	W to N	140	140	130	130	0	0	0	0	0	10	10
11	A4421/Peregrine Way	W to S	230	230	220	220	10	10	0	0	0	20	10
11	A4421/Peregrine Way	N to S	860	830	820	800	20	20	10	10	0	60	10
11	A4421/Peregrine Way	N to W	250	240	240	230	10	10	0	0	0	30	10
11	A4421/Peregrine Way	S to W	310	280	290	260	10	10	10	10	0	20	10
11	A4421/Peregrine Way	S to N	800	730	730	670	20	20	50	50	0	30	10
12	A4421/Gavray Drive	N to S	700	680	670	650	20	20	10	10	0	50	10
12	A4421/Gavray Drive	N to W	400	390	390	380	10	10	0	0	0	40	10
12	A4421/Gavray Drive	S to W	60	60	60	60	0	0	0	0	0	10	10
12	A4421/Gavray Drive	S to N	700	660	630	600	20	20	50	50	0	40	10
12	A4421/Gavray Drive	W to N	90	90	90	90	0	0	10	10	0	10	10
12	A4421/Gavray Drive	W to S	60	60	50	50	0	0	0	0	0	0	10
13	Charbridge Lane/Bicester Road	W to E	260	260	250	250	10	10	0	0	0	60	10
13	Charbridge Lane/Bicester Road	W to S	940	910	900	880	20	20	10	10	0	80	10
13	Charbridge Lane/Bicester Road	E to S	70	60	70	50	0	0	0	0	0	10	10
13	Charbridge Lane/Bicester Road	E to W	250	200	240	190	10	10	0	0	0	20	10
13	Charbridge Lane/Bicester Road	S to W	880	850	810	780	20	20	50	50	0	50	10
13	Charbridge Lane/Bicester Road	S to E	30	20	20	20	0	0	0	0	0	0	10
14	Buckingham Road/Skimmingdish Lane	N to E	320	320	310	310	10	10	10	10	0	40	0
14	Buckingham Road/Skimmingdish Lane	N to S	350	340	340	330	10	10	0	0	0	40	0
14	Buckingham Road/Skimmingdish Lane	N to W	330	330	320	320	10	10	0	0	0	40	0
14	Buckingham Road/Skimmingdish Lane	E to S	40	40	40	40	0	0	0	0	0	50	10
14	Buckingham Road/Skimmingdish Lane	E to W	1050	1000	980	930	30	30	50	50	0	100	10
14	Buckingham Road/Skimmingdish Lane	E to N	380	360	350	330	10	10	30	30	0	90	10
14	Buckingham Road/Skimmingdish Lane	S to W	440	430	430	410	10	10	0	0	0	90	20
14	Buckingham Road/Skimmingdish Lane	S to N	190	180	170	170	0	0	10	10	0	90	20
14	Buckingham Road/Skimmingdish Lane	S to E	210	200	200	200	10	10	0	0	0	90	20
14	Buckingham Road/Skimmingdish Lane	W to N	110	100	100	90	0	0	10	10	0	10	0
14	Buckingham Road/Skimmingdish Lane	W to E	300	280	280	260	10	10	10	10	0	20	0
14	Buckingham Road/Skimmingdish Lane	W to S	50	50	50	50	0	0	0	0	0	0	0
16	A41/Ploughly Lane	W to E	1370	1250	1210	1090	30	30	130	120	0	90	0
16	A41/Ploughly Lane	W to S	270	250	260	240	10	10	0	0	0	100	50
16	A41/Ploughly Lane	E to S	0	0	0	0	0	0	0	0	0	0	0
16	A41/Ploughly Lane	E to W	1240	1210	1160	1130	30	30	40	40	0	70	0
16	A41/Ploughly Lane	S to W	270	270	240	240	10	10	20	20	20	110	180
16	A41/Ploughly Lane	S to E	0	0	0	0	0	0	0	0	0	0	60
17	A41/B4011	W to E	1190	1070	1030	930	30	30	130	120	0	70	0
17	A41/B4011	W to S	190	170	180	160	10	0	0	0	0	40	10
17	A41/B4011	E to S	30	30	30	30	0	0	0	0	0	0	0
17	A41/B4011	E to W	820	800	760	740	20	20	40	40	0	50	0
17	A41/B4011	S to W	420	420	410	410	10	10	0	0	10	100	60
17	A41/B4011	S to E	50	50	50	50	0	0	0	0	0	40	30
18	A41/Lower Road	N to E	10	10	10	10	0	0	0	0	0	110	150
18	A41/Lower Road	N to S	0	0	0	0	0	0	0	0	0	110	150
18	A41/Lower Road	N to W	180	180	180	180	0	0	0	0	10	110	150
18	A41/Lower Road	E to S	0	0	0	0	0	0	0	0	0	0	0
18	A41/Lower Road	E to W	590	590	540	530	20	20	40	40	0	40	0
18	A41/Lower Road	E to N	50	50	50	50	0	0	0	0	0	20	10
18	A41/Lower Road	S to W	80	70	70	70	0	0	0	0	0	40	20
18	A41/Lower Road	S to N	100	90	90	90	0	0	0	0	0	70	30
18	A41/Lower Road	S to E	0	0	0	0	0	0	0	0	0	0	30
18	A41/Lower Road	W to N	50	50	50	50	0	0	0	0	0	10	0
18	A41/Lower Road	W to E	1150	1040	990	900	30	30	130	120	0	60	0
18	A41/Lower Road	W to S	40	30	40	30	0	0	0	0	0	20	0
19	A41/Station Road	W to E	1150	1050	990	910	30	30	130	120	0	60	0
19	A41/Station Road	W to S	0	0	0	0	0	0	0	0	0	0	10
19	A41/Station Road	E to S	10	10	0	0	0	0	0	0	0	0	0
19	A41/Station Road	E to W	600	590	540	540	20	20	40	40	0	40	0
19	A41/Station Road	S to W	50	50	50	50	0	0	0	0	0	10	10
19	A41/Station Road	S to E	60	60	60	60	0	0	0	0	0	30	20

Appendix G
Traffic Count Data - C Site Road Network

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 1 - B4011 / Palmer Avenue
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : A - B4011 (n)

	Destination : A - B4011 (n)								Destination : B - B4011 (s)								Destination : C - Palmer Avenue								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
07:00	0	0	0	0	0	0	0	0	74	17	2	0	2	3	0	98	11	1	0	0	1	0	0	13	111
07:15	0	0	0	0	0	0	0	0	136	19	2	0	1	3	2	163	9	1	0	1	0	0	0	11	174
07:30	0	0	0	0	0	0	0	0	73	14	4	0	1	4	0	96	5	0	1	0	1	0	0	7	103
07:45	0	0	0	0	0	0	0	0	110	19	2	0	0	2	0	133	6	1	0	1	0	1	0	9	142
1 Hr	0	0	0	0	0	0	0	0	393	69	10	0	4	12	2	490	31	3	1	2	2	1	0	40	530
Check								0								490								40	530
08:00	0	0	0	0	0	0	0	0	104	8	2	0	0	1	0	115	5	1	0	1	0	0	0	7	122
08:15	0	0	0	0	0	0	0	0	90	12	0	2	0	1	0	105	4	0	0	2	0	0	0	6	111
08:30	0	0	0	0	0	0	0	0	74	5	2	0	0	0	0	81	7	1	0	1	0	0	0	9	90
08:45	0	0	0	0	0	0	0	0	62	5	1	0	0	1	0	69	4	0	0	0	0	0	0	4	73
1 Hr	0	0	0	0	0	0	0	0	330	30	5	2	0	3	0	370	20	2	0	4	0	0	0	26	396
Check								0								370								26	396
09:00	0	0	0	0	0	0	0	0	44	7	1	0	0	0	0	52	8	1	0	0	0	0	0	9	61
09:15	0	0	0	0	0	0	0	0	33	3	1	0	0	1	0	38	0	0	0	1	0	0	0	1	39
09:30	0	0	0	0	0	0	0	0	23	5	1	0	0	0	0	29	6	0	1	0	0	0	0	7	36
09:45	0	0	0	0	0	0	0	0	17	5	3	1	0	0	0	26	2	1	2	0	0	0	0	5	31
1 Hr	0	0	0	0	0	0	0	0	117	20	6	1	0	1	0	145	16	2	3	1	0	0	0	22	167
Check								0								145								22	167
3 Hrs	0	0	0	0	0	0	0	0	840	119	21	3	4	16	2	1005	67	7	4	7	2	1	0	88	1093
16:00	0	0	0	0	0	0	0	0	35	3	2	3	0	0	0	43	3	1	0	0	0	0	0	4	47
16:15	0	1	0	0	0	0	0	1	30	7	1	0	0	0	0	38	4	1	0	1	0	0	0	6	45
16:30	0	0	0	0	0	0	0	0	23	7	1	0	0	0	1	32	0	1	0	0	0	0	0	1	33
16:45	0	0	0	0	0	0	0	0	23	6	0	0	0	0	0	29	2	0	0	0	0	0	0	2	31
1 Hr	0	1	0	0	0	0	0	1	111	23	4	3	0	0	1	142	9	3	0	1	0	0	0	13	156
Check								1								142								13	156
17:00	0	0	0	0	0	0	0	0	36	3	0	0	1	1	0	41	2	0	0	1	0	0	1	4	45
17:15	0	0	0	0	0	0	0	0	31	3	0	0	0	1	0	35	1	1	0	0	0	0	0	2	37
17:30	0	0	0	0	0	0	0	0	33	4	0	1	0	3	0	41	4	0	0	1	0	0	0	5	46
17:45	0	0	0	0	0	0	0	0	29	4	0	0	0	0	0	33	1	0	0	1	0	0	0	2	35
1 Hr	0	0	0	0	0	0	0	0	129	14	0	1	1	5	0	150	8	1	0	3	0	0	1	13	163
Check								0								150								13	163
18:00	0	0	0	0	0	0	0	0	29	8	0	0	0	0	0	37	2	0	0	0	0	0	0	2	39
18:15	0	0	0	0	0	0	0	0	36	5	0	1	0	0	0	42	4	0	0	0	0	0	0	4	46
18:30	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	3	0	0	0	0	0	0	3	21
18:45	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24	0	1	0	0	0	0	0	1	25
1 Hr	0	0	0	0	0	0	0	0	105	15	0	1	0	0	0	121	9	1	0	0	0	0	0	10	131
Check								0								121								10	131
3 Hrs	0	1	0	0	0	0	0	1	345	52	4	5	1	5	1	413	26	5	0	4	0	0	1	36	450
Total	0	1	0	0	0	0	0	1	1185	171	25	8	5	21	3	1418	93	12	4	11	2	1	1	124	1543
Check								1								1418								124	1543

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 1 - B4011 / Palmer Avenue
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : B - B4011 (s)

	Destination : A - B4011 (n)								Destination : B - B4011 (s)								Destination : C - Palmer Avenue								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
07:00	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0	8	2	0	0	1	0	0	11	29
07:15	29	8	3	0	0	0	0	40	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	47
07:30	32	6	0	0	0	0	1	39	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	44
07:45	28	5	1	0	1	0	0	35	0	0	0	0	0	0	0	0	9	0	0	0	1	0	0	10	45
1 Hr	103	23	4	0	1	0	1	132	0	0	0	0	0	0	0	0	26	5	0	0	2	0	0	33	165
Check								132								0								33	165
08:00	25	2	1	1	0	0	0	29	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	34
08:15	36	6	4	0	1	0	0	47	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	7	54
08:30	25	4	2	0	0	0	0	31	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	43
08:45	26	5	3	0	0	0	0	34	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	8	42
1 Hr	112	17	10	1	1	0	0	141	0	0	0	0	0	0	0	0	29	0	2	0	0	1	0	32	173
Check								141								0								32	173
09:00	25	1	5	1	0	0	0	32	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6	38
09:15	33	3	5	1	0	0	0	42	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	45
09:30	37	2	4	0	0	0	0	43	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	48
09:45	28	9	0	0	0	0	0	37	0	0	0	0	0	0	0	0	6	1	0	0	0	0	2	9	46
1 Hr	123	15	14	2	0	0	0	154	0	0	0	0	0	0	0	0	16	4	0	0	1	0	2	23	177
Check								154								0								23	177
3 Hrs	338	55	28	3	2	0	1	427	0	0	0	0	0	0	0	0	71	9	2	0	3	1	2	88	515
16:00	69	16	4	0	0	0	1	90	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	95
16:15	75	17	2	0	0	1	0	95	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	97
16:30	82	17	0	0	1	1	0	101	0	0	0	0	0	0	0	0	7	1	0	0	1	0	0	9	110
16:45	92	11	4	0	0	4	0	111	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	124
1 Hr	318	61	10	0	1	6	1	397	0	0	0	0	0	0	0	0	25	2	0	0	1	1	0	29	426
Check								397								0								29	426
17:00	102	18	1	1	0	1	0	123	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	132
17:15	111	9	2	0	0	0	0	122	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	132
17:30	104	11	1	0	0	2	1	119	0	0	0	0	0	0	0	0	7	2	0	0	1	0	1	11	130
17:45	85	9	0	0	0	3	0	97	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	101
1 Hr	402	47	4	1	0	6	1	461	0	0	0	0	0	0	0	0	28	4	0	0	1	0	1	34	495
Check								461								0								34	495
18:00	55	8	1	0	0	3	1	68	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	75
18:15	55	5	1	0	1	3	0	65	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	71
18:30	31	3	1	0	0	0	0	35	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6	41
18:45	31	1	1	0	0	0	1	34	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	38
1 Hr	172	17	4	0	1	6	2	202	0	0	0	0	0	0	0	0	18	4	0	0	1	0	0	23	225
Check								202								0								23	225
3 Hrs	892	125	18	1	2	18	4	1060	0	0	0	0	0	0	0	0	71	10	0	0	3	1	1	86	1146
Total	1230	180	46	4	4	18	5	1487	0	0	0	0	0	0	0	0	142	19	2	0	6	2	3	174	1661
Check								1487								0								174	1661

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 1 - B4011 / Palmer Avenue
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : C - Palmer Avenue

	Destination : A - B4011 (n)								Destination : B - B4011 (s)								Destination : C - Palmer Avenue								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
07:00	0	1	0	1	0	0	0	2	6	1	0	0	1	0	0	8	0	0	0	0	0	0	0	0	10
07:15	0	1	0	0	0	0	0	1	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	7
07:30	3	0	0	0	0	0	0	3	8	3	0	0	1	0	0	12	0	0	0	0	0	0	0	0	15
07:45	5	0	0	0	0	0	0	5	10	2	0	0	1	1	1	15	0	0	0	0	0	0	0	0	20
1 Hr	8	2	0	1	0	0	0	11	28	8	0	0	3	1	1	41	0	0	0	0	0	0	0	0	52
Check								11								41								0	52
08:00	3	0	0	1	0	0	0	4	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	19
08:15	0	1	0	1	0	1	0	3	6	1	1	0	1	0	0	9	0	0	0	0	0	0	0	0	12
08:30	1	1	0	2	0	0	0	4	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	16
08:45	4	0	0	0	0	0	0	4	7	4	0	0	0	0	0	11	0	0	0	0	0	0	0	0	15
1 Hr	8	2	0	4	0	1	0	15	38	7	1	0	1	0	0	47	0	0	0	0	0	0	0	0	62
Check								15								47								0	62
09:00	2	0	1	1	0	0	0	4	3	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	8
09:15	2	1	0	1	0	0	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6
09:30	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
09:45	0	0	0	2	0	0	0	2	4	2	1	0	1	0	0	8	0	0	0	0	0	0	0	0	10
1 Hr	4	2	1	4	0	0	0	11	12	2	1	0	2	0	0	17	0	0	0	0	0	0	0	0	28
Check								11								17								0	28
3 Hrs	20	6	1	9	0	1	0	37	78	17	2	0	6	1	1	105	0	0	0	0	0	0	0	0	142
16:00	12	1	0	0	0	1	0	14	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	26
16:15	5	3	0	0	0	0	0	8	6	1	0	0	1	1	0	9	0	0	0	0	0	0	0	0	17
16:30	7	3	0	0	0	1	0	11	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0	21
16:45	8	0	0	2	0	0	0	10	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	13
1 Hr	32	7	0	2	0	2	0	43	26	6	0	0	1	1	0	34	0	0	0	0	0	0	0	0	77
Check								43								34								0	77
17:00	10	0	1	0	0	0	1	12	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	16
17:15	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	11
17:30	5	0	0	0	0	0	0	5	3	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	9
17:45	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	11
1 Hr	25	0	1	0	0	0	1	27	19	0	0	0	1	0	0	20	0	0	0	0	0	0	0	0	47
Check								27								20								0	47
18:00	2	1	0	0	0	0	0	3	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	11
18:15	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8
18:30	3	0	0	0	0	0	0	3	2	1	0	0	1	0	0	4	0	0	0	0	0	0	0	0	7
18:45	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6
1 Hr	9	2	0	0	0	0	0	11	17	3	0	0	1	0	0	21	0	0	0	0	0	0	0	0	32
Check								11								21								0	32
3 Hrs	66	9	1	2	0	2	1	81	62	9	0	0	3	1	0	75	0	0	0	0	0	0	0	0	156
Total	86	15	2	11	0	3	1	118	140	26	2	0	9	2	1	180	0	0	0	0	0	0	0	0	298
Check								118								180								0	298

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 1 - B4011 / Palmer Avenue
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

ORIGIN SUMMARY

	Origin : A - B4011 (n)								Origin : B - B4011 (s)								Origin : C - Palmer Avenue								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
07:00	85	18	2	0	3	3	0	111	22	6	0	0	1	0	0	29	6	2	0	1	1	0	0	10	150
07:15	145	20	2	1	1	3	2	174	34	10	3	0	0	0	0	47	4	3	0	0	0	0	0	7	228
07:30	78	14	5	0	2	4	0	103	36	7	0	0	0	0	1	44	11	3	0	0	1	0	0	15	162
07:45	116	20	2	1	0	3	0	142	37	5	1	0	2	0	0	45	15	2	0	0	1	1	1	20	207
1 Hr	424	72	11	2	6	13	2	530	129	28	4	0	3	0	1	165	36	10	0	1	3	1	1	52	747
Check								530								165								52	747
08:00	109	9	2	1	0	1	0	122	30	2	1	1	0	0	0	34	17	1	0	1	0	0	0	19	175
08:15	94	12	0	4	0	1	0	111	42	6	4	0	1	1	0	54	6	2	1	1	1	1	0	12	177
08:30	81	6	2	1	0	0	0	90	37	4	2	0	0	0	0	43	12	2	0	2	0	0	0	16	149
08:45	66	5	1	0	0	1	0	73	32	5	5	0	0	0	0	42	11	4	0	0	0	0	0	15	130
1 Hr	350	32	5	6	0	3	0	396	141	17	12	1	1	1	0	173	46	9	1	4	1	1	0	62	631
Check								396								173								62	631
09:00	52	8	1	0	0	0	0	61	30	1	5	1	1	0	0	38	5	0	1	1	1	0	0	8	107
09:15	33	3	1	1	0	1	0	39	35	4	5	1	0	0	0	45	4	1	0	1	0	0	0	6	90
09:30	29	5	2	0	0	0	0	36	40	4	4	0	0	0	0	48	3	1	0	0	0	0	0	4	88
09:45	19	6	5	1	0	0	0	31	34	10	0	0	0	0	2	46	4	2	1	2	1	0	0	10	87
1 Hr	133	22	9	2	0	1	0	167	139	19	14	2	1	0	2	177	16	4	2	4	2	0	0	28	372
Check								167								177								28	372
3 Hrs	907	126	25	10	6	17	2	1093	409	64	30	3	5	1	3	515	98	23	3	9	6	2	1	142	1750
16:00	38	4	2	3	0	0	0	47	73	17	4	0	0	0	1	95	24	1	0	0	0	1	0	26	168
16:15	34	9	1	1	0	0	0	45	76	17	2	0	0	2	0	97	11	4	0	0	1	1	0	17	159
16:30	23	8	1	0	0	0	1	33	89	18	0	0	2	1	0	110	14	6	0	0	0	1	0	21	164
16:45	25	6	0	0	0	0	0	31	105	11	4	0	0	4	0	124	9	2	0	2	0	0	0	13	168
1 Hr	120	27	4	4	0	0	1	156	343	63	10	0	2	7	1	426	58	13	0	2	1	3	0	77	659
Check								156								426								77	659
17:00	38	3	0	1	1	1	1	45	111	18	1	1	0	1	0	132	14	0	1	0	0	0	1	16	193
17:15	32	4	0	0	0	1	0	37	119	11	2	0	0	0	0	132	11	0	0	0	0	0	0	11	180
17:30	37	4	0	2	0	3	0	46	111	13	1	0	1	2	2	130	8	0	0	0	1	0	0	9	185
17:45	30	4	0	1	0	0	0	35	89	9	0	0	0	3	0	101	11	0	0	0	0	0	0	11	147
1 Hr	137	15	0	4	1	5	1	163	430	51	4	1	1	6	2	495	44	0	1	0	1	0	1	47	705
Check								163								495								47	705
18:00	31	8	0	0	0	0	0	39	61	9	1	0	0	3	1	75	10	1	0	0	0	0	0	11	125
18:15	40	5	0	1	0	0	0	46	61	5	1	0	1	3	0	71	7	1	0	0	0	0	0	8	125
18:30	19	2	0	0	0	0	0	21	36	3	1	0	1	0	0	41	5	1	0	0	1	0	0	7	69
18:45	24	1	0	0	0	0	0	25	32	4	1	0	0	0	1	38	4	2	0	0	0	0	0	6	69
1 Hr	114	16	0	1	0	0	0	131	190	21	4	0	2	6	2	225	26	5	0	0	1	0	0	32	388
Check								131								225								32	388
3 Hrs	371	58	4	9	1	5	2	450	963	135	18	1	5	19	5	1146	128	18	1	2	3	3	1	156	1752
Total	1278	184	29	19	7	22	4	1543	1372	199	48	4	10	20	8	1661	226	41	4	11	9	5	2	298	3502
Check								1543								1661								298	3502

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 1 - B4011 / Palmer Avenue
Date : Thursday 23rd June 2011

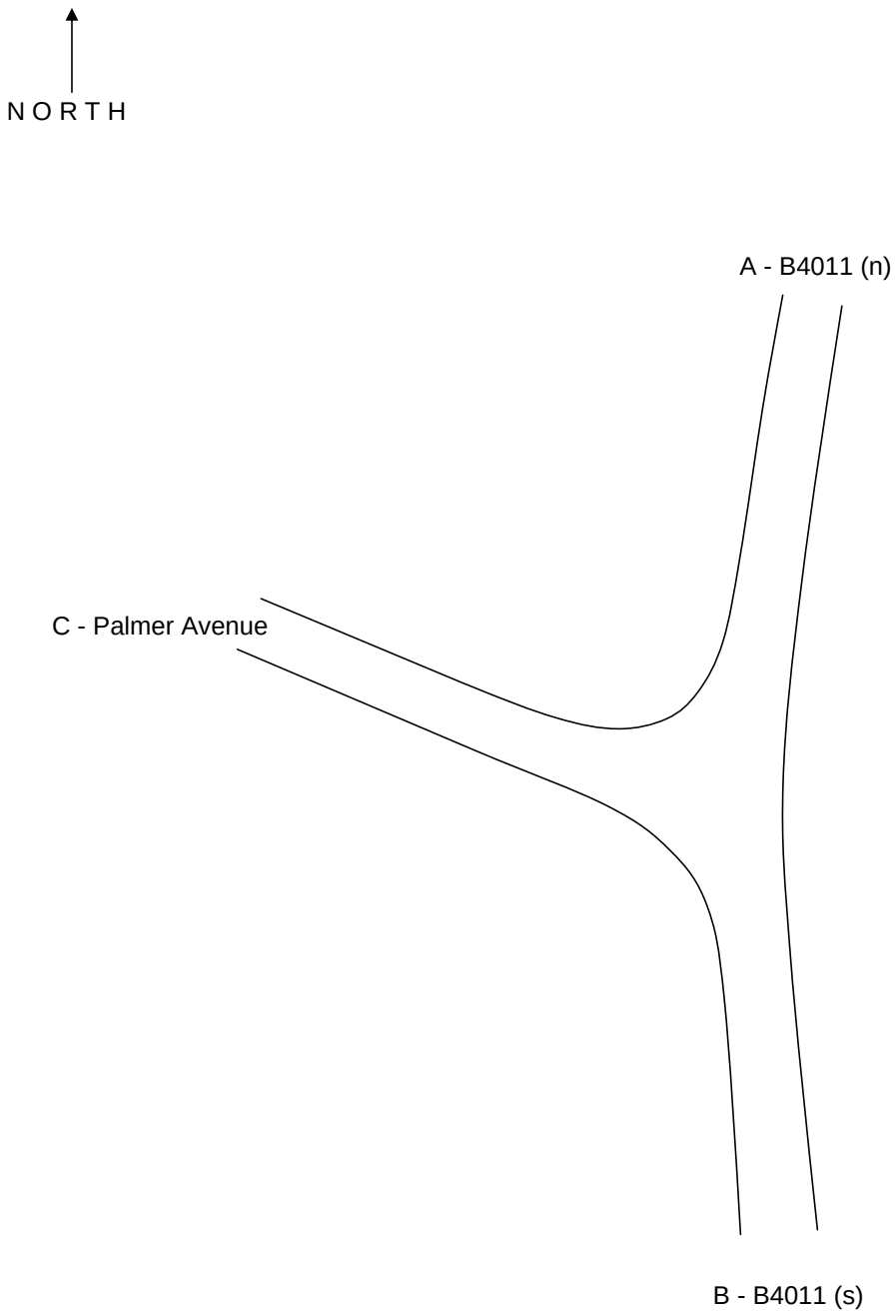
AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

DESTINATION SUMMARY

	Destination : A - B4011 (n)								Destination : B - B4011 (s)								Destination : C - Palmer Avenue								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
07:00	14	5	0	1	0	0	0	20	80	18	2	0	3	3	0	106	19	3	0	0	2	0	0	24	150
07:15	29	9	3	0	0	0	0	41	140	21	2	0	1	3	2	169	14	3	0	1	0	0	0	18	228
07:30	35	6	0	0	0	0	1	42	81	17	4	0	2	4	0	108	9	1	1	0	1	0	0	12	162
07:45	33	5	1	0	1	0	0	40	120	21	2	0	1	3	1	148	15	1	0	1	1	1	0	19	207
1 Hr	111	25	4	1	1	0	1	143	421	77	10	0	7	13	3	531	57	8	1	2	4	1	0	73	747
Check								143								531								73	747
08:00	28	2	1	2	0	0	0	33	118	9	2	0	0	1	0	130	10	1	0	1	0	0	0	12	175
08:15	36	7	4	1	1	1	0	50	96	13	1	2	1	1	0	114	10	0	0	2	0	1	0	13	177
08:30	26	5	2	2	0	0	0	35	85	6	2	0	0	0	0	93	19	1	0	1	0	0	0	21	149
08:45	30	5	3	0	0	0	0	38	69	9	1	0	0	1	0	80	10	0	2	0	0	0	0	12	130
1 Hr	120	19	10	5	1	1	0	156	368	37	6	2	1	3	0	417	49	2	2	4	0	1	0	58	631
Check								156								417								58	631
09:00	27	1	6	2	0	0	0	36	47	7	1	0	1	0	0	56	13	1	0	0	1	0	0	15	107
09:15	35	4	5	2	0	0	0	46	35	3	1	0	0	1	0	40	2	1	0	1	0	0	0	4	90
09:30	37	3	4	0	0	0	0	44	26	5	1	0	0	0	0	32	9	2	1	0	0	0	0	12	88
09:45	28	9	0	2	0	0	0	39	21	7	4	1	1	0	0	34	8	2	2	0	0	0	2	14	87
1 Hr	127	17	15	6	0	0	0	165	129	22	7	1	2	1	0	162	32	6	3	1	1	0	2	45	372
Check								165								162								45	372
3 Hrs	358	61	29	12	2	1	1	464	918	136	23	3	10	17	3	1110	138	16	6	7	5	2	2	176	1750
16:00	81	17	4	0	0	1	1	104	47	3	2	3	0	0	0	55	7	2	0	0	0	0	0	9	168
16:15	80	21	2	0	0	1	0	104	36	8	1	0	1	1	0	47	5	1	0	1	0	1	0	8	159
16:30	89	20	0	0	1	2	0	112	30	10	1	0	0	0	1	42	7	2	0	0	1	0	0	10	164
16:45	100	11	4	2	0	4	0	121	24	8	0	0	0	0	0	32	15	0	0	0	0	0	0	15	168
1 Hr	350	69	10	2	1	8	1	441	137	29	4	3	1	1	1	176	34	5	0	1	1	1	0	42	659
Check								441								176								42	659
17:00	112	18	2	1	0	1	1	135	40	3	0	0	1	1	0	45	11	0	0	1	0	0	1	13	193
17:15	118	9	2	0	0	0	0	129	35	3	0	0	0	1	0	39	9	3	0	0	0	0	0	12	180
17:30	109	11	1	0	0	2	1	124	36	4	0	1	1	3	0	45	11	2	0	1	1	0	1	16	185
17:45	88	9	0	0	0	3	0	100	37	4	0	0	0	0	0	41	5	0	0	1	0	0	0	6	147
1 Hr	427	47	5	1	0	6	2	488	148	14	0	1	2	5	0	170	36	5	0	3	1	0	2	47	705
Check								488								170								47	705
18:00	57	9	1	0	0	3	1	71	37	8	0	0	0	0	0	45	8	1	0	0	0	0	0	9	125
18:15	58	6	1	0	1	3	0	69	40	5	0	1	0	0	0	46	10	0	0	0	0	0	0	10	125
18:30	34	3	1	0	0	0	0	38	18	3	0	0	1	0	0	22	8	0	0	0	1	0	0	9	69
18:45	32	1	1	0	0	0	1	35	27	2	0	0	0	0	0	29	1	4	0	0	0	0	0	5	69
1 Hr	181	19	4	0	1	6	2	213	122	18	0	1	1	0	0	142	27	5	0	0	1	0	0	33	388
Check								213								142								33	388
3 Hrs	958	135	19	3	2	20	5	1142	407	61	4	5	4	6	1	488	97	15	0	4	3	1	2	122	1752
Total	1316	196	48	15	4	21	6	1606	1325	197	27	8	14	23	4	1598	235	31	6	11	8	3	4	298	3502
Check								1606								1598								298	3502

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client :	Entec UK
Project :	Bicester Traffic Survey
Site plan for :	1 - B4011 / Palmer Avenue
Date :	Thursday 23rd June 2011



SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : A - Ploughley Road (n)

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
Check								0								0								3	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	3
Check								0								0								3	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Check								0								0								1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
Check								0								0								3	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Check								0								0								0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	8
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	6	6
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	0	1	19	19
Check								0								0								19	19
6 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	5	0	0	0	1	1	29	29

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : A - Ploughley Road (n)

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
06:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	6	2	0	0	0	0	0	8	10
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	2	0	14	14
06:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	31	6	1	0	0	0	0	38	42
06:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	55	12	0	0	0	0	0	67	71
1 Hr	0	0	0	0	0	0	0	0	6	3	0	0	0	1	0	10	102	22	1	0	0	2	0	127	137
Check								0								10								127	137
07:00	0	0	0	0	0	0	0	0	2	2	0	0	1	0	2	7	88	18	0	0	0	1	2	109	116
07:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	87	13	0	1	1	1	1	104	107
07:30	0	0	0	0	0	0	0	0	6	3	0	0	1	1	1	12	81	14	0	1	0	0	1	97	109
07:45	0	1	0	0	0	0	0	1	6	2	0	0	0	0	0	8	79	16	3	1	0	0	2	101	110
1 Hr	0	1	0	0	0	0	0	1	16	8	0	0	2	1	3	30	335	61	3	3	1	2	6	411	442
Check								1								30								411	442
08:00	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	73	12	1	0	1	2	0	89	102
08:15	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	10	63	9	0	0	0	0	1	73	83
08:30	0	0	0	0	0	0	0	0	8	1	0	0	0	2	1	12	62	3	2	1	0	1	1	70	82
08:45	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	61	10	0	1	0	0	0	72	79
1 Hr	0	0	0	0	0	0	0	0	33	5	1	0	0	2	1	42	259	34	3	2	1	3	2	304	346
Check								0								42								304	346
09:00	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	66	7	2	1	0	1	1	78	80
09:15	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5	43	2	0	0	0	0	0	45	50
09:30	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4	33	8	2	0	0	0	1	44	49
09:45	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	29	9	2	0	0	1	0	41	44
1 Hr	1	0	0	0	0	0	0	1	9	2	1	0	2	0	0	14	171	26	6	1	0	2	2	208	223
Check								1								14								208	223
10:00	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6	11	4	1	0	0	0	0	16	22
10:15	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3	14	5	1	0	0	0	0	20	24
10:30	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	18	7	3	0	0	0	0	28	32
10:45	0	0	0	0	0	0	0	0	2	0	1	0	1	0	0	4	20	7	0	0	0	1	0	28	32
1 Hr	0	1	0	0	0	0	0	1	10	3	3	0	1	0	0	17	63	23	5	0	0	1	0	92	110
Check								1								17								92	110
11:00	1	0	0	0	0	0	0	1	1	0	0	0	1	0	1	3	26	9	1	0	0	0	0	36	40
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	4	2	0	0	0	0	23	23
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	11	2	0	0	0	0	55	55
11:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	30	8	1	0	0	0	0	39	42
1 Hr	1	0	0	0	0	0	0	1	2	1	1	0	1	0	1	6	115	32	6	0	0	0	0	153	160
Check								1								6								153	160
6 Hrs	2	2	0	0	0	0	0	4	76	22	6	0	6	4	5	119	1045	198	24	6	2	10	10	1295	1418

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : A - Ploughley Road (n)

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
12:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	17	2	0	0	0	0	0	19	21
12:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	31	9	0	0	1	0	1	42	43
12:30	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	27	17	0	0	0	0	0	44	48
12:45	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4	29	6	1	0	0	1	0	37	41
1 Hr	0	0	0	0	0	0	0	0	6	3	1	0	1	0	0	11	104	34	1	0	1	1	1	142	153
Check								0								11								142	153
13:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	35	5	0	0	0	0	1	41	46
13:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	24	6	0	0	0	2	1	33	38
13:30	1	0	0	0	0	0	0	1	1	2	1	0	0	0	0	4	31	7	0	0	0	0	0	38	43
13:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	26	5	1	0	0	0	1	33	39
1 Hr	1	0	0	0	0	0	0	1	15	4	1	0	0	0	0	20	116	23	1	0	0	2	3	145	166
Check								1								20								145	166
14:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	30	5	1	1	0	1	0	38	42
14:15	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5	32	7	0	0	0	0	1	40	45
14:30	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	10	26	11	1	0	0	0	1	39	49
14:45	0	0	0	0	0	0	0	0	4	0	1	0	1	0	1	7	29	7	1	0	0	0	0	37	44
1 Hr	0	0	0	0	0	0	0	0	19	2	2	0	2	0	1	26	117	30	3	1	0	1	2	154	180
Check								0								26								154	180
15:00	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	6	27	4	0	0	0	0	0	31	37
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	4	0	1	0	0	1	26	26
15:30	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	4	19	2	1	0	1	1	0	24	28
15:45	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	17	7	1	1	0	0	1	27	31
1 Hr	0	0	0	0	0	0	0	0	10	1	1	0	0	2	0	14	83	17	2	2	1	1	2	108	122
Check								0								14								108	122
16:00	1	0	0	0	0	0	0	1	4	0	0	0	0	1	0	5	24	7	0	0	0	0	0	31	37
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	21	3	1	0	1	0	1	27	28
16:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	14	4	1	0	0	0	0	19	23
16:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	20	5	0	0	0	0	1	26	29
1 Hr	1	0	0	0	0	0	0	1	10	2	0	0	0	1	0	13	79	19	2	0	1	0	2	103	117
Check								1								13								103	117
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	20	3	0	0	0	1	0	24	25
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	29	3	0	0	1	0	1	34	37
17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	24	2	0	0	0	1	1	28	33
17:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	18	1	0	0	0	1	0	20	29
1 Hr	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	91	9	0	0	1	3	2	106	124
Check								0								18								106	124
6 Hrs	2	0	0	0	0	0	0	2	78	12	5	0	3	3	1	102	590	132	9	3	4	8	12	758	862

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : A - Ploughley Road (n)

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
18:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	37	3	1	0	0	0	4	45	48
18:15	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	30	5	1	0	0	0	1	37	44
18:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	22	0	0	0	1	0	1	24	26
18:45	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	13	2	0	0	1	0	0	16	19
1 Hr	2	0	0	0	0	0	0	2	9	3	0	1	0	0	0	13	102	10	2	0	2	0	6	122	137
Check								2								13								122	137
19:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	20	4	0	0	0	2	0	26	29
19:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	4	13	4	0	0	0	0	0	17	21
19:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2	20	2	0	0	0	0	0	22	25
19:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	12	4	0	0	0	0	0	16	21
1 Hr	1	0	0	0	0	0	0	1	10	1	0	0	0	0	3	14	65	14	0	0	0	2	0	81	96
Check								1								14								81	96
20:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	18	1	0	0	0	0	0	19	24
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	10
20:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	10	2	0	1	0	0	0	13	14
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	11	0	0	0	0	0	0	11	13
1 Hr	0	0	0	0	0	0	0	0	6	0	0	0	0	2	0	8	49	3	0	1	0	0	0	53	61
Check								0								8								53	61
21:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8	9
21:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7	8
21:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	13	1	0	0	0	0	0	14	15
21:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6	9
1 Hr	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	31	4	0	0	0	0	0	35	41
Check								1								5								35	41
22:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9	10
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	8	8
22:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8	0	1	0	0	0	0	9	10
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	7
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	28	3	1	0	0	0	1	33	35
Check								0								2								33	35
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	9
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	21
Check								0								0								21	21
6 Hrs	4	0	0	0	0	0	0	4	32	4	0	1	0	2	3	42	295	35	3	1	2	2	7	345	391
Total	8	2	0	0	0	0	0	10	186	38	11	1	9	9	9	263	1952	370	36	10	8	21	30	2427	2700
Check								10								263								2427	2700

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : B - Palmer Avenue

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
Check								0								0								3	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Check								0								0								0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Check								0								0								0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Check								0								0								1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Check								0								0								1	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Check								3								0								0	3
6 Hrs	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	5	8

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : B - Palmer Avenue

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
06:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	2	0	5	6
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	5
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0	1	0	0	0	16	16
1 Hr	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	19	5	0	2	0	2	0	28	29
Check								1								0								28	29
07:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	17	3	0	0	1	0	0	21	23
07:15	2	1	0	0	1	0	0	4	0	0	0	0	0	0	0	0	13	3	0	2	0	1	0	19	23
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9	11
07:45	4	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	10	2	1	1	1	1	0	16	21
1 Hr	9	2	0	0	2	0	0	13	0	0	0	0	0	0	0	0	46	11	1	3	2	2	0	65	78
Check								13								0								65	78
08:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	1	0	1	0	0	0	10	14
08:15	3	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	5	0	0	2	0	0	0	7	11
08:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	13	3	0	1	0	0	0	17	22
08:45	9	0	2	0	0	0	0	11	0	0	0	0	0	0	0	0	10	2	1	0	0	0	0	13	24
1 Hr	21	0	2	0	0	1	0	24	0	0	0	0	0	0	0	0	36	6	1	4	0	0	0	47	71
Check								24								0								47	71
09:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	13
09:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	1	1	0	1	0	0	6	8
09:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8	2	1	0	0	0	0	11	13
09:45	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	6	12
1 Hr	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0	21	6	4	0	1	0	0	32	46
Check								14								0								32	46
10:00	5	1	2	0	0	0	4	12	0	0	0	0	0	0	0	0	1	3	0	0	1	0	0	5	17
10:15	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	6
10:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	4	6
10:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	8
1 Hr	10	1	2	0	0	0	5	18	0	0	0	0	0	0	0	0	4	5	7	2	1	0	0	19	37
Check								18								0								19	37
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	6	7
11:15	5	2	1	0	0	0	2	10	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	5	15
11:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	6	7
11:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	2	2	0	0	0	1	9	10
1 Hr	7	3	1	0	0	0	2	13	0	0	0	0	0	0	0	0	4	9	7	4	1	0	1	26	39
Check								13								0								26	39
6 Hrs	58	10	5	0	2	1	7	83	0	0	0	0	0	0	0	0	130	42	20	15	5	4	1	217	300

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : B - Palmer Avenue

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
12:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	2	1	0	1	0	0	5	7
12:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5	2	0	1	0	0	0	8	12
12:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	5
12:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6	1	1	0	0	0	1	9	13
1 Hr	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	14	7	2	1	1	0	1	26	37
Check								11								0								26	37
13:00	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4	1	0	0	1	0	0	6	9
13:15	4	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	5	10
13:30	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	5
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4
1 Hr	7	1	0	0	0	1	2	11	0	0	0	0	0	0	0	0	9	6	0	0	1	1	0	17	28
Check								11								0								17	28
14:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	5	8
14:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	5	7
14:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	5	3	2	0	0	0	0	10	15
14:45	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	5
1 Hr	11	0	0	0	0	0	1	12	1	0	0	0	0	0	0	1	11	4	3	3	1	0	0	22	35
Check								12								1								22	35
15:00	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	4	9
15:15	3	1	0	0	0	1	0	5	0	0	0	0	0	0	0	0	3	2	0	1	1	0	0	7	12
15:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	5
15:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	9
1 Hr	9	3	0	0	0	1	1	14	0	0	0	0	0	0	0	0	11	6	0	2	2	0	0	21	35
Check								14								0								21	35
16:00	5	1	1	0	0	0	0	7	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	12
16:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4	2	0	1	0	0	0	7	8
16:30	7	0	0	0	1	0	0	8	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	11
16:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	14
1 Hr	22	1	1	0	1	1	0	26	0	0	0	0	0	0	0	0	13	4	0	1	0	1	0	19	45
Check								26								0								19	45
17:00	9	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	13
17:15	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	4	12
17:30	4	0	0	0	1	1	1	7	0	0	0	0	0	0	0	0	8	1	0	1	0	0	0	10	17
17:45	5	1	0	0	0	1	1	8	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	10
1 Hr	26	1	0	0	1	2	3	33	0	0	0	0	0	0	0	0	12	3	1	3	0	0	0	19	52
Check								33								0								19	52
6 Hrs	84	8	1	0	2	5	7	107	1	0	0	0	0	0	0	1	70	30	6	10	5	2	1	124	232

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : B - Palmer Avenue

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
18:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	11
18:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8
18:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	9
18:45	1	2	0	0	1	0	0	4	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	8
1 Hr	14	3	0	0	1	0	0	18	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	18	36
Check								18								0								18	36
19:00	5	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	9
19:15	1	0	0	0	1	2	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	8
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6
19:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4
1 Hr	8	0	0	0	1	3	0	12	0	0	0	0	0	0	0	0	14	0	0	0	0	1	0	15	27
Check								12								0								15	27
20:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	6
20:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
20:30	2	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4
1 Hr	8	0	0	0	0	0	2	10	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	18
Check								10								0								8	18
21:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4
21:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
21:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	5
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
1 Hr	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	9	15
Check								6								0								9	15
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	4
Check								1								0								3	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	3
1 Hr	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	5
Check								3								0								2	5
6 Hrs	38	5	0	0	2	3	2	50	0	0	0	0	0	0	0	0	47	6	1	0	0	1	0	55	105
Total	182	24	6	0	6	9	16	243	1	0	0	0	0	0	0	1	250	79	27	26	10	7	2	401	645
Check								243								1								401	645

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : C - Ploughley Road (s)

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
00:00	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Check								5								0								0	5
01:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Check								6								0								0	6
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Check								0								0								0	0
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
Check								3								1								0	4
04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
1 Hr	8	1	0	0	0	0	0	9	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	11
Check								9								2								0	11
05:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30	7	1	1	0	0	0	0	9	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	12
05:45	3	2	0	0	0	1	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7
1 Hr	15	3	1	0	0	1	0	20	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	24
Check								20								4								0	24
6 Hrs	34	7	1	0	0	1	0	43	5	1	0	1	0	0	0	7	0	0	0	0	0	0	0	0	50

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : C - Ploughley Road (s)

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
06:00	5	2	0	0	0	1	1	9	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10
06:15	7	2	0	0	0	0	0	9	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	11
06:30	15	2	0	0	0	0	2	19	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	21
06:45	11	4	0	0	0	0	1	16	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	20
1 Hr	38	10	0	0	0	1	4	53	5	3	0	1	0	0	0	9	0	0	0	0	0	0	0	0	62
Check								53								9								0	62
07:00	11	6	0	0	0	0	0	17	3	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	21
07:15	17	5	0	0	1	1	1	25	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	30
07:30	22	1	0	0	0	0	1	24	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	27
07:45	22	2	0	0	1	0	0	25	11	1	0	0	1	0	0	13	0	0	0	0	0	0	0	0	38
1 Hr	72	14	0	0	2	1	2	91	20	3	0	1	1	0	0	25	0	0	0	0	0	0	0	0	116
Check								91								25								0	116
08:00	28	5	0	0	0	0	0	33	5	0	0	1	0	0	1	7	0	0	0	0	0	0	0	0	40
08:15	26	7	2	0	0	1	1	37	0	1	0	1	1	1	0	4	0	0	0	0	0	0	0	0	41
08:30	36	2	1	0	0	0	0	39	4	1	0	2	0	0	0	7	0	0	0	0	0	0	0	0	46
08:45	21	5	0	0	0	0	0	26	5	3	0	1	0	0	0	9	0	0	0	0	0	0	0	0	35
1 Hr	111	19	3	0	0	1	1	135	14	5	0	5	1	1	1	27	0	0	0	0	0	0	0	0	162
Check								135								27								0	162
09:00	22	7	2	0	0	0	0	31	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0	35
09:15	20	3	1	0	1	0	0	25	2	1	0	1	0	0	0	4	0	0	0	0	0	0	0	0	29
09:30	20	3	2	0	0	0	0	25	0	1	0	1	0	0	0	2	0	1	0	0	0	0	0	1	28
09:45	20	5	1	1	0	0	0	27	0	3	1	1	0	0	0	5	0	0	0	0	0	0	0	0	32
1 Hr	82	18	6	1	1	0	0	108	4	6	2	3	0	0	0	15	0	1	0	0	0	0	0	1	124
Check								108								15								1	124
10:00	17	7	2	0	1	0	0	27	1	2	1	0	0	0	0	4	0	0	0	0	0	0	0	0	31
10:15	24	9	1	0	0	0	0	34	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	37
10:30	16	5	1	0	0	0	0	22	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	23
10:45	27	9	0	0	0	0	0	36	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	39
1 Hr	84	30	4	0	1	0	0	119	4	4	3	0	0	0	0	11	0	0	0	0	0	0	0	0	130
Check								119								11								0	130
11:00	31	9	1	0	0	0	0	41	2	1	0	1	0	0	0	4	0	0	0	0	0	0	0	0	45
11:15	28	7	1	0	1	1	0	38	2	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	42
11:30	19	7	2	0	0	0	1	29	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	33
11:45	23	6	1	0	0	0	0	30	2	1	2	1	0	0	0	6	0	0	0	0	0	0	0	0	36
1 Hr	101	29	5	0	1	1	1	138	7	5	4	2	0	0	0	18	0	0	0	0	0	0	0	0	156
Check								138								18								0	156
6 Hrs	488	120	18	1	5	4	8	644	54	26	9	12	2	1	1	105	0	1	0	0	0	0	0	1	750

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : C - Ploughley Road (s)

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
12:00	38	10	2	0	0	0	0	50	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	53
12:15	42	8	0	0	1	2	0	53	6	1	6	0	0	0	0	13	0	0	0	0	0	0	0	0	66
12:30	39	5	0	0	0	0	1	45	2	1	0	1	0	0	0	4	0	0	0	0	0	0	0	0	49
12:45	25	2	0	0	0	0	0	27	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	29
1 Hr	144	25	2	0	1	2	1	175	11	3	6	2	0	0	0	22	0	0	0	0	0	0	0	0	197
Check								175								22								0	197
13:00	48	9	1	0	1	0	2	61	7	1	0	1	0	0	1	10	2	0	0	0	0	0	0	2	73
13:15	31	2	0	0	0	0	0	33	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	35
13:30	27	4	0	0	0	0	0	31	3	3	2	0	0	0	0	8	0	0	0	0	0	0	0	0	39
13:45	25	10	0	0	0	0	1	36	3	3	1	0	0	0	0	7	0	0	0	0	0	0	0	0	43
1 Hr	131	25	1	0	1	0	3	161	14	7	4	1	0	0	1	27	2	0	0	0	0	0	0	2	190
Check								161								27								2	190
14:00	19	7	0	0	0	0	0	26	2	1	1	1	0	0	0	5	0	0	0	0	0	0	0	0	31
14:15	19	8	2	0	0	0	0	29	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	32
14:30	28	6	1	1	1	0	1	38	4	1	1	1	0	0	0	7	0	0	0	0	0	0	0	0	45
14:45	45	6	0	0	0	0	0	51	6	0	0	3	0	0	0	9	0	0	0	0	0	0	0	0	60
1 Hr	111	27	3	1	1	0	1	144	13	3	3	5	0	0	0	24	0	0	0	0	0	0	0	0	168
Check								144								24								0	168
15:00	20	4	1	0	1	0	0	26	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0	34
15:15	23	4	0	0	1	0	0	28	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	33
15:30	49	7	0	0	0	0	0	56	9	0	1	2	0	0	0	12	0	0	0	0	0	0	0	0	68
15:45	47	6	0	0	0	2	0	55	7	2	1	0	1	0	0	11	0	0	0	0	0	0	0	0	66
1 Hr	139	21	1	0	2	2	0	165	25	5	3	2	1	0	0	36	0	0	0	0	0	0	0	0	201
Check								165								36								0	201
16:00	95	11	1	0	0	0	0	107	22	2	0	0	0	1	0	25	0	0	0	0	0	0	0	0	132
16:15	64	5	0	0	0	1	4	74	10	4	0	0	1	0	0	15	0	0	0	0	0	0	0	0	89
16:30	76	15	1	0	0	0	4	96	11	3	0	0	0	1	0	15	0	0	0	0	0	0	0	0	111
16:45	61	10	0	1	0	1	1	74	11	1	0	2	0	0	0	14	0	0	0	0	0	0	0	0	88
1 Hr	296	41	2	1	0	2	9	351	54	10	0	2	1	2	0	69	0	0	0	0	0	0	0	0	420
Check								351								69								0	420
17:00	72	7	1	1	0	4	1	86	12	0	1	0	0	1	0	14	0	0	0	0	0	0	0	0	100
17:15	40	4	0	0	0	0	1	45	7	0	0	0	1	0	0	8	0	0	0	0	0	0	0	0	53
17:30	62	3	0	0	0	0	0	65	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	72
17:45	58	4	0	0	0	0	0	62	5	0	0	1	0	0	0	6	1	0	0	0	0	0	0	1	69
1 Hr	232	18	1	1	0	4	2	258	31	0	1	1	1	1	0	35	1	0	0	0	0	0	0	1	294
Check								258								35								1	294
6 Hrs	1053	157	10	3	5	10	16	1254	148	28	17	13	3	3	1	213	3	0	0	0	0	0	0	3	1470

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : C - Ploughley Road (s)

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
18:00	42	0	0	0	0	0	2	44	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	50
18:15	48	4	1	0	1	1	1	56	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	61
18:30	30	1	0	0	0	1	0	32	2	1	0	0	1	0	0	4	0	0	0	0	0	0	0	0	36
18:45	31	2	0	0	0	0	1	34	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	38
1 Hr	151	7	1	0	1	2	4	166	15	2	1	0	1	0	0	19	0	0	0	0	0	0	0	0	185
Check								166								19								0	185
19:00	20	3	0	0	0	0	0	23	5	0	0	0	1	0	0	6	0	0	0	0	0	0	0	0	29
19:15	7	1	0	0	0	0	2	10	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	13
19:30	15	1	0	0	0	0	1	17	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	21
19:45	15	2	0	0	0	0	0	17	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	20
1 Hr	57	7	0	0	0	0	3	67	12	3	0	0	1	0	0	16	0	0	0	0	0	0	0	0	83
Check								67								16								0	83
20:00	30	5	0	0	0	1	1	37	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	41
20:15	5	1	0	0	0	0	1	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8
20:30	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8
20:45	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	12
1 Hr	51	7	0	0	0	1	2	61	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	69
Check								61								8								0	69
21:00	17	0	0	0	0	0	0	17	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	20
21:15	12	1	0	0	0	0	0	13	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	15
21:30	6	1	0	0	0	0	1	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9
21:45	10	0	0	0	0	0	0	10	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	12
1 Hr	45	2	0	0	0	0	1	48	4	1	1	0	0	0	2	8	0	0	0	0	0	0	0	0	56
Check								48								8								0	56
22:00	5	0	0	0	0	0	0	5	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
22:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
22:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
22:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
1 Hr	15	0	0	0	0	0	0	15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	19
Check								15								4								0	19
23:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
23:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
23:30	5	0	0	0	0	0	0	5	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
23:45	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	12	0	1	0	0	0	0	13	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	16
Check								13								3								0	16
6 Hrs	331	23	2	0	1	3	10	370	43	9	2	0	2	0	2	58	0	0	0	0	0	0	0	0	428
Total	1906	307	31	4	11	18	34	2311	250	64	28	26	7	4	4	383	3	1	0	0	0	0	0	4	2698
Check								2311								383								4	2698

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

ORIGIN SUMMARY

	Origin : A - Ploughley Road (n)								Origin : B - Palmer Avenue								Origin : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
00:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	4
00:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
00:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2
1 Hr	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3	3	2	0	0	0	0	0	5	11
Check								3								3								5	11
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
1 Hr	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	9
Check								3								0								6	9
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Check								1								0								0	1
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	3
03:45	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1	3
1 Hr	2	1	0	0	0	0	0	3	0	0	0	1	0	0	0	1	2	2	0	0	0	0	0	4	8
Check								3								1								4	8
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	5
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	9	1	0	1	0	0	0	11	12
Check								0								1								11	12
05:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
05:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	8
05:30	6	2	0	0	0	0	0	8	1	1	0	0	0	0	0	2	10	1	1	0	0	0	0	12	22
05:45	4	1	0	0	0	0	1	6	1	0	0	0	0	0	0	1	4	2	0	0	0	1	0	7	14
1 Hr	15	3	0	0	0	0	1	19	2	1	0	0	0	0	0	3	19	3	1	0	0	1	0	24	46
Check								19								3								24	46
6 Hrs	22	5	0	0	0	1	1	29	5	2	0	1	0	0	0	8	39	8	1	1	0	1	0	50	87

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

ORIGIN SUMMARY

	Origin : A - Ploughley Road (n)								Origin : B - Palmer Avenue								Origin : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
06:00	6	3	0	0	0	1	0	10	2	0	0	0	0	0	0	2	5	3	0	0	0	1	1	10	22
06:15	10	2	0	0	0	2	0	14	2	1	0	1	0	2	0	6	8	2	0	1	0	0	0	11	31
06:30	34	7	1	0	0	0	0	42	3	2	0	0	0	0	0	5	16	3	0	0	0	0	2	21	68
06:45	58	13	0	0	0	0	0	71	12	3	0	1	0	0	0	16	14	5	0	0	0	0	1	20	107
1 Hr	108	25	1	0	0	3	0	137	19	6	0	2	0	2	0	29	43	13	0	1	0	1	4	62	228
Check								137								29								62	228
07:00	90	20	0	0	1	1	4	116	18	4	0	0	1	0	0	23	14	6	0	1	0	0	0	21	160
07:15	89	14	0	1	1	1	1	107	15	4	0	2	1	1	0	23	20	7	0	0	1	1	1	30	160
07:30	87	17	0	1	1	1	2	109	8	3	0	0	0	0	0	11	25	1	0	0	0	0	1	27	147
07:45	85	19	3	1	0	0	2	110	14	2	1	1	2	1	0	21	33	3	0	0	2	0	0	38	169
1 Hr	351	70	3	3	3	3	9	442	55	13	1	3	4	2	0	78	92	17	0	1	3	1	2	116	636
Check								442								78								116	636
08:00	85	13	1	0	1	2	0	102	12	1	0	1	0	0	0	14	33	5	0	1	0	0	1	40	156
08:15	71	10	1	0	0	0	1	83	8	0	0	2	0	1	0	11	26	8	2	1	1	2	1	41	135
08:30	70	4	2	1	0	3	2	82	18	3	0	1	0	0	0	22	40	3	1	2	0	0	0	46	150
08:45	66	12	0	1	0	0	0	79	19	2	3	0	0	0	0	24	26	8	0	1	0	0	0	35	138
1 Hr	292	39	4	2	1	5	3	346	57	6	3	4	0	1	0	71	125	24	3	5	1	2	2	162	579
Check								346								71								162	579
09:00	67	7	2	1	1	1	1	80	11	2	0	0	0	0	0	13	24	8	3	0	0	0	0	35	128
09:15	46	3	1	0	0	0	0	50	5	1	1	0	1	0	0	8	22	4	1	1	1	0	0	29	87
09:30	37	9	2	0	0	0	1	49	10	2	1	0	0	0	0	13	20	5	2	1	0	0	0	28	90
09:45	31	9	2	0	1	1	0	44	6	4	2	0	0	0	0	12	20	8	2	2	0	0	0	32	88
1 Hr	181	28	7	1	2	2	2	223	32	9	4	0	1	0	0	46	86	25	8	4	1	0	0	124	393
Check								223								46								124	393
10:00	14	7	1	0	0	0	0	22	6	4	2	0	1	0	4	17	18	9	3	0	1	0	0	31	70
10:15	17	6	1	0	0	0	0	24	3	2	0	0	0	0	1	6	25	10	2	0	0	0	0	37	67
10:30	20	7	5	0	0	0	0	32	3	0	1	2	0	0	0	6	17	5	1	0	0	0	0	23	61
10:45	22	7	1	0	1	1	0	32	2	0	6	0	0	0	0	8	28	10	1	0	0	0	0	39	79
1 Hr	73	27	8	0	1	1	0	110	14	6	9	2	1	0	5	37	88	34	7	0	1	0	0	130	277
Check								110								37								130	277
11:00	28	9	1	0	1	0	1	40	1	0	3	2	1	0	0	7	33	10	1	1	0	0	0	45	92
11:15	17	4	2	0	0	0	0	23	5	5	2	1	0	0	2	15	30	7	3	0	1	1	0	42	80
11:30	42	11	2	0	0	0	0	55	1	4	1	1	0	0	0	7	20	10	2	0	0	0	1	33	95
11:45	31	9	2	0	0	0	0	42	4	3	2	0	0	0	1	10	25	7	3	1	0	0	0	36	88
1 Hr	118	33	7	0	1	0	1	160	11	12	8	4	1	0	3	39	108	34	9	2	1	1	1	156	355
Check								160								39								156	355
6 Hrs	1123	222	30	6	8	14	15	1418	188	52	25	15	7	5	8	300	542	147	27	13	7	5	9	750	2468

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

ORIGIN SUMMARY

	Origin : A - Ploughley Road (n)								Origin : B - Palmer Avenue								Origin : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
12:00	18	3	0	0	0	0	0	21	3	2	1	0	1	0	0	7	40	10	2	1	0	0	0	53	81
12:15	32	9	0	0	1	0	1	43	8	3	0	1	0	0	0	12	48	9	6	0	1	2	0	66	121
12:30	30	17	1	0	0	0	0	48	3	2	0	0	0	0	0	5	41	6	0	1	0	0	1	49	102
12:45	30	8	1	0	1	1	0	41	9	2	1	0	0	0	1	13	26	3	0	0	0	0	0	29	83
1 Hr	110	37	2	0	2	1	1	153	23	9	2	1	1	0	1	37	155	28	8	2	1	2	1	197	387
Check								153								37								197	387
13:00	39	6	0	0	0	0	1	46	6	1	0	0	1	0	1	9	57	10	1	1	1	0	3	73	128
13:15	29	6	0	0	0	2	1	38	5	3	0	0	0	2	0	10	32	2	1	0	0	0	0	35	83
13:30	33	9	1	0	0	0	0	43	2	2	0	0	0	0	1	5	30	7	2	0	0	0	0	39	87
13:45	31	6	1	0	0	0	1	39	3	1	0	0	0	0	0	4	28	13	1	0	0	0	1	43	86
1 Hr	132	27	2	0	0	2	3	166	16	7	0	0	1	2	2	28	147	32	5	1	1	0	4	190	384
Check								166								28								190	384
14:00	33	6	1	1	0	1	0	42	6	0	1	1	0	0	0	8	21	8	1	1	0	0	0	31	81
14:15	36	7	0	0	1	0	1	45	3	1	0	2	1	0	0	7	20	9	3	0	0	0	0	32	84
14:30	34	12	2	0	0	0	1	49	10	3	2	0	0	0	0	15	32	7	2	2	1	0	1	45	109
14:45	33	7	2	0	1	0	1	44	4	0	0	0	0	0	1	5	51	6	0	3	0	0	0	60	109
1 Hr	136	32	5	1	2	1	3	180	23	4	3	3	1	0	1	35	124	30	6	6	1	0	1	168	383
Check								180								35								168	383
15:00	32	4	0	0	0	1	0	37	4	2	0	1	1	0	1	9	26	5	2	0	1	0	0	34	80
15:15	20	4	0	1	0	0	1	26	6	3	0	1	1	1	0	12	26	6	0	0	1	0	0	33	71
15:30	21	3	1	0	1	2	0	28	3	2	0	0	0	0	0	5	58	7	1	2	0	0	0	68	101
15:45	20	7	2	1	0	0	1	31	7	2	0	0	0	0	0	9	54	8	1	0	1	2	0	66	106
1 Hr	93	18	3	2	1	3	2	122	20	9	0	2	2	1	1	35	164	26	4	2	3	2	0	201	358
Check								122								35								201	358
16:00	29	7	0	0	0	1	0	37	9	2	1	0	0	0	0	12	117	13	1	0	0	1	0	132	181
16:15	22	3	1	0	1	0	1	28	4	2	0	1	0	1	0	8	74	9	0	0	1	1	4	89	125
16:30	17	5	1	0	0	0	0	23	8	1	0	0	1	1	0	11	87	18	1	0	0	1	4	111	145
16:45	22	6	0	0	0	0	1	29	14	0	0	0	0	0	0	14	72	11	0	3	0	1	1	88	131
1 Hr	90	21	2	0	1	1	2	117	35	5	1	1	1	2	0	45	350	51	2	3	1	4	9	420	582
Check								117								45								420	582
17:00	21	3	0	0	0	1	0	25	11	1	0	0	0	0	1	13	84	7	2	1	0	5	1	100	138
17:15	32	3	0	0	1	0	1	37	9	1	1	1	0	0	0	12	47	4	0	0	1	0	1	53	102
17:30	29	2	0	0	0	1	1	33	12	1	0	1	1	1	1	17	69	3	0	0	0	0	0	72	122
17:45	27	1	0	0	0	1	0	29	6	1	0	1	0	1	1	10	64	4	0	1	0	0	0	69	108
1 Hr	109	9	0	0	1	3	2	124	38	4	1	3	1	2	3	52	264	18	2	2	1	5	2	294	470
Check								124								52								294	470
6 Hrs	670	144	14	3	7	11	13	862	155	38	7	10	7	7	8	232	1204	185	27	16	8	13	17	1470	2564

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
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Site : 2 - Palmer Avenue / Ploughley Road
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AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

ORIGIN SUMMARY

	Origin : A - Ploughley Road (n)								Origin : B - Palmer Avenue								Origin : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
18:00	40	3	1	0	0	0	4	48	9	2	0	0	0	0	0	11	47	1	0	0	0	0	2	50	109
18:15	37	5	1	0	0	0	1	44	8	0	0	0	0	0	0	8	52	4	2	0	1	1	1	61	113
18:30	23	1	0	0	1	0	1	26	9	0	0	0	0	0	0	9	32	2	0	0	1	1	0	36	71
18:45	13	4	0	1	1	0	0	19	2	5	0	0	1	0	0	8	35	2	0	0	0	0	1	38	65
1 Hr	113	13	2	1	2	0	6	137	28	7	0	0	1	0	0	36	166	9	2	0	2	2	4	185	358
Check								137								36								185	358
19:00	23	4	0	0	0	2	0	29	7	0	0	0	0	2	0	9	25	3	0	0	1	0	0	29	67
19:15	15	4	0	0	0	0	2	21	5	0	0	0	1	2	0	8	9	2	0	0	0	0	2	13	42
19:30	21	3	0	0	0	0	1	25	6	0	0	0	0	0	0	6	18	2	0	0	0	0	1	21	52
19:45	17	4	0	0	0	0	0	21	4	0	0	0	0	0	0	4	17	3	0	0	0	0	0	20	45
1 Hr	76	15	0	0	0	2	3	96	22	0	0	0	1	4	0	27	69	10	0	0	1	0	3	83	206
Check								96								27								83	206
20:00	23	1	0	0	0	0	0	24	6	0	0	0	0	0	0	6	33	6	0	0	0	1	1	41	71
20:15	10	0	0	0	0	0	0	10	4	0	0	0	0	0	0	4	6	1	0	0	0	0	1	8	22
20:30	11	2	0	1	0	0	0	14	2	0	0	0	0	0	2	4	7	1	0	0	0	0	0	8	26
20:45	11	0	0	0	0	2	0	13	4	0	0	0	0	0	0	4	12	0	0	0	0	0	0	12	29
1 Hr	55	3	0	1	0	2	0	61	16	0	0	0	0	0	2	18	58	8	0	0	0	1	2	69	148
Check								61								18								69	148
21:00	8	1	0	0	0	0	0	9	3	1	0	0	0	0	0	4	19	1	0	0	0	0	0	20	33
21:15	7	1	0	0	0	0	0	8	4	0	0	0	0	0	0	4	12	1	0	0	0	0	2	15	27
21:30	14	1	0	0	0	0	0	15	3	1	1	0	0	0	0	5	7	1	0	0	0	0	1	9	29
21:45	8	1	0	0	0	0	0	9	2	0	0	0	0	0	0	2	11	0	1	0	0	0	0	12	23
1 Hr	37	4	0	0	0	0	0	41	12	2	1	0	0	0	0	15	49	3	1	0	0	0	3	56	112
Check								41								15								56	112
22:00	9	1	0	0	0	0	0	10	1	1	0	0	0	0	0	2	5	1	0	0	0	0	0	6	18
22:15	6	1	0	0	0	0	1	8	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	13
22:30	9	0	1	0	0	0	0	10	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	15
22:45	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	12
1 Hr	30	3	1	0	0	0	1	35	3	1	0	0	0	0	0	4	18	1	0	0	0	0	0	19	58
Check								35								4								19	58
23:00	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	13
23:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	7
23:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	12
23:45	5	0	0	0	0	0	0	5	2	1	0	0	0	0	0	3	1	0	1	0	0	0	0	2	10
1 Hr	20	1	0	0	0	0	0	21	4	1	0	0	0	0	0	5	14	1	1	0	0	0	0	16	42
Check								21								5								16	42
6 Hrs	331	39	3	2	2	4	10	391	85	11	1	0	2	4	2	105	374	32	4	0	3	3	12	428	924
Total	2146	410	47	11	17	30	39	2700	433	103	33	26	16	16	18	645	2159	372	59	30	18	22	38	2698	6043
Check								2700								645								2698	6043

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

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Incidents : None Reported

DESTINATION SUMMARY

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
00:00	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	3
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
00:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
1 Hr	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	11
Check								5								0								6	11
01:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	4
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
1 Hr	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	9
Check								6								0								3	9
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Check								0								0								1	1
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	3
1 Hr	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1	2	1	0	1	0	0	0	4	8
Check								3								1								4	8
04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
04:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
1 Hr	8	1	0	0	0	0	0	9	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	1	12
Check								9								2								1	12
05:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
05:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	8
05:30	8	2	1	0	0	0	0	11	3	0	0	0	0	0	0	3	6	2	0	0	0	0	0	8	22
05:45	4	2	0	0	0	1	0	7	1	0	0	0	0	0	0	1	4	1	0	0	0	0	1	6	14
1 Hr	17	4	1	0	0	1	0	23	4	0	0	0	0	0	0	4	15	3	0	0	0	0	1	19	46
Check								23								4								19	46
6 Hrs	36	8	1	0	0	1	0	46	5	1	0	1	0	0	0	7	25	6	0	1	0	1	1	34	87

SKY HIGH TRAFFIC SURVEYS
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DESTINATION SUMMARY

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
06:00	5	2	0	0	0	1	1	9	0	2	0	0	0	1	0	3	8	2	0	0	0	0	0	10	22
06:15	7	3	0	0	0	0	0	10	1	0	0	1	0	0	0	2	12	2	0	1	0	4	0	19	31
06:30	15	2	0	0	0	0	2	19	4	2	0	0	0	0	0	6	34	8	1	0	0	0	0	43	68
06:45	11	4	0	0	0	0	1	16	6	2	0	0	0	0	0	8	67	15	0	1	0	0	0	83	107
1 Hr	38	11	0	0	0	1	4	54	11	6	0	1	0	1	0	19	121	27	1	2	0	4	0	155	228
Check								54								19								155	228
07:00	12	7	0	0	0	0	0	19	5	2	0	1	1	0	2	11	105	21	0	0	1	1	2	130	160
07:15	19	6	0	0	2	1	1	29	5	3	0	0	0	0	0	8	100	16	0	3	1	2	1	123	160
07:30	24	1	0	0	0	0	1	26	9	3	0	0	1	1	1	15	87	17	0	1	0	0	1	106	147
07:45	26	3	0	0	2	0	0	31	17	3	0	0	1	0	0	21	89	18	4	2	1	1	2	117	169
1 Hr	81	17	0	0	4	1	2	105	36	11	0	1	3	1	3	55	381	72	4	6	3	4	6	476	636
Check								105								55								476	636
08:00	32	5	0	0	0	0	0	37	17	1	0	1	0	0	1	20	81	13	1	1	1	2	0	99	156
08:15	29	7	2	0	0	2	1	41	8	2	1	1	1	1	0	14	68	9	0	2	0	0	1	80	135
08:30	41	2	1	0	0	0	0	44	12	2	0	2	0	2	1	19	75	6	2	2	0	1	1	87	150
08:45	30	5	2	0	0	0	0	37	10	5	0	1	0	0	0	16	71	12	1	1	0	0	0	85	138
1 Hr	132	19	5	0	0	2	1	159	47	10	1	5	1	3	2	69	295	40	4	6	1	3	2	351	579
Check								159								69								351	579
09:00	25	8	2	0	0	0	0	35	3	1	1	0	1	0	0	6	74	8	2	1	0	1	1	87	128
09:15	22	3	1	0	1	0	0	27	5	2	1	1	0	0	0	9	46	3	1	0	1	0	0	51	87
09:30	23	3	2	0	0	0	0	28	3	2	0	1	0	0	0	6	41	11	3	0	0	0	1	56	90
09:45	24	7	1	1	0	0	0	33	2	3	1	1	1	0	0	8	31	11	4	0	0	1	0	47	88
1 Hr	94	21	6	1	1	0	0	123	13	8	3	3	2	0	0	29	192	33	10	1	1	2	2	241	393
Check								123								29								241	393
10:00	22	8	4	0	1	0	4	39	4	5	1	0	0	0	0	10	12	7	1	0	1	0	0	21	70
10:15	26	10	1	0	0	0	1	38	4	1	1	0	0	0	0	6	15	7	1	0	0	0	0	23	67
10:30	18	5	1	0	0	0	0	24	3	0	2	0	0	0	0	5	19	7	4	2	0	0	0	32	61
10:45	28	9	0	0	0	0	0	37	3	1	2	0	1	0	0	7	21	7	6	0	0	1	0	35	79
1 Hr	94	32	6	0	1	0	5	138	14	7	6	0	1	0	0	28	67	28	12	2	1	1	0	111	277
Check								138								28								111	277
11:00	33	9	1	0	0	0	0	43	3	1	0	1	1	0	1	7	26	9	4	2	1	0	0	42	92
11:15	33	9	2	0	1	1	2	48	2	0	2	0	0	0	0	4	17	7	3	1	0	0	0	28	80
11:30	20	7	2	0	0	0	1	30	1	3	0	0	0	0	0	4	42	15	3	1	0	0	0	61	95
11:45	23	7	1	0	0	0	0	31	3	2	3	1	0	0	0	9	34	10	3	0	0	0	1	48	88
1 Hr	109	32	6	0	1	1	3	152	9	6	5	2	1	0	1	24	119	41	13	4	1	0	1	179	355
Check								152								24								179	355
6 Hrs	548	132	23	1	7	5	15	731	130	48	15	12	8	5	6	224	1175	241	44	21	7	14	11	1513	2468

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

DESTINATION SUMMARY

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
12:00	40	10	2	0	0	0	0	52	3	1	0	1	0	0	0	5	18	4	1	0	1	0	0	24	81
12:15	45	9	0	0	1	2	0	57	7	1	6	0	0	0	0	14	36	11	0	1	1	0	1	50	121
12:30	40	5	0	0	0	0	1	46	5	1	1	1	0	0	0	8	29	19	0	0	0	0	0	48	102
12:45	28	3	0	0	0	0	0	31	2	3	0	0	1	0	0	6	35	7	2	0	0	1	1	46	83
1 Hr	153	27	2	0	1	2	1	186	17	6	7	2	1	0	0	33	118	41	3	1	2	1	2	168	387
Check								186								33								168	387
13:00	50	9	1	0	1	0	3	64	11	2	0	1	0	0	1	15	41	6	0	0	1	0	1	49	128
13:15	35	2	0	0	0	1	0	38	6	0	1	0	0	0	0	7	25	9	0	0	0	3	1	38	83
13:30	29	5	0	0	0	0	1	35	4	5	3	0	0	0	0	12	32	8	0	0	0	0	0	40	87
13:45	25	10	0	0	0	0	1	36	8	4	1	0	0	0	0	13	29	6	1	0	0	0	1	37	86
1 Hr	139	26	1	0	1	1	5	173	29	11	5	1	0	0	1	47	127	29	1	0	1	3	3	164	384
Check								173								47								164	384
14:00	22	7	0	0	0	0	0	29	5	2	1	1	0	0	0	9	33	5	2	2	0	1	0	43	81
14:15	21	8	2	0	0	0	0	31	5	1	1	0	1	0	0	8	33	8	0	2	1	0	1	45	84
14:30	32	6	1	1	1	0	1	42	13	2	2	1	0	0	0	18	31	14	3	0	0	0	1	49	109
14:45	47	6	0	0	0	0	1	54	10	0	1	3	1	0	1	16	31	7	1	0	0	0	0	39	109
1 Hr	122	27	3	1	1	0	2	156	33	5	5	5	2	0	1	51	128	34	6	4	1	1	2	176	383
Check								156								51								176	383
15:00	23	5	1	0	1	0	1	31	11	1	1	0	0	1	0	14	28	5	0	1	1	0	0	35	80
15:15	26	5	0	0	1	1	0	33	3	2	0	0	0	0	0	5	23	6	0	2	1	0	1	33	71
15:30	50	8	0	0	0	0	0	58	11	1	1	2	0	1	0	16	21	3	1	0	1	1	0	27	101
15:45	49	6	0	0	0	2	0	57	10	2	2	0	1	0	0	15	22	9	1	1	0	0	1	34	106
1 Hr	148	24	1	0	2	3	1	179	35	6	4	2	1	2	0	50	94	23	2	4	3	1	2	129	358
Check								179								50								129	358
16:00	101	12	2	0	0	0	0	115	26	2	0	0	0	2	0	30	28	8	0	0	0	0	0	36	181
16:15	64	5	0	0	0	2	4	75	11	4	0	0	1	0	0	16	25	5	1	1	1	0	1	34	125
16:30	83	15	1	0	1	0	4	104	14	4	0	0	0	1	0	19	15	5	1	0	0	1	0	22	145
16:45	71	10	0	1	0	1	1	84	13	2	0	2	0	0	0	17	24	5	0	0	0	0	1	30	131
1 Hr	319	42	3	1	1	3	9	378	64	12	0	2	1	3	0	82	92	23	2	1	1	1	2	122	582
Check								378								82								122	582
17:00	81	7	1	1	0	4	2	96	13	0	1	0	0	1	0	15	22	4	0	0	0	1	0	27	138
17:15	48	4	0	0	0	0	1	53	10	0	0	0	1	0	0	11	30	4	1	1	1	0	1	38	102
17:30	66	3	0	0	1	1	1	72	12	0	0	0	0	0	0	12	32	3	0	1	0	1	1	38	122
17:45	63	5	0	0	0	1	1	70	14	0	0	1	0	0	0	15	20	1	0	1	0	1	0	23	108
1 Hr	258	19	1	1	1	6	5	291	49	0	1	1	1	1	0	53	104	12	1	3	1	3	2	126	470
Check								291								53								126	470
6 Hrs	1139	165	11	3	7	15	23	1363	227	40	22	13	6	6	2	316	663	162	15	13	9	10	13	885	2564

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 2 - Palmer Avenue / Ploughley Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

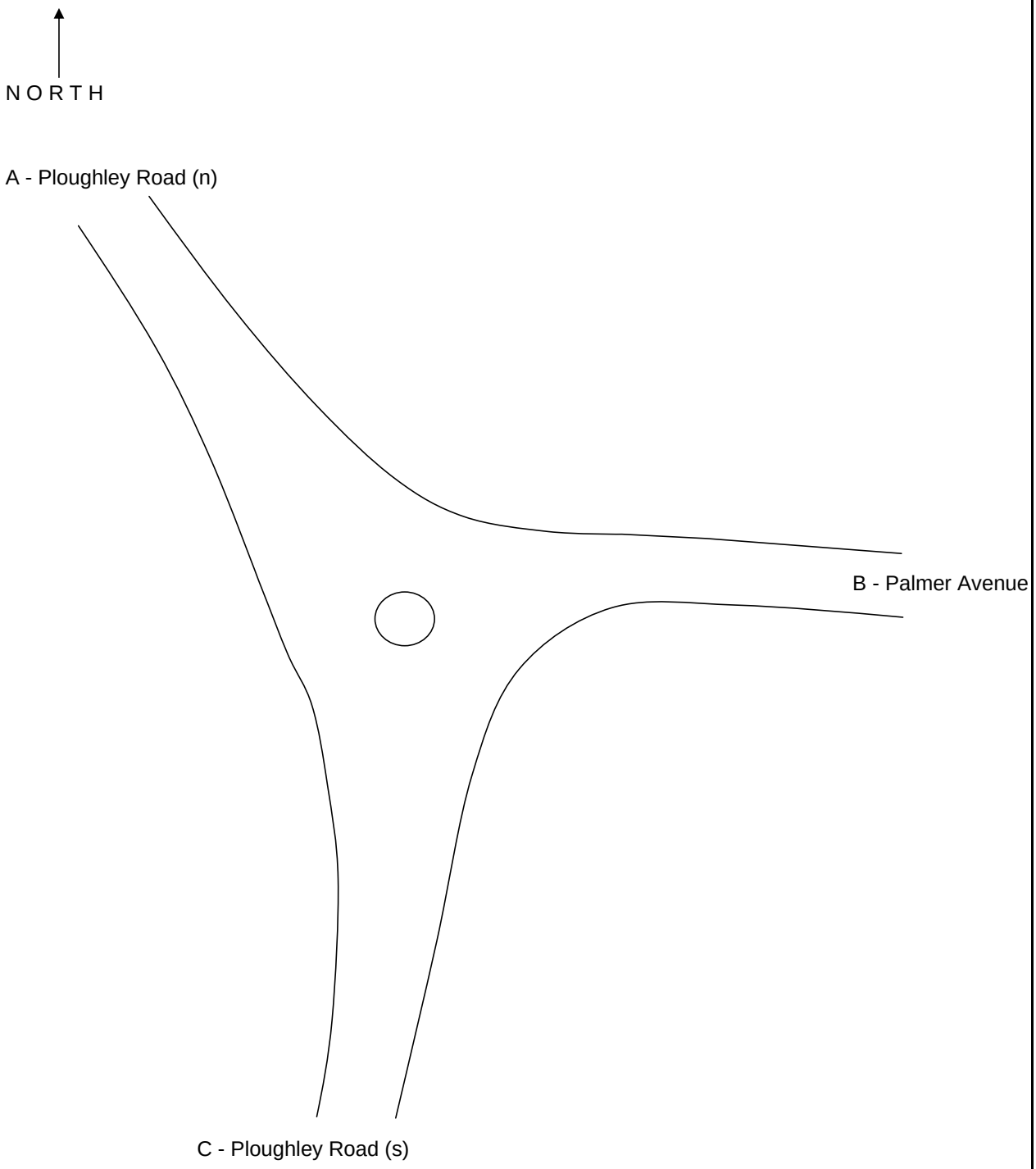
DESTINATION SUMMARY

	Destination : A - Ploughley Road (n)								Destination : B - Palmer Avenue								Destination : C - Ploughley Road (s)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
18:00	48	1	0	0	0	0	2	51	7	1	0	0	0	0	0	8	41	4	1	0	0	0	4	50	109
18:15	54	4	1	0	1	1	1	62	10	0	1	0	0	0	0	11	33	5	1	0	0	0	1	40	113
18:30	33	1	0	0	0	1	0	35	3	2	0	0	1	0	0	6	28	0	0	0	1	0	1	30	71
18:45	32	4	0	0	1	0	1	38	4	2	0	1	0	0	0	7	14	5	0	0	1	0	0	20	65
1 Hr	167	10	1	0	2	2	4	186	24	5	1	1	1	0	0	32	116	14	2	0	2	0	6	140	358
Check								186								32								140	358
19:00	25	3	0	0	0	1	0	29	8	0	0	0	1	0	0	9	22	4	0	0	0	3	0	29	67
19:15	8	1	0	0	1	2	2	14	4	1	0	0	0	0	2	7	17	4	0	0	0	0	0	21	42
19:30	16	1	0	0	0	0	1	18	3	2	0	0	0	0	1	6	26	2	0	0	0	0	0	28	52
19:45	17	2	0	0	0	0	0	19	7	1	0	0	0	0	0	8	14	4	0	0	0	0	0	18	45
1 Hr	66	7	0	0	1	3	3	80	22	4	0	0	1	0	3	30	79	14	0	0	0	3	0	96	206
Check								80								30								96	206
20:00	32	5	0	0	0	1	1	39	8	1	0	0	0	0	0	9	22	1	0	0	0	0	0	23	71
20:15	8	1	0	0	0	0	1	10	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11	22
20:30	8	1	0	0	0	0	2	11	2	0	0	0	0	0	0	2	10	2	0	1	0	0	0	13	26
20:45	11	0	0	0	0	0	0	11	2	0	0	0	0	2	0	4	14	0	0	0	0	0	0	14	29
1 Hr	59	7	0	0	0	1	4	71	13	1	0	0	0	2	0	16	57	3	0	1	0	0	0	61	148
Check								71								16								61	148
21:00	17	1	0	0	0	0	0	18	3	1	0	0	0	0	0	4	10	1	0	0	0	0	0	11	33
21:15	16	1	0	0	0	0	0	17	1	0	0	0	0	0	2	3	6	1	0	0	0	0	0	7	27
21:30	6	2	0	0	0	0	1	9	2	0	0	0	0	0	0	2	16	1	1	0	0	0	0	18	29
21:45	11	0	0	0	0	0	0	11	3	0	1	0	0	0	0	4	7	1	0	0	0	0	0	8	23
1 Hr	50	4	0	0	0	0	1	55	9	1	1	0	0	0	2	13	39	4	1	0	0	0	0	44	112
Check								55								13								44	112
22:00	5	0	0	0	0	0	0	5	1	1	0	0	0	0	0	2	9	2	0	0	0	0	0	11	18
22:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	8	13
22:30	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	8	0	1	0	0	0	0	9	15
22:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8	12
1 Hr	16	0	0	0	0	0	0	16	5	1	0	0	0	0	0	6	30	4	1	0	0	0	1	36	58
Check								16								6								36	58
23:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9	13
23:15	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	7
23:30	5	0	0	0	0	0	0	5	0	1	0	0	0	0	0	1	6	0	0	0	0	0	0	6	12
23:45	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	10
1 Hr	15	0	1	0	0	0	0	16	2	1	0	0	0	0	0	3	21	2	0	0	0	0	0	23	42
Check								16								3								23	42
6 Hrs	373	28	2	0	3	6	12	424	75	13	2	1	2	2	5	100	342	41	4	1	2	3	7	400	924
Total	2096	333	37	4	17	27	50	2564	437	102	39	27	16	13	13	647	2205	450	63	36	18	28	32	2832	6043
Check								2564								647								2832	6043

SKY HIGH TRAFFIC SURVEYS

A DIVISION OF SKY HIGH PLC

Client :	Entec UK
Project :	Bicester Traffic Survey
Site plan for :	2 - Palmer Avenue / Ploughley Road
Date :	Thursday 23rd June 2011



SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : A - Norris Road (n)

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	2
00:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	1	0	0	0	0	1	6
Check								0								5								1	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
Check								0								3								0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Check								0								0								1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	2
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	1	0	0	0	2	4
Check								0								2								2	4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Check								0								1								0	1
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
05:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	2	1	0	0	0	0	0	3	7
05:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	5	1	0	0	0	0	0	0	1	6
1 Hr	0	0	0	0	0	0	0	0	7	2	0	0	0	0	1	10	6	1	0	0	0	0	0	7	17
Check								0								10								7	17
6 Hrs	0	0	0	0	0	0	0	0	18	2	0	0	0	0	1	21	8	1	1	1	0	0	0	11	32

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : A - Norris Road (n)

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
06:00	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	4	0	0	0	0	0	0	4	10
06:15	0	0	0	0	0	0	0	0	8	1	0	0	0	1	0	10	6	0	0	0	0	2	0	8	18
06:30	0	0	0	0	0	0	0	0	15	8	1	0	0	0	0	24	14	0	0	0	0	0	0	14	38
06:45	0	0	0	0	0	0	0	0	29	14	0	0	0	0	0	43	26	1	0	1	0	0	0	28	71
1 Hr	0	0	0	0	0	0	0	0	56	25	1	0	0	1	0	83	50	1	0	1	0	2	0	54	137
Check								0								83								54	137
07:00	0	0	0	0	0	0	0	0	42	20	0	0	1	0	2	65	35	1	0	0	0	1	0	37	102
07:15	0	0	0	0	0	0	0	0	60	14	0	1	1	0	1	77	28	1	0	2	0	2	0	33	110
07:30	0	0	0	0	0	0	0	0	52	11	0	1	0	0	0	64	27	2	0	0	0	0	1	30	94
07:45	0	0	0	0	0	0	0	0	35	9	2	1	1	0	0	48	27	2	2	1	0	0	0	32	80
1 Hr	0	0	0	0	0	0	0	0	189	54	2	3	3	0	3	254	117	6	2	3	0	3	1	132	386
Check								0								254								132	386
08:00	0	0	0	0	0	0	0	0	34	5	1	0	1	1	0	42	25	2	0	1	0	1	1	30	72
08:15	0	0	0	0	0	0	0	0	24	8	1	0	0	0	0	33	26	3	0	2	0	0	1	32	65
08:30	0	0	0	0	0	0	0	0	32	4	1	0	0	1	0	38	24	4	1	2	0	0	1	32	70
08:45	0	0	0	0	0	0	0	0	18	9	1	0	0	0	0	28	27	5	0	0	0	0	0	32	60
1 Hr	0	0	0	0	0	0	0	0	108	26	4	0	1	2	0	141	102	14	1	5	0	1	3	126	267
Check								0								141								126	267
09:00	0	0	0	0	0	0	0	0	25	6	1	0	0	0	0	32	24	1	1	0	0	0	1	27	59
09:15	0	0	0	0	0	0	0	0	23	1	0	2	1	0	0	27	10	1	0	0	0	0	0	11	38
09:30	0	0	0	0	0	0	0	0	17	8	1	0	0	0	1	27	11	3	2	0	0	0	0	16	43
09:45	0	0	0	0	0	0	0	0	16	5	1	0	0	1	0	23	4	7	3	0	0	0	0	14	37
1 Hr	0	0	0	0	0	0	0	0	81	20	3	2	1	1	1	109	49	12	6	0	0	0	1	68	177
Check								0								109								68	177
10:00	0	0	0	0	0	0	0	0	13	2	0	0	1	0	0	16	2	4	1	0	0	0	0	7	23
10:15	0	0	0	0	0	0	0	0	9	3	1	0	0	0	0	13	3	3	1	0	0	0	0	7	20
10:30	0	0	0	0	0	0	0	0	11	5	3	1	0	0	0	20	7	1	0	1	0	0	0	9	29
10:45	0	0	0	0	0	0	0	0	14	4	1	0	0	1	0	20	2	2	6	0	0	0	0	10	30
1 Hr	0	0	0	0	0	0	0	0	47	14	5	1	1	1	0	69	14	10	8	1	0	0	0	33	102
Check								0								69								33	102
11:00	0	0	0	0	0	0	0	0	24	6	3	0	1	0	0	34	3	3	1	1	0	0	0	8	42
11:15	0	0	0	0	0	0	0	0	16	5	0	0	0	0	0	21	2	4	3	1	0	0	0	10	31
11:30	0	0	0	0	0	0	0	0	21	4	1	0	0	0	0	26	4	2	0	0	0	0	0	6	32
11:45	0	0	0	0	0	0	0	0	25	3	1	0	0	0	1	30	8	4	1	1	0	0	0	14	44
1 Hr	0	0	0	0	0	0	0	0	86	18	5	0	1	0	1	111	17	13	5	3	0	0	0	38	149
Check								0								111								38	149
6 Hrs	0	0	0	0	0	0	0	0	567	157	20	6	7	5	5	767	349	56	22	13	0	6	5	451	1218

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : A - Norris Road (n)

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
12:00	0	0	0	0	0	0	0	0	19	3	1	0	1	0	0	24	2	1	1	1	0	0	0	5	29
12:15	0	0	0	0	0	0	0	0	22	11	0	0	0	0	1	34	3	3	0	1	0	0	0	7	41
12:30	0	0	0	0	0	0	0	0	16	12	0	0	0	0	1	29	9	2	0	0	0	0	0	11	40
12:45	0	0	0	0	0	0	0	0	25	5	0	0	0	0	1	31	7	1	2	0	0	1	0	11	42
1 Hr	0	0	0	0	0	0	0	0	82	31	1	0	1	0	3	118	21	7	3	2	0	1	0	34	152
Check								0								118								34	152
13:00	0	0	0	0	0	0	0	0	22	2	0	0	1	0	0	25	8	1	0	0	0	0	0	9	34
13:15	0	0	0	0	0	0	0	0	16	7	1	0	0	3	1	28	4	1	2	0	0	0	0	7	35
13:30	0	0	0	0	0	0	0	0	23	10	0	0	0	0	0	33	7	3	0	0	0	0	0	10	43
13:45	0	0	0	0	0	0	0	0	12	5	1	0	0	0	0	18	5	2	0	0	0	0	1	8	26
1 Hr	0	0	0	0	0	0	0	0	73	24	2	0	1	3	1	104	24	7	2	0	0	0	1	34	138
Check								0								104								34	138
14:00	0	0	0	0	0	0	0	0	15	3	0	1	0	1	0	20	13	4	2	1	0	0	0	20	40
14:15	0	0	0	0	0	0	0	0	23	2	0	1	1	0	1	28	9	5	0	1	0	0	0	15	43
14:30	0	0	0	0	0	0	0	0	21	10	1	0	0	0	1	33	4	1	2	0	0	0	0	7	40
14:45	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	5	2	1	0	0	0	0	8	35
1 Hr	0	0	0	0	0	0	0	0	84	17	1	2	1	1	2	108	31	12	5	2	0	0	0	50	158
Check								0								108								50	158
15:00	0	0	0	0	0	0	0	0	24	4	0	0	1	0	0	29	3	1	0	1	0	0	0	5	34
15:15	0	0	0	0	0	0	0	0	25	3	0	1	1	0	0	30	2	0	0	1	0	0	0	3	33
15:30	0	0	0	0	0	0	0	0	17	2	0	0	1	1	1	22	2	1	1	0	0	0	0	4	26
15:45	0	0	0	0	0	0	0	0	18	5	0	1	0	0	1	25	7	0	0	0	0	0	0	7	32
1 Hr	0	0	0	0	0	0	0	0	84	14	0	2	3	1	2	106	14	2	1	2	0	0	0	19	125
Check								0								106								19	125
16:00	0	0	0	0	0	0	0	0	24	7	0	0	0	0	0	31	3	2	0	0	0	0	0	5	36
16:15	0	0	0	0	0	0	0	0	22	4	2	0	1	0	0	29	1	1	0	1	0	0	1	4	33
16:30	0	0	0	0	0	0	0	0	11	5	1	0	0	1	0	18	2	1	0	0	0	0	0	3	21
16:45	0	0	0	0	0	0	0	0	25	6	0	0	0	0	2	33	3	0	0	0	0	0	0	3	36
1 Hr	0	0	0	0	0	0	0	0	82	22	3	0	1	1	2	111	9	4	0	1	0	0	1	15	126
Check								0								111								15	126
17:00	0	0	0	0	0	0	0	0	21	5	0	0	0	1	0	27	2	1	0	0	0	0	0	3	30
17:15	0	0	0	0	0	0	0	0	27	6	1	0	1	0	2	37	0	0	0	1	0	0	0	1	38
17:30	0	0	0	0	0	0	0	0	33	3	0	0	0	1	0	37	0	1	0	1	0	0	0	2	39
17:45	0	0	0	0	0	0	0	0	23	0	0	0	0	1	0	24	0	0	0	0	0	0	0	0	24
1 Hr	0	0	0	0	0	0	0	0	104	14	1	0	1	3	2	125	2	2	0	2	0	0	0	6	131
Check								0								125								6	131
6 Hrs	0	0	0	0	0	0	0	0	509	122	8	4	8	9	12	672	101	34	11	9	0	1	2	158	830

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : A - Norris Road (n)

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
18:00	0	0	0	0	0	0	0	0	36	3	1	0	0	0	4	44	4	1	0	0	0	0	0	5	49
18:15	0	0	0	0	0	0	0	0	32	0	1	0	0	0	1	34	1	2	0	0	0	0	0	3	37
18:30	0	0	0	0	0	0	0	0	29	2	0	0	1	0	1	33	1	0	0	0	0	0	0	1	34
18:45	0	0	0	0	0	0	0	0	13	4	0	0	1	0	1	19	0	0	0	0	0	0	0	0	19
1 Hr	0	0	0	0	0	0	0	0	110	9	2	0	2	0	7	130	6	3	0	0	0	0	0	9	139
Check								0								130								9	139
19:00	0	0	0	0	0	0	0	0	21	3	0	0	0	3	0	27	0	0	0	0	0	0	0	0	27
19:15	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21	0	1	0	0	0	0	0	1	22
19:30	0	0	0	0	0	0	0	0	25	1	0	0	1	0	1	28	0	0	0	0	0	0	0	0	28
19:45	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	18	0	1	0	0	0	0	0	1	19
1 Hr	0	0	0	0	0	0	0	0	79	10	0	0	1	3	1	94	0	2	0	0	0	0	0	2	96
Check								0								94								2	96
20:00	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0	23
20:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	12
20:30	0	0	0	0	0	0	0	0	9	1	0	1	0	0	0	11	0	1	0	0	0	0	0	1	12
20:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	13
1 Hr	0	0	0	0	0	0	0	0	56	2	0	1	0	0	0	59	0	1	0	0	0	0	0	1	60
Check								0								59								1	60
21:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	11
21:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	1	1	0	0	0	0	0	2	8
21:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	3	0	1	0	0	0	0	4	16
21:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	0	1	0	0	0	0	0	1	6
1 Hr	0	0	0	0	0	0	0	0	32	2	0	0	0	0	0	34	4	2	1	0	0	0	0	7	41
Check								0								34								7	41
22:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	1	0	1	0	0	0	0	2	11
22:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	7	1	0	0	0	0	0	0	1	8
22:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10
22:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	6
1 Hr	0	0	0	0	0	0	0	0	26	2	0	0	0	0	1	29	5	0	1	0	0	0	0	6	35
Check								0								29								6	35
23:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
23:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	1	0	0	0	0	1	8
1 Hr	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	1	0	1	0	0	0	0	2	23
Check								0								21								2	23
6 Hrs	0	0	0	0	0	0	0	0	323	26	2	1	3	3	9	367	16	8	3	0	0	0	0	27	394
Total	0	0	0	0	0	0	0	0	1417	307	30	11	18	17	27	1827	474	99	37	23	0	7	7	647	2474
Check								0								1827								647	2474

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : B - Norris Road (s)

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
00:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Check								3								0								0	3
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Check								2								0								0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Check								0								0								0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Check								3								0								0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1 Hr	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Check								9								0								0	9
05:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45	3	2	0	0	0	2	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8
1 Hr	14	3	1	0	0	2	0	20	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	21
Check								20								0								1	21
6 Hrs	28	6	1	0	0	2	0	37	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	38

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : B - Norris Road (s)

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
06:00	2	4	0	0	0	1	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8
06:15	4	2	0	0	0	0	1	7	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9
06:30	16	2	0	0	0	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
06:45	12	4	0	0	0	0	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
1 Hr	34	12	0	0	0	1	3	50	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	53
Check								50								0								3	53
07:00	14	6	0	0	0	0	0	20	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	23
07:15	19	4	0	0	1	1	1	26	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	34
07:30	26	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
07:45	27	2	0	0	2	0	0	31	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	33
1 Hr	86	12	0	0	3	1	2	104	0	0	0	0	0	0	0	0	10	2	0	0	0	0	1	13	117
Check								104								0								13	117
08:00	28	4	0	0	0	0	1	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
08:15	22	6	0	0	1	2	1	32	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	34
08:30	39	1	1	0	0	0	0	41	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	42
08:45	22	3	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
1 Hr	111	14	1	0	1	2	2	131	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3	134
Check								131								0								3	134
09:00	21	4	1	0	0	0	0	26	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	28
09:15	16	2	0	0	1	0	0	19	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	20
09:30	19	4	2	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
09:45	18	5	0	0	0	0	0	23	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	26
1 Hr	74	15	3	0	1	0	0	93	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	99
Check								93								0								6	99
10:00	14	5	0	0	1	0	0	20	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	21
10:15	17	7	1	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	26
10:30	13	4	2	0	0	0	0	19	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	21
10:45	18	5	1	0	0	0	0	24	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	25
1 Hr	62	21	4	0	1	0	0	88	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	5	93
Check								88								0								5	93
11:00	26	3	2	0	0	0	0	31	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	33
11:15	21	4	1	0	1	1	0	28	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	30
11:30	16	7	1	0	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
11:45	14	6	1	0	0	0	0	21	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	23
1 Hr	77	20	5	0	1	1	1	105	0	0	0	0	0	0	0	0	3	2	0	1	0	0	0	6	111
Check								105								0								6	111
6 Hrs	444	94	13	0	7	5	8	571	0	0	0	0	0	0	0	0	24	8	0	2	0	0	2	36	607

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : B - Norris Road (s)

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
12:00	26	8	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
12:15	20	6	0	0	1	1	0	28	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	31
12:30	20	6	0	0	0	0	1	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
12:45	14	3	1	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
1 Hr	80	23	1	0	1	1	1	107	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	110
Check								107								0								3	110
13:00	18	3	0	0	1	0	3	25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	26
13:15	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	21
13:30	23	3	1	0	0	0	0	27	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	28
13:45	18	8	0	0	0	0	0	26	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	27
1 Hr	79	14	1	0	1	0	3	98	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	102
Check								98								0								4	102
14:00	18	7	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
14:15	15	3	1	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
14:30	21	7	3	0	1	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
14:45	32	5	1	2	0	0	0	40	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41
1 Hr	86	22	5	2	1	0	0	116	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	117
Check								116								0								1	117
15:00	11	3	0	0	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
15:15	17	2	0	0	1	0	0	20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	21
15:30	20	4	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
15:45	28	8	1	0	1	0	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39
1 Hr	76	17	1	0	3	0	0	97	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	99
Check								97								0								2	99
16:00	43	14	0	0	0	0	0	57	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	58
16:15	36	6	0	0	1	1	4	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
16:30	32	10	0	0	0	0	1	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
16:45	31	7	0	1	0	0	1	40	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	41
1 Hr	142	37	0	1	1	1	6	188	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	190
Check								188								0								2	190
17:00	29	6	1	1	0	1	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
17:15	20	5	0	0	1	0	0	26	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	27
17:30	40	3	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
17:45	48	3	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51
1 Hr	137	17	1	1	1	1	0	158	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	159
Check								158								0								1	159
6 Hrs	600	130	9	4	8	3	10	764	0	0	0	0	0	0	0	0	9	3	1	0	0	0	0	13	777

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : B - Norris Road (s)

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
18:00	31	1	0	0	0	0	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
18:15	31	5	0	0	1	1	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
18:30	26	2	0	0	1	1	0	30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	31
18:45	30	1	0	0	0	0	1	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
1 Hr	118	9	0	0	2	2	3	134	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	135
Check								134								0								1	135
19:00	14	2	0	0	1	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
19:15	8	1	0	0	0	0	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
19:30	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	19
19:45	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
1 Hr	53	6	0	0	1	0	3	63	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	64
Check								63								0								1	64
20:00	15	3	0	0	0	1	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
20:15	6	0	0	0	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
20:30	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
20:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1 Hr	39	3	0	0	0	2	1	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
Check								45								0								0	45
21:00	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
21:15	6	1	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
21:30	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
21:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	10
1 Hr	42	3	0	0	0	0	2	47	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	48
Check								47								0								1	48
22:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7
22:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
22:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	18
Check								17								0								1	18
23:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	9	0	1	0	0	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	11
Check								10								0								1	11
6 Hrs	277	22	1	0	3	4	9	316	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	321
Total	1349	252	24	4	18	14	27	1688	0	0	0	0	0	0	0	0	39	11	1	2	0	0	2	55	1743
Check								1688								0								55	1743

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : C - C Site Access (Northern)

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
00:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Check								2								0								0	2
01:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Check								3								0								0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Check								0								0								0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Check								0								0								0	0
04:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Check								2								0								0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Check								4								0								0	4
6 Hrs	10	0	0	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : C - C Site Access (Northern)

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
06:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
06:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	11
Check								9								2								0	11
07:00	2	0	0	1	0	0	0	3	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
07:15	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
07:30	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
07:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1 Hr	9	3	0	1	0	0	0	13	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	17
Check								13								4								0	17
08:00	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15	1	1	2	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:30	2	3	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45	7	4	0	1	0	0	0	12	1	2	0	1	0	0	0	4	0	0	0	0	0	0	0	0	16
1 Hr	12	8	2	5	0	0	0	27	1	2	0	1	0	0	0	4	0	0	0	0	0	0	0	0	31
Check								27								4								0	31
09:00	4	0	2	0	0	0	0	6	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	9
09:15	4	0	1	1	0	0	0	6	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	9
09:30	3	1	0	1	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
09:45	3	4	2	1	0	0	0	10	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	13
1 Hr	14	5	5	3	0	0	0	27	6	4	0	0	0	0	0	10	0	0	0	0	0	0	0	0	37
Check								27								10								0	37
10:00	4	3	2	0	0	0	0	9	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10
10:15	6	5	1	0	0	0	0	12	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13
10:30	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
10:45	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1 Hr	24	13	3	0	0	0	0	40	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	42
Check								40								2								0	42
11:00	6	3	0	1	0	0	0	10	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	12
11:15	3	3	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:30	4	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:45	3	1	2	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1 Hr	16	8	4	3	0	0	0	31	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	33
Check								31								2								0	33
6 Hrs	84	37	14	12	0	0	0	147	13	10	0	1	0	0	0	24	0	0	0	0	0	0	0	0	171

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

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Site : 3 - C Site Access (Northern) / Norris Road
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Incidents : None Reported

Entry : C - C Site Access (Northern)

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
12:00	9	4	1	1	0	0	0	15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	19
12:15	12	1	6	0	0	1	0	20	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	23
12:30	20	3	1	1	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
12:45	5	2	0	0	0	0	0	7	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	8
1 Hr	46	10	8	2	0	1	0	67	5	2	1	0	0	0	0	8	0	0	0	0	0	0	0	0	75
Check								67								8								0	75
13:00	15	3	1	1	0	0	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
13:15	5	1	2	0	0	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9
13:30	6	5	1	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
13:45	7	0	1	0	0	0	1	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10
1 Hr	33	9	5	1	0	0	2	50	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	52
Check								50								2								0	52
14:00	4	4	0	2	0	0	0	10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11
14:15	5	3	2	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
14:30	9	2	0	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
14:45	13	0	0	1	0	0	0	14	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	15
1 Hr	31	9	2	4	0	0	0	46	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	48
Check								46								2								0	48
15:00	11	2	2	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
15:15	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
15:30	22	2	1	2	0	0	0	27	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28
15:45	22	1	1	0	0	2	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
1 Hr	65	6	4	2	0	2	0	79	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	80
Check								79								1								0	80
16:00	53	3	0	0	0	1	0	57	5	0	1	0	0	0	1	7	0	0	0	0	0	0	0	0	64
16:15	17	1	0	0	0	0	1	19	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	21
16:30	32	4	0	0	0	0	2	38	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	40
16:45	21	3	0	2	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
1 Hr	123	11	0	2	0	1	3	140	8	0	1	0	0	0	2	11	0	0	0	0	0	0	0	0	151
Check								140								11								0	151
17:00	33	0	1	0	0	3	1	38	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	40
17:15	14	0	0	0	0	0	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
17:30	12	0	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
17:45	3	3	0	0	0	0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7
1 Hr	62	3	1	0	0	3	3	72	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	75
Check								72								3								0	75
6 Hrs	360	48	20	11	0	7	8	454	20	3	2	0	0	0	2	27	0	0	0	0	0	0	0	0	481

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Date : Thursday 23rd June 2011

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PM Weather : Mild / Cloudy
Incidents : None Reported

Entry : C - C Site Access (Northern)

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
18:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
18:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
18:30	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
18:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	24	1	0	0	0	0	0	25	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	26
Check								25								1								0	26
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1 Hr	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Check								4								0								0	4
20:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
Check								2								1								0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:30	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
21:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
1 Hr	2	1	2	0	0	0	0	5	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7
Check								5								2								0	7
22:00	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	3	0	1	0	0	0	0	4	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
Check								4								1								0	5
23:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
23:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	5	0	0	0	0	0	0	5	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
Check								5								1								0	6
6 Hrs	36	6	3	0	0	0	0	45	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0	51
Total	490	91	37	24	0	7	8	657	36	16	2	1	0	0	2	57	0	0	0	0	0	0	0	0	714
Check								657								57								0	714

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Date : Thursday 23rd June 2011

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Incidents : None Reported

ORIGIN SUMMARY

	Origin : A - Norris Road (n)								Origin : B - Norris Road (s)								Origin : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
00:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	4
00:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
00:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
1 Hr	5	0	1	0	0	0	0	6	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2	11
Check								6								3								2	11
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	4
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	8
Check								3								2								3	8
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Check								1								0								0	1
03:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
03:45	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
1 Hr	3	0	0	1	0	0	0	4	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7
Check								4								3								0	7
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
04:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1	5
1 Hr	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9	1	0	0	1	0	0	0	2	12
Check								1								9								2	12
05:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
05:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	7
05:30	5	2	0	0	0	0	0	7	6	1	1	0	0	0	0	8	3	0	0	0	0	0	0	3	18
05:45	4	1	0	0	0	0	1	6	4	2	0	0	0	2	0	8	1	0	0	0	0	0	0	1	15
1 Hr	13	3	0	0	0	0	1	17	15	3	1	0	0	2	0	21	4	0	0	0	0	0	0	4	42
Check								17								21								4	42
6 Hrs	26	3	1	1	0	0	1	32	29	6	1	0	0	2	0	38	10	0	0	1	0	0	0	11	81

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

ORIGIN SUMMARY

	Origin : A - Norris Road (n)								Origin : B - Norris Road (s)								Origin : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
06:00	8	2	0	0	0	0	0	10	3	4	0	0	0	1	0	8	4	0	0	0	0	0	0	4	22
06:15	14	1	0	0	0	3	0	18	6	2	0	0	0	0	1	9	4	0	0	0	0	0	0	4	31
06:30	29	8	1	0	0	0	0	38	16	2	0	0	0	0	1	19	1	0	0	0	0	0	0	1	58
06:45	55	15	0	1	0	0	0	71	12	4	0	0	0	0	1	17	2	0	0	0	0	0	0	2	90
1 Hr	106	26	1	1	0	3	0	137	37	12	0	0	0	1	3	53	11	0	0	0	0	0	0	11	201
Check								137								53								11	201
07:00	77	21	0	0	1	1	2	102	16	7	0	0	0	0	0	23	2	1	0	1	0	0	0	4	129
07:15	88	15	0	3	1	2	1	110	26	4	0	0	1	1	2	34	4	1	0	0	0	0	0	5	149
07:30	79	13	0	1	0	0	1	94	26	0	0	0	0	0	1	27	2	2	0	0	0	0	0	4	125
07:45	62	11	4	2	1	0	0	80	28	3	0	0	2	0	0	33	4	0	0	0	0	0	0	4	117
1 Hr	306	60	4	6	3	3	4	386	96	14	0	0	3	1	3	117	12	4	0	1	0	0	0	17	520
Check								386								117								17	520
08:00	59	7	1	1	1	2	1	72	28	4	0	0	0	0	1	33	2	0	0	1	0	0	0	3	108
08:15	50	11	1	2	0	0	1	65	22	7	0	0	1	2	2	34	1	1	2	1	0	0	0	5	104
08:30	56	8	2	2	0	1	1	70	40	1	1	0	0	0	0	42	2	3	0	2	0	0	0	7	119
08:45	45	14	1	0	0	0	0	60	22	3	0	0	0	0	0	25	8	6	0	2	0	0	0	16	101
1 Hr	210	40	5	5	1	3	3	267	112	15	1	0	1	2	3	134	13	10	2	6	0	0	0	31	432
Check								267								134								31	432
09:00	49	7	2	0	0	0	1	59	23	4	1	0	0	0	0	28	7	0	2	0	0	0	0	9	96
09:15	33	2	0	2	1	0	0	38	16	3	0	0	1	0	0	20	6	1	1	1	0	0	0	9	67
09:30	28	11	3	0	0	0	1	43	19	4	2	0	0	0	0	25	4	1	0	1	0	0	0	6	74
09:45	20	12	4	0	0	1	0	37	21	5	0	0	0	0	0	26	3	7	2	1	0	0	0	13	76
1 Hr	130	32	9	2	1	1	2	177	79	16	3	0	1	0	0	99	20	9	5	3	0	0	0	37	313
Check								177								99								37	313
10:00	15	6	1	0	1	0	0	23	15	5	0	0	1	0	0	21	4	4	2	0	0	0	0	10	54
10:15	12	6	2	0	0	0	0	20	17	7	1	1	0	0	0	26	6	6	1	0	0	0	0	13	59
10:30	18	6	3	2	0	0	0	29	14	5	2	0	0	0	0	21	10	2	0	0	0	0	0	12	62
10:45	16	6	7	0	0	1	0	30	18	6	1	0	0	0	0	25	4	3	0	0	0	0	0	7	62
1 Hr	61	24	13	2	1	1	0	102	64	23	4	1	1	0	0	93	24	15	3	0	0	0	0	42	237
Check								102								93								42	237
11:00	27	9	4	1	1	0	0	42	27	3	2	1	0	0	0	33	7	4	0	1	0	0	0	12	87
11:15	18	9	3	1	0	0	0	31	22	5	1	0	1	1	0	30	3	3	1	0	0	0	0	7	68
11:30	25	6	1	0	0	0	0	32	16	7	1	0	0	0	1	25	4	1	1	0	0	0	0	6	63
11:45	33	7	2	1	0	0	1	44	15	7	1	0	0	0	0	23	3	1	2	2	0	0	0	8	75
1 Hr	103	31	10	3	1	0	1	149	80	22	5	1	1	1	1	111	17	9	4	3	0	0	0	33	293
Check								149								111								33	293
6 Hrs	916	213	42	19	7	11	10	1218	468	102	13	2	7	5	10	607	97	47	14	13	0	0	0	171	1996

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ORIGIN SUMMARY

	Origin : A - Norris Road (n)								Origin : B - Norris Road (s)								Origin : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
12:00	21	4	2	1	1	0	0	29	26	8	0	0	0	0	0	34	12	5	1	1	0	0	0	19	82
12:15	25	14	0	1	0	0	1	41	22	7	0	0	1	1	0	31	14	2	6	0	0	1	0	23	95
12:30	25	14	0	0	0	0	1	40	20	6	0	0	0	0	1	27	20	3	1	1	0	0	0	25	92
12:45	32	6	2	0	0	1	1	42	14	3	1	0	0	0	0	18	5	2	1	0	0	0	0	8	68
1 Hr	103	38	4	2	1	1	3	152	82	24	1	0	1	1	1	110	51	12	9	2	0	1	0	75	337
Check								152								110								75	337
13:00	30	3	0	0	1	0	0	34	19	3	0	0	1	0	3	26	15	3	1	1	0	0	1	21	81
13:15	20	8	3	0	0	3	1	35	20	1	0	0	0	0	0	21	6	1	2	0	0	0	0	9	65
13:30	30	13	0	0	0	0	0	43	24	3	1	0	0	0	0	28	6	5	1	0	0	0	0	12	83
13:45	17	7	1	0	0	0	1	26	19	8	0	0	0	0	0	27	8	0	1	0	0	0	1	10	63
1 Hr	97	31	4	0	1	3	2	138	82	15	1	0	1	0	3	102	35	9	5	1	0	0	2	52	292
Check								138								102								52	292
14:00	28	7	2	2	0	1	0	40	18	7	0	0	0	0	0	25	5	4	0	2	0	0	0	11	76
14:15	32	7	0	2	1	0	1	43	15	3	1	0	0	0	0	19	5	3	2	0	0	0	0	10	72
14:30	25	11	3	0	0	0	1	40	21	7	3	0	1	0	0	32	9	2	0	1	0	0	0	12	84
14:45	30	4	1	0	0	0	0	35	33	5	1	2	0	0	0	41	14	0	0	1	0	0	0	15	91
1 Hr	115	29	6	4	1	1	2	158	87	22	5	2	1	0	0	117	33	9	2	4	0	0	0	48	323
Check								158								117								48	323
15:00	27	5	0	1	1	0	0	34	11	3	0	0	1	0	0	15	11	2	2	0	0	0	0	15	64
15:15	27	3	0	2	1	0	0	33	17	3	0	0	1	0	0	21	10	1	0	0	0	0	0	11	65
15:30	19	3	1	0	1	1	1	26	20	4	0	0	0	0	0	24	22	3	1	2	0	0	0	28	78
15:45	25	5	0	1	0	0	1	32	29	8	1	0	1	0	0	39	22	1	1	0	0	2	0	26	97
1 Hr	98	16	1	4	3	1	2	125	77	18	1	0	3	0	0	99	65	7	4	2	0	2	0	80	304
Check								125								99								80	304
16:00	27	9	0	0	0	0	0	36	44	14	0	0	0	0	0	58	58	3	1	0	0	1	1	64	158
16:15	23	5	2	1	1	0	1	33	36	6	0	0	1	1	4	48	19	1	0	0	0	0	1	21	102
16:30	13	6	1	0	0	1	0	21	32	10	0	0	0	0	1	43	33	4	0	0	0	0	3	40	104
16:45	28	6	0	0	0	0	2	36	31	7	1	1	0	0	1	41	21	3	0	2	0	0	0	26	103
1 Hr	91	26	3	1	1	1	3	126	143	37	1	1	1	1	6	190	131	11	1	2	0	1	5	151	467
Check								126								190								151	467
17:00	23	6	0	0	0	1	0	30	29	6	1	1	0	1	0	38	35	0	1	0	0	3	1	40	108
17:15	27	6	1	1	1	0	2	38	21	5	0	0	1	0	0	27	14	0	0	0	0	0	1	15	80
17:30	33	4	0	1	0	1	0	39	40	3	0	0	0	0	0	43	12	0	0	0	0	0	1	13	95
17:45	23	0	0	0	0	1	0	24	48	3	0	0	0	0	0	51	4	3	0	0	0	0	0	7	82
1 Hr	106	16	1	2	1	3	2	131	138	17	1	1	1	1	0	159	65	3	1	0	0	3	3	75	365
Check								131								159								75	365
6 Hrs	610	156	19	13	8	10	14	830	609	133	10	4	8	3	10	777	380	51	22	11	0	7	10	481	2088

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ORIGIN SUMMARY

	Origin : A - Norris Road (n)								Origin : B - Norris Road (s)								Origin : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
18:00	40	4	1	0	0	0	4	49	31	1	0	0	0	0	2	34	11	0	0	0	0	0	0	11	94
18:15	33	2	1	0	0	0	1	37	31	5	0	0	1	1	0	38	9	0	0	0	0	0	0	9	84
18:30	30	2	0	0	1	0	1	34	27	2	0	0	1	1	0	31	3	1	0	0	0	0	0	4	69
18:45	13	4	0	0	1	0	1	19	30	1	0	0	0	0	1	32	1	1	0	0	0	0	0	2	53
1 Hr	116	12	2	0	2	0	7	139	119	9	0	0	2	2	3	135	24	2	0	0	0	0	0	26	300
Check								139								135								26	300
19:00	21	3	0	0	0	3	0	27	14	2	0	0	1	0	0	17	0	0	0	0	0	0	0	0	44
19:15	18	4	0	0	0	0	0	22	8	1	0	0	0	0	3	12	0	0	0	0	0	0	0	0	34
19:30	25	1	0	0	1	0	1	28	17	2	0	0	0	0	0	19	0	1	0	0	0	0	0	1	48
19:45	15	4	0	0	0	0	0	19	15	1	0	0	0	0	0	16	1	2	0	0	0	0	0	3	38
1 Hr	79	12	0	0	1	3	1	96	54	6	0	0	1	0	3	64	1	3	0	0	0	0	0	4	164
Check								96								64								4	164
20:00	22	1	0	0	0	0	0	23	15	3	0	0	0	1	1	20	1	0	0	0	0	0	0	1	44
20:15	12	0	0	0	0	0	0	12	6	0	0	0	0	1	0	7	0	1	0	0	0	0	0	1	20
20:30	9	2	0	1	0	0	0	12	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	20
20:45	13	0	0	0	0	0	0	13	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1	24
1 Hr	56	3	0	1	0	0	0	60	39	3	0	0	0	2	1	45	2	1	0	0	0	0	0	3	108
Check								60								45								3	108
21:00	11	0	0	0	0	0	0	11	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0	33
21:15	6	2	0	0	0	0	0	8	6	1	0	0	0	0	2	9	1	0	1	0	0	0	0	2	19
21:30	15	0	1	0	0	0	0	16	6	1	0	0	0	0	0	7	2	1	0	0	0	0	0	3	26
21:45	4	2	0	0	0	0	0	6	10	0	0	0	0	0	0	10	1	0	1	0	0	0	0	2	18
1 Hr	36	4	1	0	0	0	0	41	43	3	0	0	0	0	2	48	4	1	2	0	0	0	0	7	96
Check								41								48								7	96
22:00	9	1	1	0	0	0	0	11	6	1	0	0	0	0	0	7	2	0	1	0	0	0	0	3	21
22:15	7	0	0	0	0	0	1	8	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	12
22:30	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0	5	1	1	0	0	0	0	0	2	17
22:45	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8
1 Hr	31	2	1	0	0	0	1	35	17	1	0	0	0	0	0	18	3	1	1	0	0	0	0	5	58
Check								35								18								5	58
23:00	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	12
23:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
23:30	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5	1	1	0	0	0	0	0	2	14
23:45	7	0	1	0	0	0	0	8	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	2	12
1 Hr	21	1	1	0	0	0	0	23	10	0	1	0	0	0	0	11	5	1	0	0	0	0	0	6	40
Check								23								11								6	40
6 Hrs	339	34	5	1	3	3	9	394	282	22	1	0	3	4	9	321	39	9	3	0	0	0	0	51	766
Total	1891	406	67	34	18	24	34	2474	1388	263	25	6	18	14	29	1743	526	107	39	25	0	7	10	714	4931
Check								2474								1743								714	4931

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DESTINATION SUMMARY

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
00:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
00:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	3
00:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
00:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
1 Hr	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	5	0	0	1	0	0	0	0	1	11
Check								5								5								1	11
01:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	8
Check								5								3								0	8
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Check								0								0								1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
03:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3
1 Hr	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2	1	0	0	1	0	0	0	2	7
Check								3								2								2	7
04:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
04:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1 Hr	9	1	0	1	0	0	0	11	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12
Check								11								1								0	12
05:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
05:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	7
05:30	9	1	1	0	0	0	0	11	3	1	0	0	0	0	0	4	2	1	0	0	0	0	0	3	18
05:45	4	2	0	0	0	2	0	8	3	1	0	0	0	0	1	5	2	0	0	0	0	0	0	2	15
1 Hr	18	3	1	0	0	2	0	24	7	2	0	0	0	0	1	10	7	1	0	0	0	0	0	8	42
Check								24								10								8	42
6 Hrs	38	6	1	1	0	2	0	48	18	2	0	0	0	0	1	21	9	1	1	1	0	0	0	12	81

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
Date : Thursday 23rd June 2011

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy
Incidents : None Reported

DESTINATION SUMMARY

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
06:00	4	4	0	0	0	1	0	9	6	2	0	0	0	0	0	8	5	0	0	0	0	0	0	5	22
06:15	8	2	0	0	0	0	1	11	8	1	0	0	0	1	0	10	8	0	0	0	0	2	0	10	31
06:30	17	2	0	0	0	0	1	20	15	8	1	0	0	0	0	24	14	0	0	0	0	0	0	14	58
06:45	14	4	0	0	0	0	1	19	29	14	0	0	0	0	0	43	26	1	0	1	0	0	0	28	90
1 Hr	43	12	0	0	0	1	3	59	58	25	1	0	0	1	0	85	53	1	0	1	0	2	0	57	201
Check								59								85								57	201
07:00	16	6	0	1	0	0	0	23	42	21	0	0	1	0	2	66	37	2	0	0	0	1	0	40	129
07:15	22	5	0	0	1	1	1	30	61	14	0	1	1	0	1	78	35	1	0	2	0	2	1	41	149
07:30	26	2	0	0	0	0	1	29	54	11	0	1	0	0	0	66	27	2	0	0	0	0	1	30	125
07:45	31	2	0	0	2	0	0	35	35	9	2	1	1	0	0	48	28	3	2	1	0	0	0	34	117
1 Hr	95	15	0	1	3	1	2	117	192	55	2	3	3	0	3	258	127	8	2	3	0	3	2	145	520
Check								117								258								145	520
08:00	30	4	0	1	0	0	1	36	34	5	1	0	1	1	0	42	25	2	0	1	0	1	1	30	108
08:15	23	7	2	1	1	2	1	37	24	8	1	0	0	0	0	33	26	4	0	2	0	0	2	34	104
08:30	41	4	1	2	0	0	0	48	32	4	1	0	0	1	0	38	25	4	1	2	0	0	1	33	119
08:45	29	7	0	1	0	0	0	37	19	11	1	1	0	0	0	32	27	5	0	0	0	0	0	32	101
1 Hr	123	22	3	5	1	2	2	158	109	28	4	1	1	2	0	145	103	15	1	5	0	1	4	129	432
Check								158								145								129	432
09:00	25	4	3	0	0	0	0	32	28	6	1	0	0	0	0	35	26	1	1	0	0	0	1	29	96
09:15	20	2	1	1	1	0	0	25	25	2	0	2	1	0	0	30	10	2	0	0	0	0	0	12	67
09:30	22	5	2	1	0	0	0	30	18	8	1	0	0	0	1	28	11	3	2	0	0	0	0	16	74
09:45	21	9	2	1	0	0	0	33	16	8	1	0	0	1	0	26	7	7	3	0	0	0	0	17	76
1 Hr	88	20	8	3	1	0	0	120	87	24	3	2	1	1	1	119	54	13	6	0	0	0	1	74	313
Check								120								119								74	313
10:00	18	8	2	0	1	0	0	29	13	3	0	0	1	0	0	17	3	4	1	0	0	0	0	8	54
10:15	23	12	2	0	0	0	0	37	9	4	1	0	0	0	0	14	3	3	1	1	0	0	0	8	59
10:30	23	6	2	0	0	0	0	31	11	5	3	1	0	0	0	20	8	2	0	1	0	0	0	11	62
10:45	22	8	1	0	0	0	0	31	14	4	1	0	0	1	0	20	2	3	6	0	0	0	0	11	62
1 Hr	86	34	7	0	1	0	0	128	47	16	5	1	1	1	0	71	16	12	8	2	0	0	0	38	237
Check								128								71								38	237
11:00	32	6	2	1	0	0	0	41	25	7	3	0	1	0	0	36	4	3	1	2	0	0	0	10	87
11:15	24	7	2	0	1	1	0	35	16	5	0	0	0	0	0	21	3	5	3	1	0	0	0	12	68
11:30	20	8	2	0	0	0	1	31	21	4	1	0	0	0	0	26	4	2	0	0	0	0	0	6	63
11:45	17	7	3	2	0	0	0	29	25	3	1	0	0	0	1	30	9	5	1	1	0	0	0	16	75
1 Hr	93	28	9	3	1	1	1	136	87	19	5	0	1	0	1	113	20	15	5	4	0	0	0	44	293
Check								136								113								44	293
6 Hrs	528	131	27	12	7	5	8	718	580	167	20	7	7	5	5	791	373	64	22	15	0	6	7	487	1996

SKY HIGH TRAFFIC SURVEYS
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DESTINATION SUMMARY

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
12:00	35	12	1	1	0	0	0	49	22	4	1	0	1	0	0	28	2	1	1	1	0	0	0	5	82
12:15	32	7	6	0	1	2	0	48	24	12	0	0	0	0	1	37	5	4	0	1	0	0	0	10	95
12:30	40	9	1	1	0	0	1	52	16	12	0	0	0	0	1	29	9	2	0	0	0	0	0	11	92
12:45	19	5	1	0	0	0	0	25	25	5	1	0	0	0	1	32	7	1	2	0	0	1	0	11	68
1 Hr	126	33	9	2	1	2	1	174	87	33	2	0	1	0	3	126	23	8	3	2	0	1	0	37	337
Check								174								126								37	337
13:00	33	6	1	1	1	0	4	46	22	2	0	0	1	0	0	25	9	1	0	0	0	0	0	10	81
13:15	25	1	2	0	0	0	0	28	17	7	1	0	0	3	1	29	4	2	2	0	0	0	0	8	65
13:30	29	8	2	0	0	0	0	39	23	10	0	0	0	0	0	33	8	3	0	0	0	0	0	11	83
13:45	25	8	1	0	0	0	1	35	13	5	1	0	0	0	0	19	6	2	0	0	0	0	1	9	63
1 Hr	112	23	6	1	1	0	5	148	75	24	2	0	1	3	1	106	27	8	2	0	0	0	1	38	292
Check								148								106								38	292
14:00	22	11	0	2	0	0	0	35	16	3	0	1	0	1	0	21	13	4	2	1	0	0	0	20	76
14:15	20	6	3	0	0	0	0	29	23	2	0	1	1	0	1	28	9	5	0	1	0	0	0	15	72
14:30	30	9	3	1	1	0	0	44	21	10	1	0	0	0	1	33	4	1	2	0	0	0	0	7	84
14:45	45	5	1	3	0	0	0	54	26	2	0	0	0	0	0	28	6	2	1	0	0	0	0	9	91
1 Hr	117	31	7	6	1	0	0	162	86	17	1	2	1	1	2	110	32	12	5	2	0	0	0	51	323
Check								162								110								51	323
15:00	22	5	2	0	1	0	0	30	24	4	0	0	1	0	0	29	3	1	0	1	0	0	0	5	64
15:15	27	3	0	0	1	0	0	31	25	3	0	1	1	0	0	30	2	1	0	1	0	0	0	4	65
15:30	42	6	1	2	0	0	0	51	17	3	0	0	1	1	1	23	2	1	1	0	0	0	0	4	78
15:45	50	9	2	0	1	2	0	64	18	5	0	1	0	0	1	25	8	0	0	0	0	0	0	8	97
1 Hr	141	23	5	2	3	2	0	176	84	15	0	2	3	1	2	107	15	3	1	2	0	0	0	21	304
Check								176								107								21	304
16:00	96	17	0	0	0	1	0	114	29	7	1	0	0	0	1	38	4	2	0	0	0	0	0	6	158
16:15	53	7	0	0	1	1	5	67	24	4	2	0	1	0	0	31	1	1	0	1	0	0	1	4	102
16:30	64	14	0	0	0	0	3	81	12	5	1	0	0	1	1	20	2	1	0	0	0	0	0	3	104
16:45	52	10	0	3	0	0	1	66	25	6	0	0	0	0	2	33	3	0	1	0	0	0	0	4	103
1 Hr	265	48	0	3	1	2	9	328	90	22	4	0	1	1	4	122	10	4	1	1	0	0	1	17	467
Check								328								122								17	467
17:00	62	6	2	1	0	4	1	76	23	5	0	0	0	1	0	29	2	1	0	0	0	0	0	3	108
17:15	34	5	0	0	1	0	1	41	27	6	1	0	1	0	2	37	1	0	0	1	0	0	0	2	80
17:30	52	3	0	0	0	0	1	56	33	3	0	0	0	1	0	37	0	1	0	1	0	0	0	2	95
17:45	51	6	0	0	0	0	0	57	24	0	0	0	0	1	0	25	0	0	0	0	0	0	0	0	82
1 Hr	199	20	2	1	1	4	3	230	107	14	1	0	1	3	2	128	3	2	0	2	0	0	0	7	365
Check								230								128								7	365
6 Hrs	960	178	29	15	8	10	18	1218	529	125	10	4	8	9	14	699	110	37	12	9	0	1	2	171	2088

SKY HIGH TRAFFIC SURVEYS
A DIVISION OF SKY HIGH PLC

Client : Entec UK
Project : Bicester Traffic Survey
Site : 3 - C Site Access (Northern) / Norris Road
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Incidents : None Reported

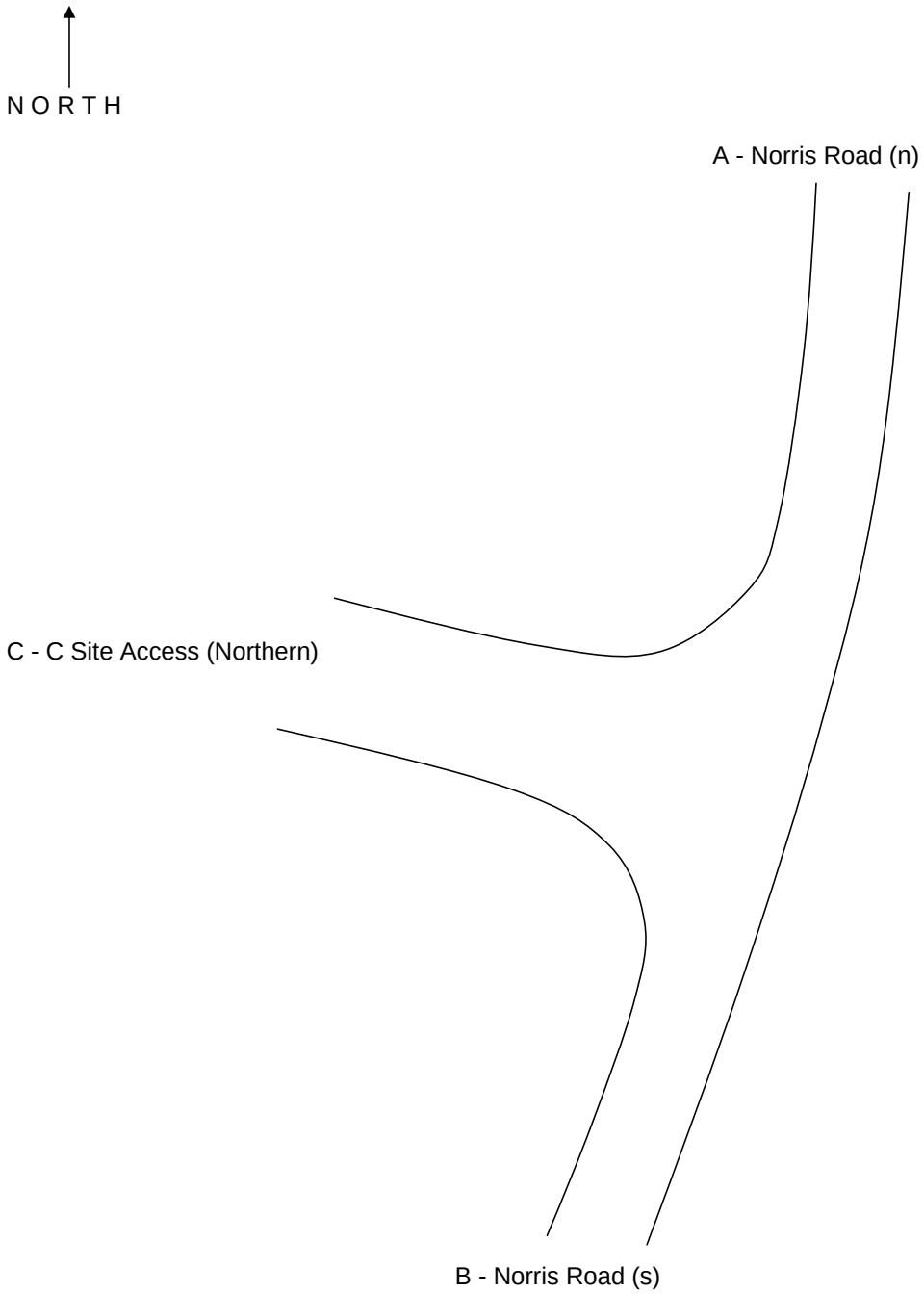
DESTINATION SUMMARY

	Destination : A - Norris Road (n)								Destination : B - Norris Road (s)								Destination : C - C Site Access (Northern)								Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	
18:00	42	1	0	0	0	0	2	45	36	3	1	0	0	0	4	44	4	1	0	0	0	0	0	5	94
18:15	40	5	0	0	1	1	0	47	32	0	1	0	0	0	1	34	1	2	0	0	0	0	0	3	84
18:30	29	2	0	0	1	1	0	33	29	3	0	0	1	0	1	34	2	0	0	0	0	0	0	2	69
18:45	31	2	0	0	0	0	1	34	13	4	0	0	1	0	1	19	0	0	0	0	0	0	0	0	53
1 Hr	142	10	0	0	2	2	3	159	110	10	2	0	2	0	7	131	7	3	0	0	0	0	0	10	300
Check								159								131								10	300
19:00	14	2	0	0	1	0	0	17	21	3	0	0	0	3	0	27	0	0	0	0	0	0	0	0	44
19:15	8	1	0	0	0	0	3	12	18	3	0	0	0	0	0	21	0	1	0	0	0	0	0	1	34
19:30	16	3	0	0	0	0	0	19	25	1	0	0	1	0	1	28	1	0	0	0	0	0	0	1	48
19:45	16	3	0	0	0	0	0	19	15	3	0	0	0	0	0	18	0	1	0	0	0	0	0	1	38
1 Hr	54	9	0	0	1	0	3	67	79	10	0	0	1	3	1	94	1	2	0	0	0	0	0	3	164
Check								67								94								3	164
20:00	16	3	0	0	0	1	1	21	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0	44
20:15	6	1	0	0	0	1	0	8	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	20
20:30	8	0	0	0	0	0	0	8	9	1	0	1	0	0	0	11	0	1	0	0	0	0	0	1	20
20:45	10	0	0	0	0	0	0	10	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	24
1 Hr	40	4	0	0	0	2	1	47	57	2	0	1	0	0	0	60	0	1	0	0	0	0	0	1	108
Check								47								60								1	108
21:00	21	1	0	0	0	0	0	22	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	33
21:15	7	1	1	0	0	0	2	11	5	1	0	0	0	0	0	6	1	1	0	0	0	0	0	2	19
21:30	7	2	0	0	0	0	0	9	13	0	0	0	0	0	0	13	3	0	1	0	0	0	0	4	26
21:45	9	0	1	0	0	0	0	10	5	1	0	0	0	0	0	6	1	1	0	0	0	0	0	2	18
1 Hr	44	4	2	0	0	0	2	52	34	2	0	0	0	0	0	36	5	2	1	0	0	0	0	8	96
Check								52								36								8	96
22:00	7	1	1	0	0	0	0	9	8	1	0	0	0	0	0	9	2	0	1	0	0	0	0	3	21
22:15	4	0	0	0	0	0	0	4	6	0	0	0	0	0	1	7	1	0	0	0	0	0	0	1	12
22:30	6	0	0	0	0	0	0	6	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	17
22:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	8
1 Hr	19	1	1	0	0	0	0	21	26	3	0	0	0	0	1	30	6	0	1	0	0	0	0	7	58
Check								21								30								7	58
23:00	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1	12
23:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
23:30	6	0	0	0	0	0	0	6	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	14
23:45	3	0	1	0	0	0	0	4	7	0	0	0	0	0	0	7	0	0	1	0	0	0	0	1	12
1 Hr	14	0	1	0	0	0	0	15	20	2	0	0	0	0	0	22	2	0	1	0	0	0	0	3	40
Check								15								22								3	40
6 Hrs	313	28	4	0	3	4	9	361	326	29	2	1	3	3	9	373	21	8	3	0	0	0	0	32	766
Total	1839	343	61	28	18	21	35	2345	1453	323	32	12	18	17	29	1884	513	110	38	25	0	7	9	702	4931
Check								2345								1884								702	4931

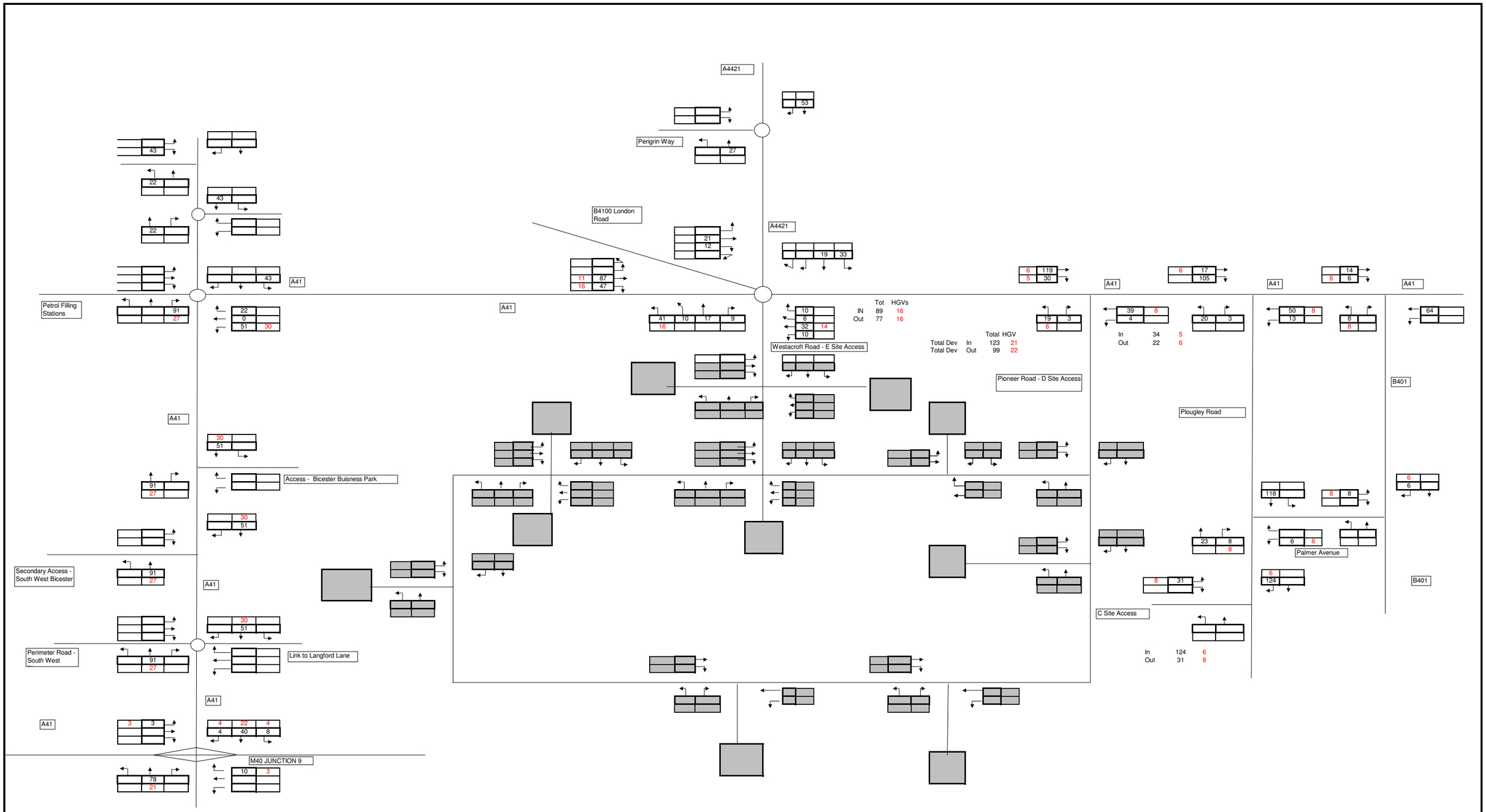
SKY HIGH TRAFFIC SURVEYS

A DIVISION OF SKY HIGH PLC

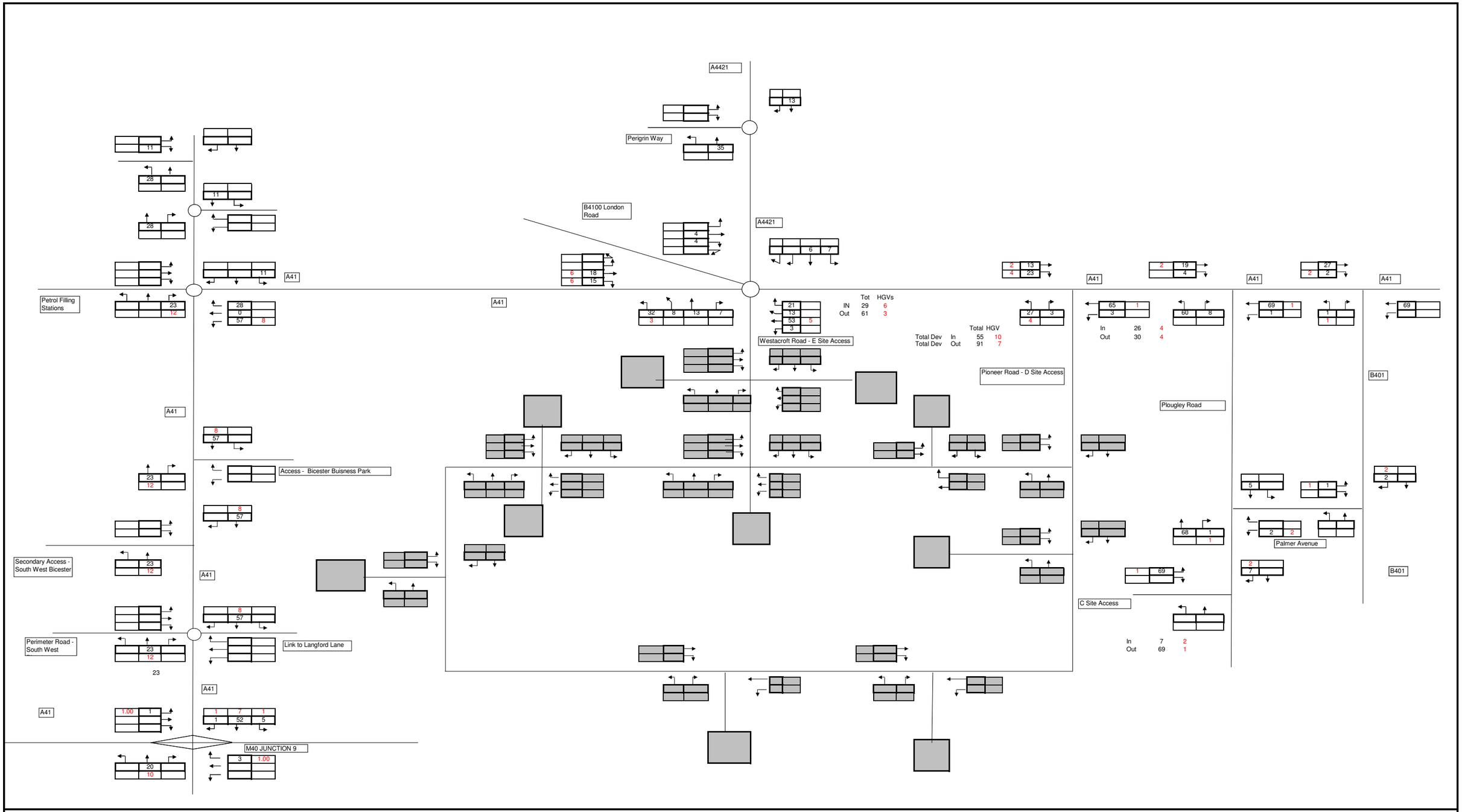
Client :	Entec UK
Project :	Bicester Traffic Survey
Site plan for :	3 - C Site Access (Northern) / Norris Road
Date :	Thursday 23rd June 2011



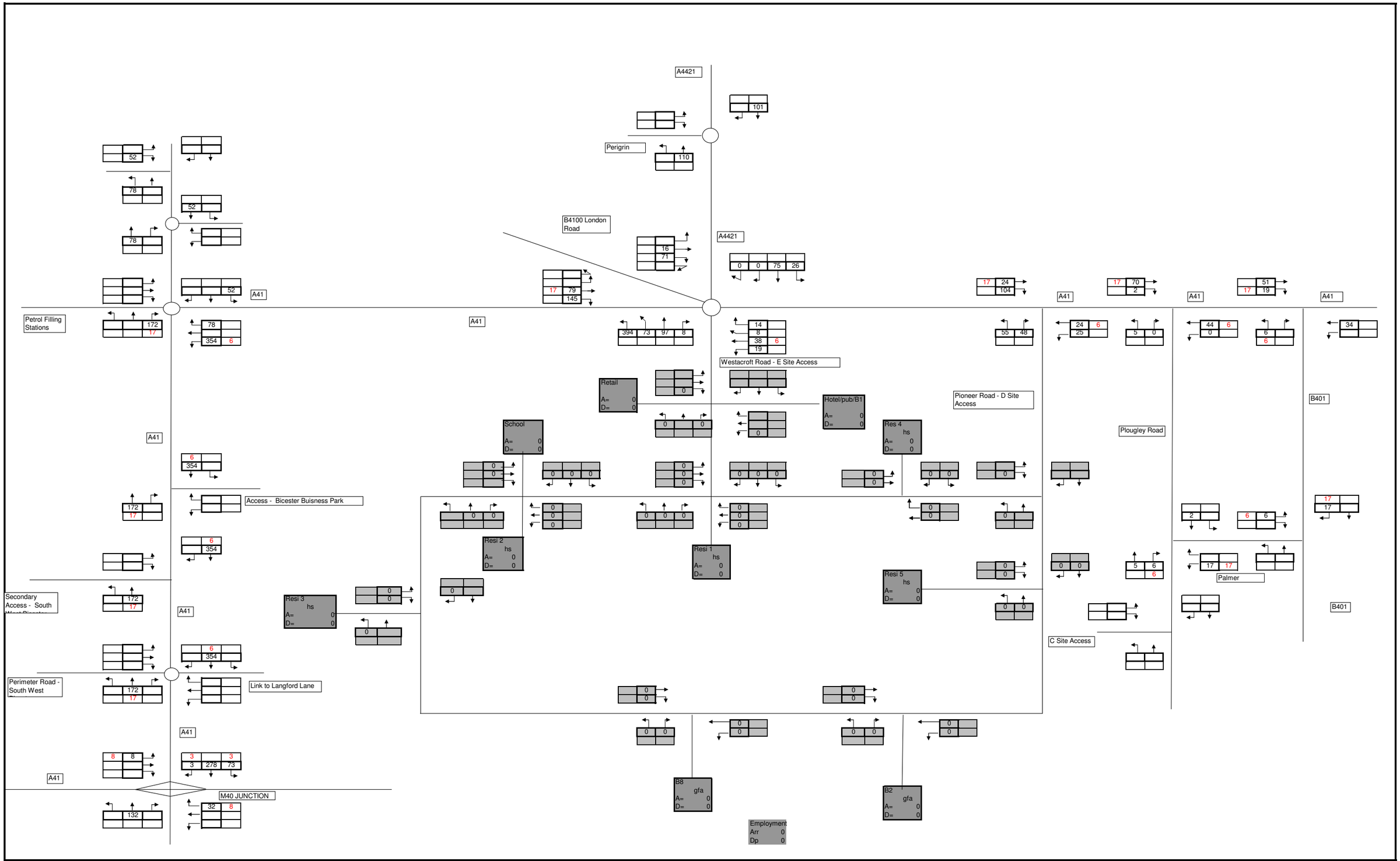
Appendix H
Road Network Traffic Flows



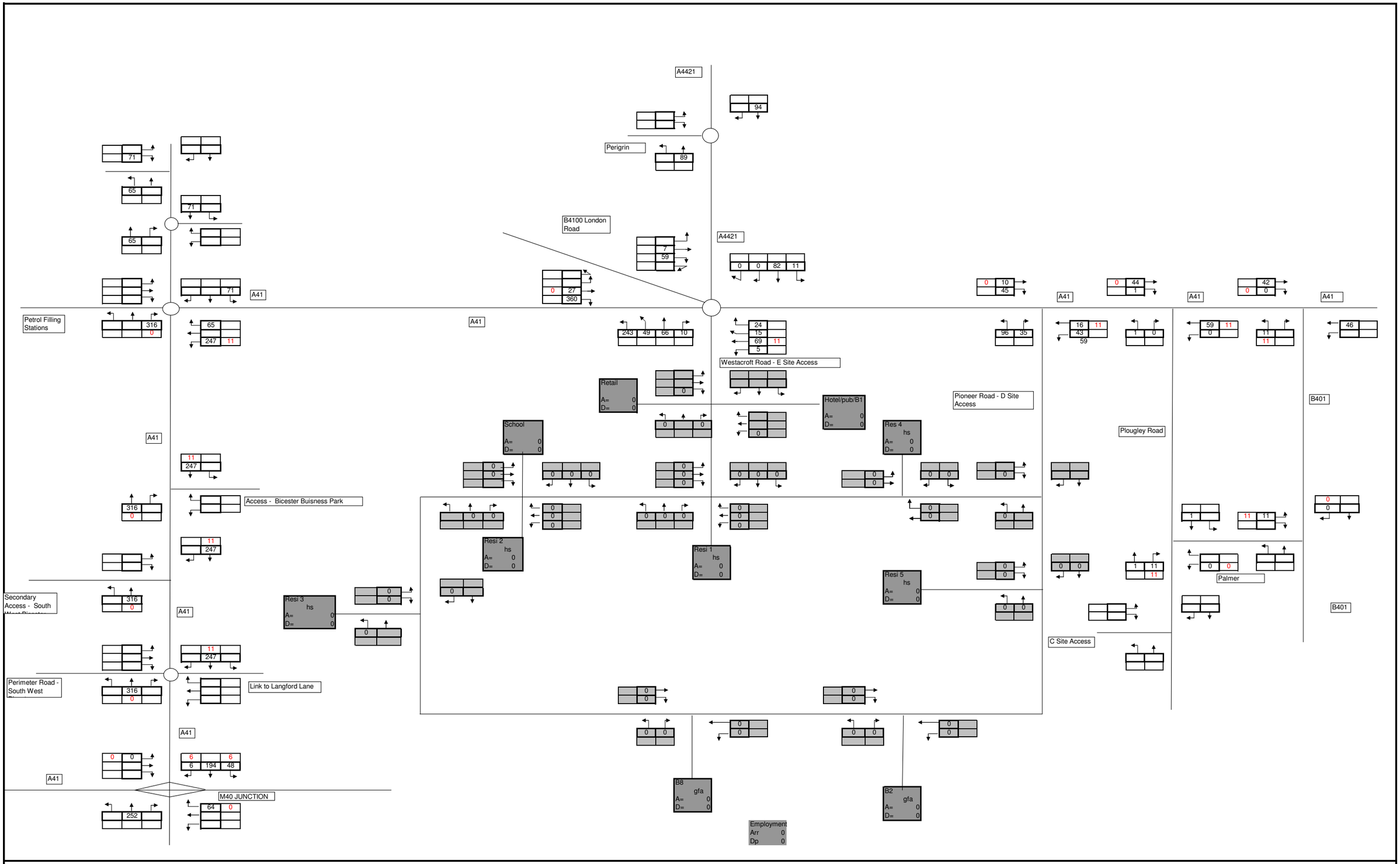
Existing Site Traffic (D/E/C Site) - AM



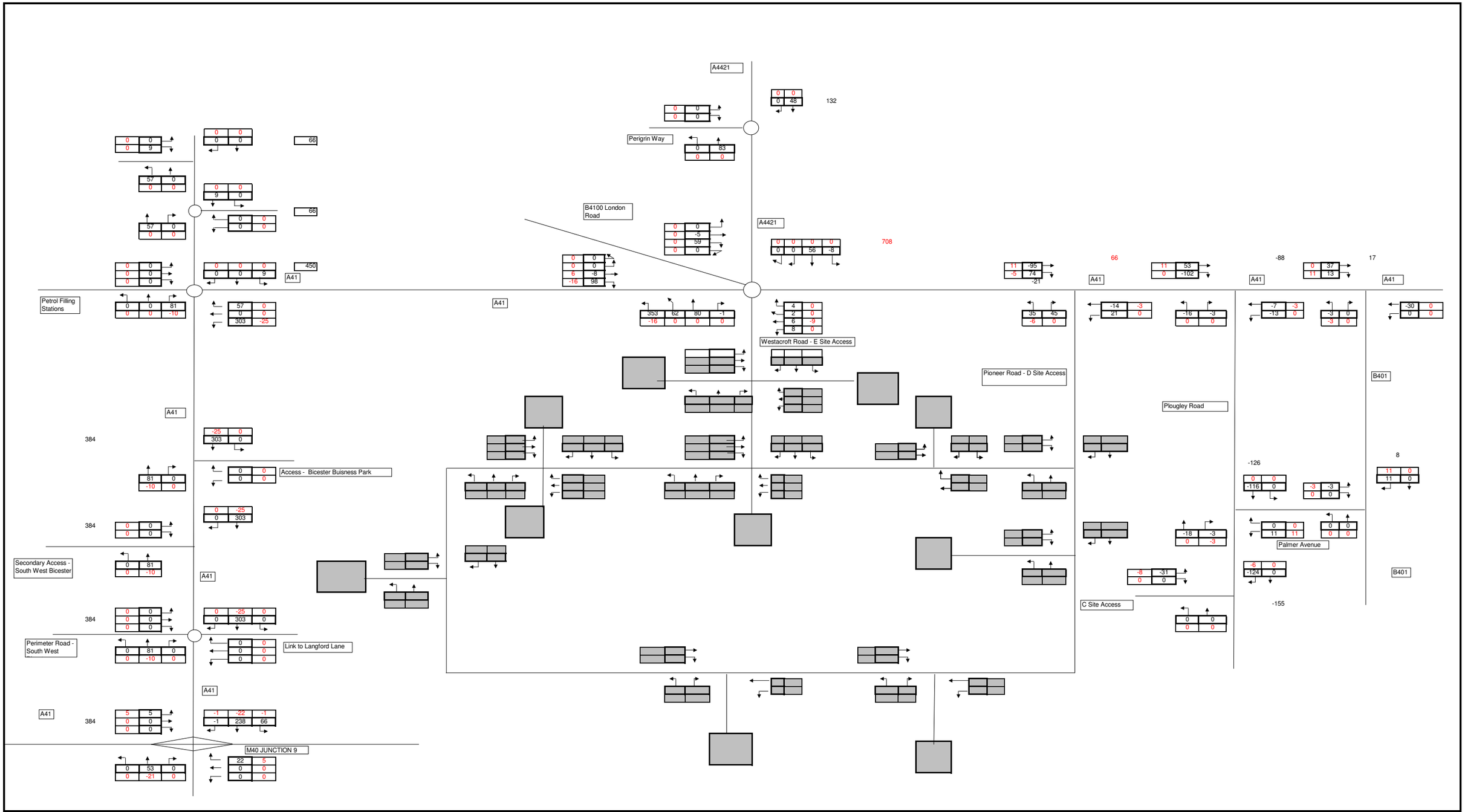
Existing Site Traffic (D/E/C Site) - PM



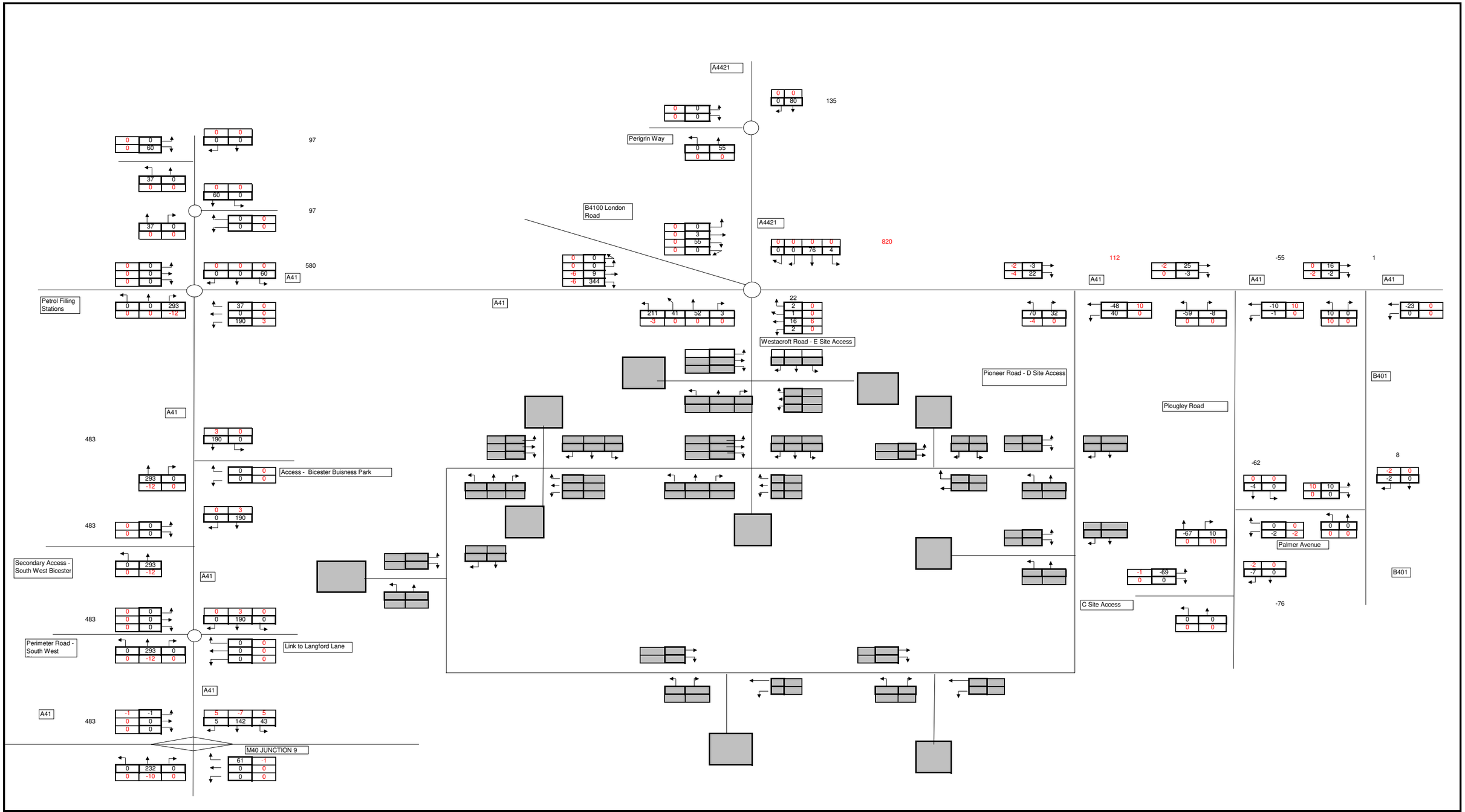
Total Proposed Development Trip Generation - AM



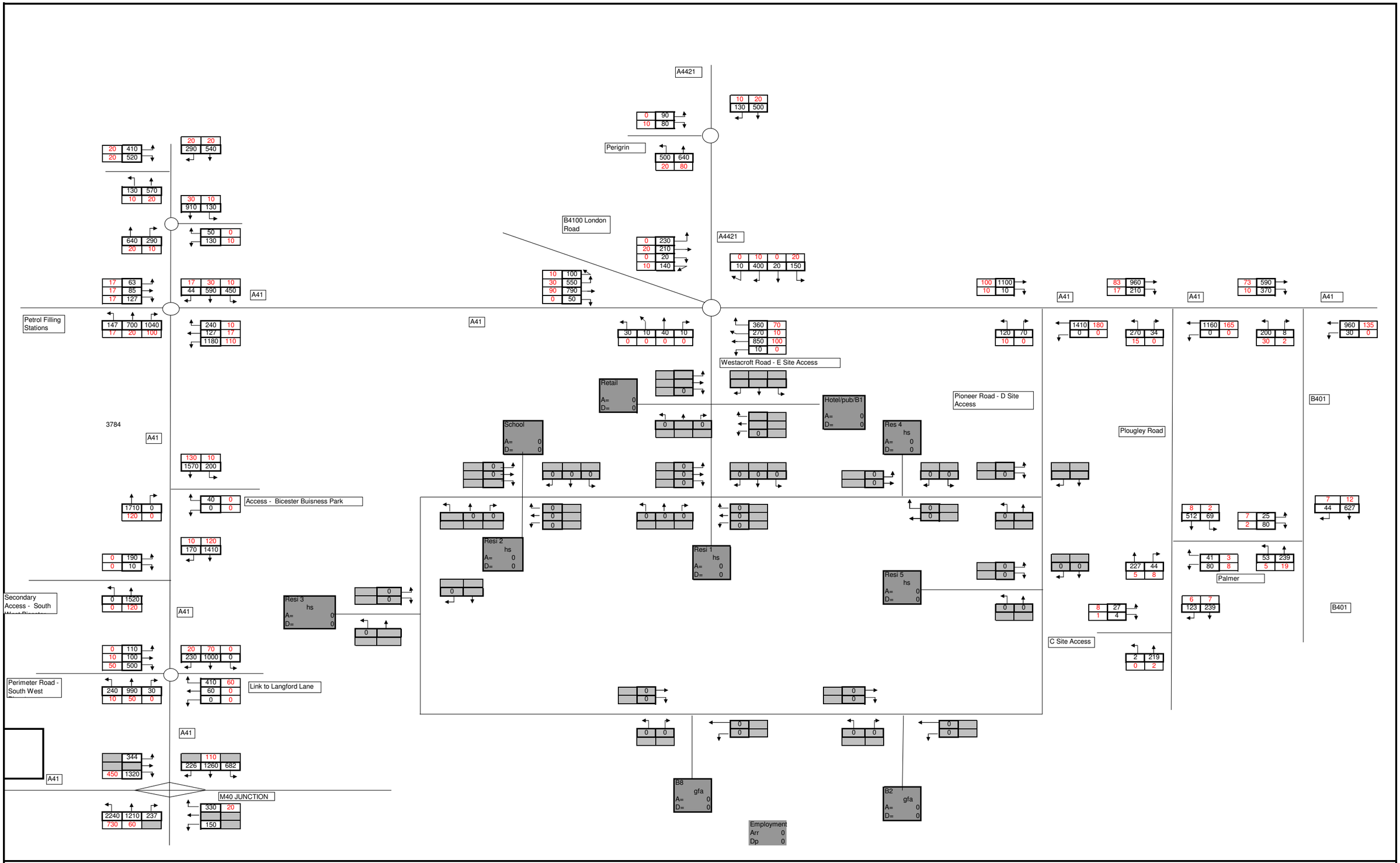
Total Proposed Development Trip Generation - PM



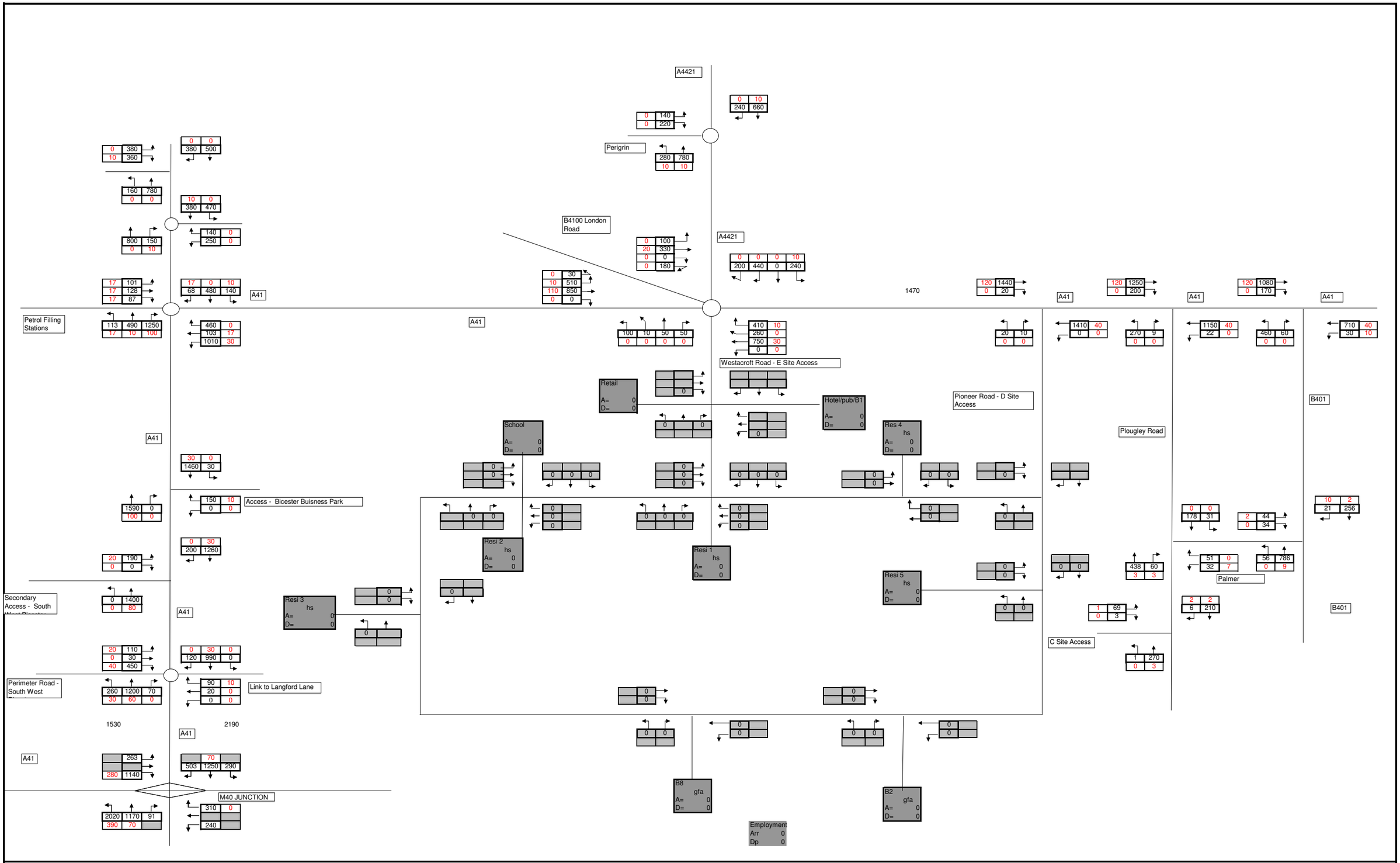
Proposed Developemnt Traffic Implications - AM Peak



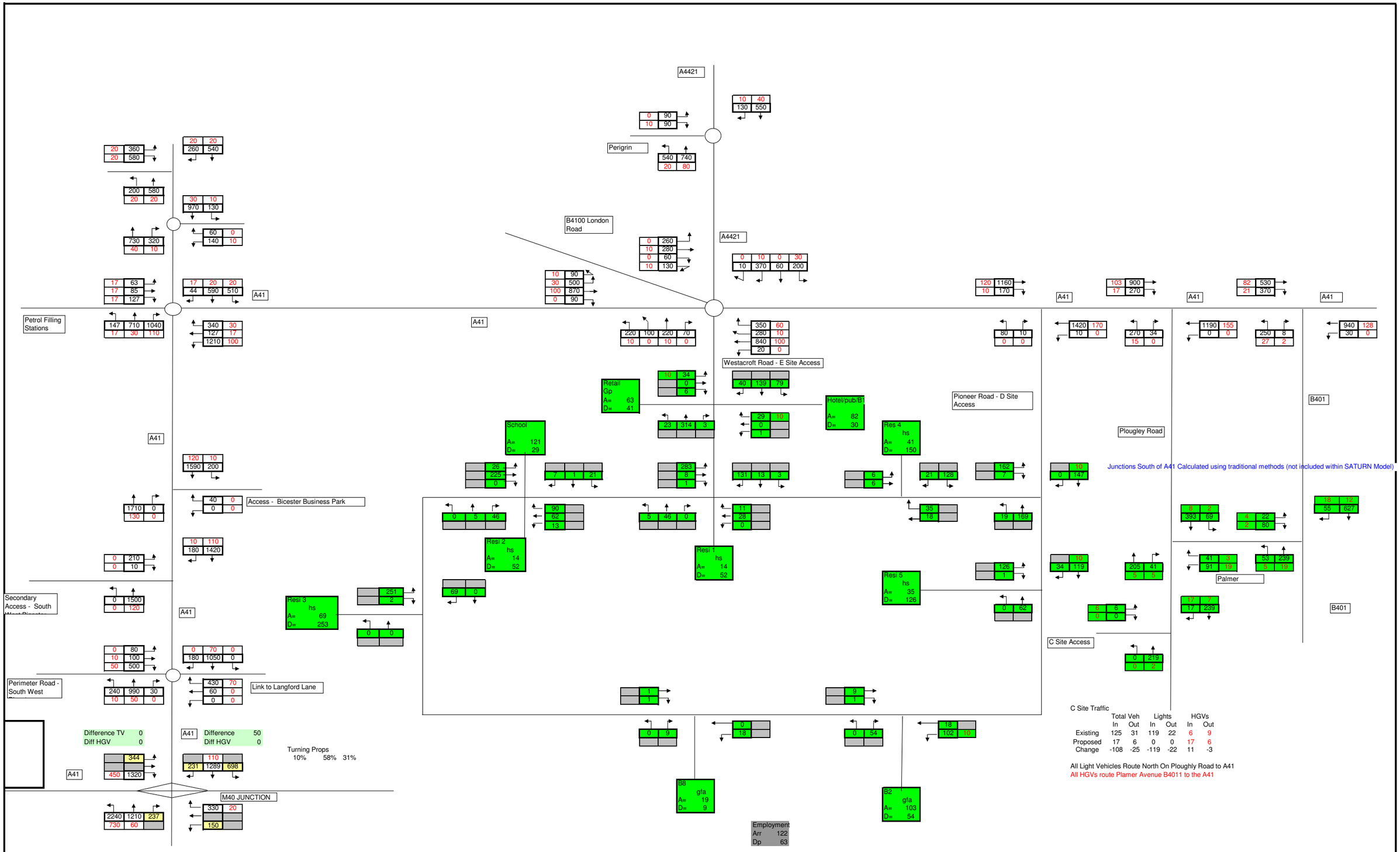
Proposed Developemnt Traffic Implications - PM Peak



2031 Base - From SATURN - AM



2031 Base - From SATURN - PM

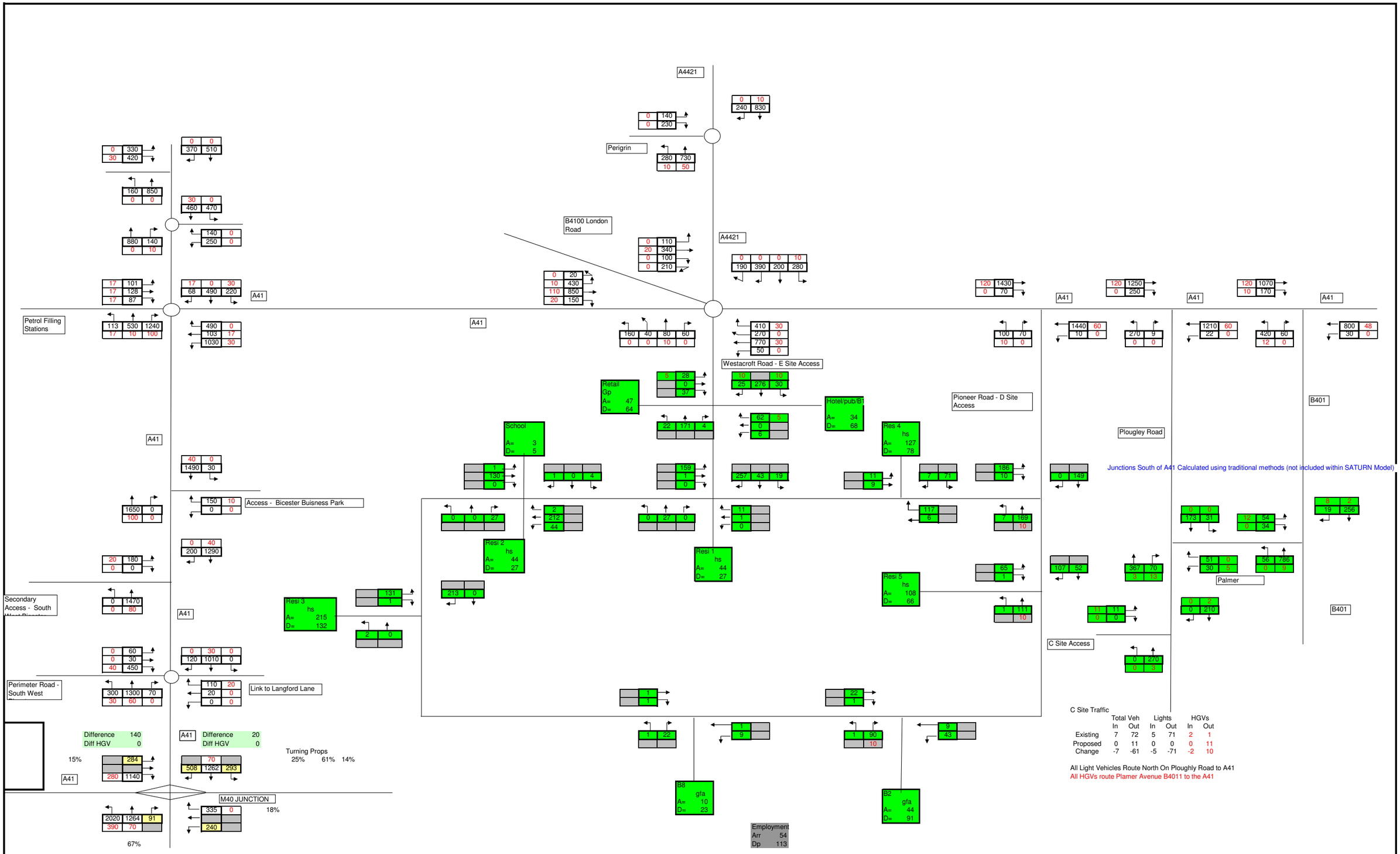


C Site Traffic

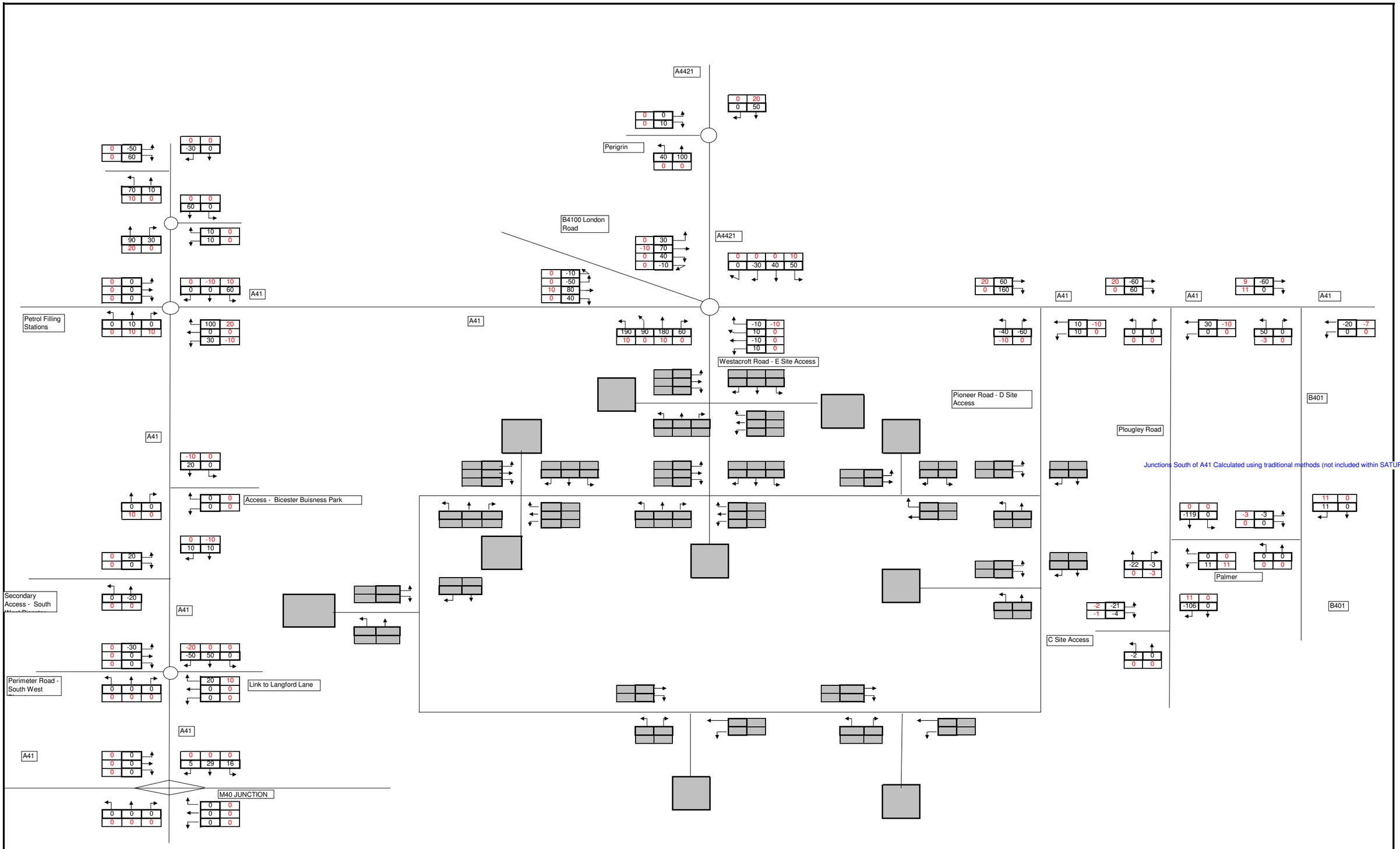
	Total Veh		Lights		HGVs	
	In	Out	In	Out	In	Out
Existing	125	31	119	22	6	9
Proposed	17	6	0	0	17	6
Change	-108	-25	-119	-22	11	-3

All Light Vehicles Route North On Ploughly Road to A41
All HGVs route Plamer Avenue B4011 to the A41

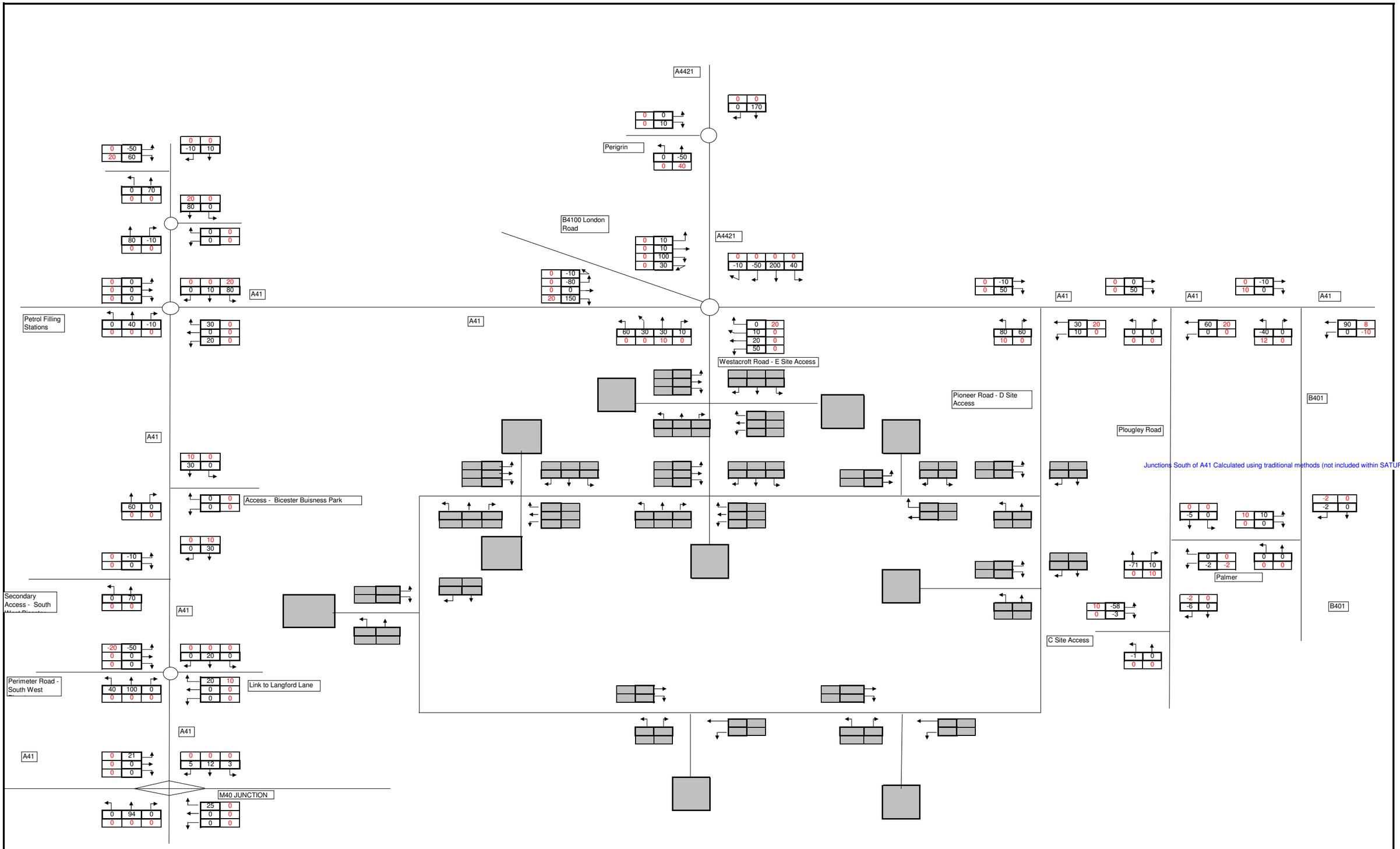
2031 + Development - From SATURN - AM



2031 + Development - From SATURN - PM



Difference between SATURN Model Scenarios (AM Peak)



Difference between SATURN Model Scenarios (PM Peak)

Appendix I
Junction Assessment Results

Refer to data on CD.

Basic Results Summary

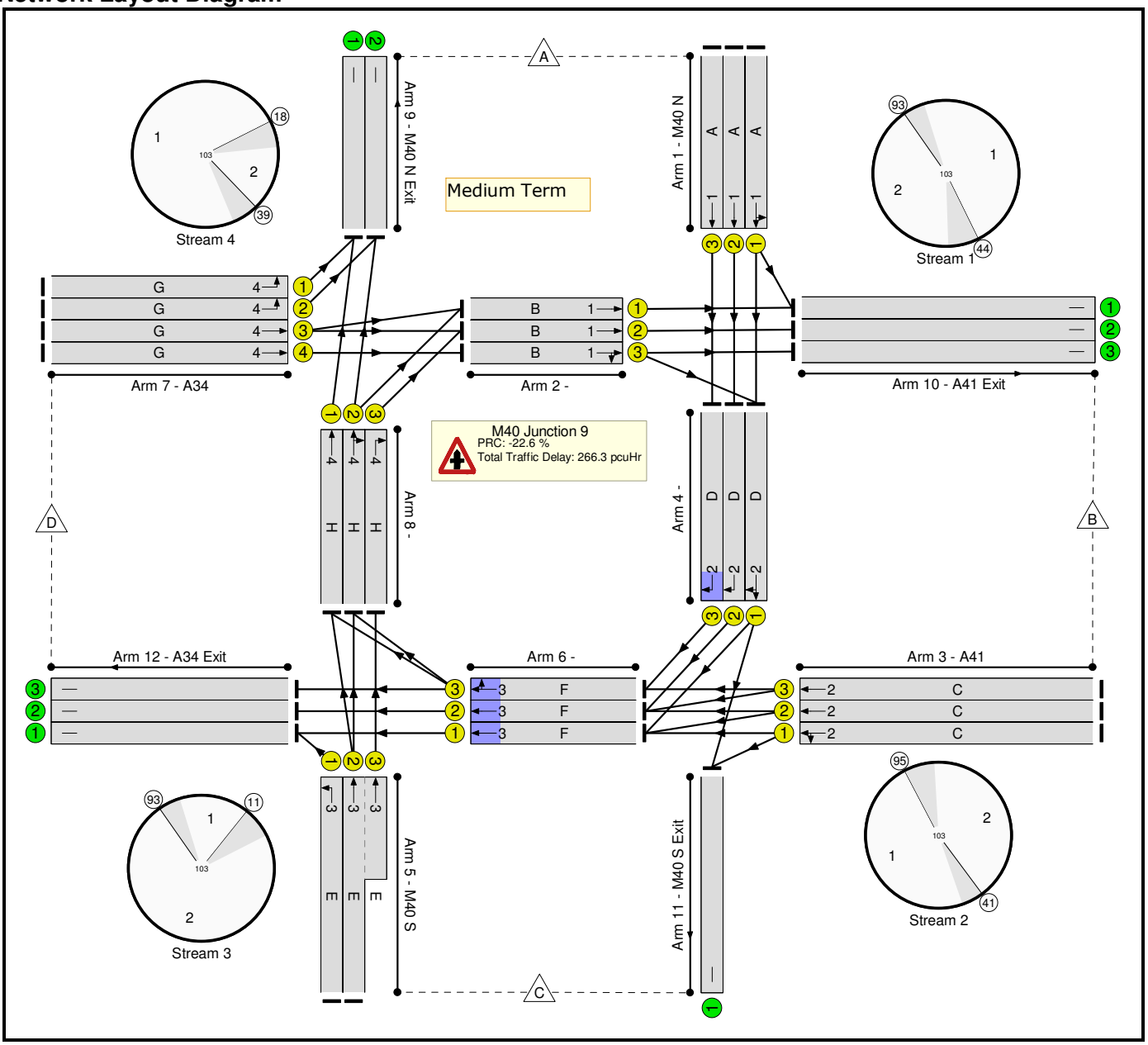
User and Project Details

Project:	**M40J9 Improvement**
Title:	**Full Scheme**
Location:	M40 Junction 9
File name:	M40 J9 Entec Moddeling.lsg3x
Author:	
Company:	PB
Address:	
Notes:	AMEC WORK BASED ON THE LINSIG MODELS PROVIDED ON M40 JUNCTION 9

Basic Results Summary

Scenario 1: '2031 AM PEAK' (FG1: '2031 AM PEAK', Plan 1: 'Staging Plan No. 1')

Network Layout Diagram



Basic Results Summary

Lane Input Data

Junction: M40 Junction 9												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/2 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/3 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
2/1	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/2	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/3	U	B	2	3	60.0	User	1950	-	-	-	-	-
3/1 (A41)	U	C	2	3	60.0	User	2049	-	-	-	-	-
3/2 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
3/3 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
4/1	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/2	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/3	U	D	2	3	60.0	User	2000	-	-	-	-	-
5/1 (M40 S)	U	E	2	3	60.0	User	1900	-	-	-	-	-
5/2 (M40 S)	U	E	2	3	60.0	User	1850	-	-	-	-	-
5/3 (M40 S)	U	E	2	3	7.0	User	1850	-	-	-	-	-
6/1	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/2	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/3	U	F	2	3	60.0	User	2000	-	-	-	-	-
7/1 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/2 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/3 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/4 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
8/1	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/2	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/3	U	H	2	3	60.0	User	1800	-	-	-	-	-
9/1 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	344	0	1770	2114
	B	226	0	682	1370	2278
	C	0	350	0	150	500
	D	2970	1270	237	0	4477
	Tot.	3196	1964	919	3290	9369

Basic Results Summary

Network Results

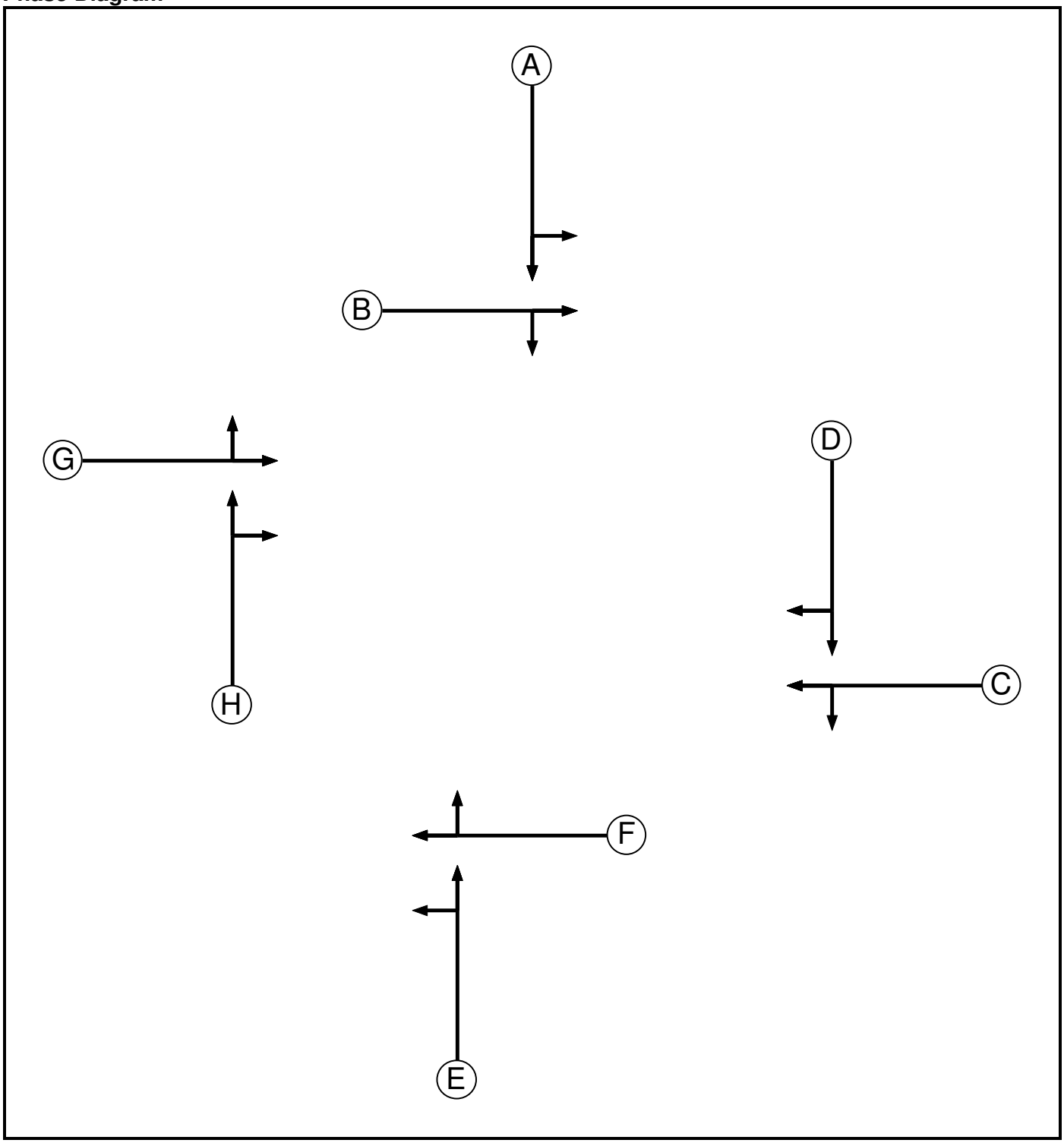
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)
Network: Full Scheme	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**110.4%**	**266.3**	**-**	**-**	**-**
M40 Junction 9	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**110.4%**	**266.3**	**-**	**-**	**-**
1/1	M40 N Ahead Left	U	A	49	687	1950	947	72.6%	5.3	27.9	16.8	0.00
1/2	M40 N Ahead	U	A	49	711	1950	947	75.1%	5.7	29.0	17.9	0.00
1/3	M40 N Ahead	U	A	49	716	1950	947	75.6%	5.8	29.3	18.0	0.00
2/1	Ahead	U	B	42	558	1950	814	66.7%	2.7	17.6	11.4	0.00
2/2	Ahead	U	B	42	584	1950	814	71.7%	3.1	19.4	14.7	0.00
2/3	Right Ahead	U	B	42	715	1950	814	87.8%	4.4	22.3	18.6	0.00
3/1	A41 Ahead Left	U	C	49	760	2049	995	76.4%	6.2	29.2	19.3	0.00
3/2	A41 Ahead	U	C	49	759	2049	995	76.3%	6.2	29.2	19.3	0.00
3/3	A41 Ahead	U	C	49	759	2049	995	76.3%	6.2	29.2	19.3	0.00
4/1	Right Ahead	U	D	42	580	2000	835	69.5%	3.5	21.9	14.1	0.00
4/2	Right	U	D	42	711	2000	835	85.2%	1.2	6.1	3.9	0.01
4/3	Right	U	D	42	716	2000	835	85.8%	1.2	6.1	2.7	0.00
5/1	M40 S Left	U	E	16	150	1900	314	47.8%	2.1	49.9	4.3	0.00
5/2+5/3	M40 S Ahead	U	E	16	350	1850:1850	426	82.1%	6.1	62.5	8.4	0.00
6/1	Ahead	U	F	75	894	2000	1476	60.6%	0.8	3.3	4.7	0.00
6/2	Ahead	U	F	75	1242	2000	1476	84.2%	2.3	6.7	23.5	0.31
6/3	Right Ahead	U	F	75	1230	2000	1476	83.3%	2.3	6.7	23.5	0.00
7/1	A34 Left	U	G	76	1485	1800	1346	110.4%	88.7	215.0	121.1	0.00
7/2	A34 Left	U	G	76	1485	1800	1346	110.4%	88.7	215.0	121.1	0.00
7/3	A34 Ahead	U	G	76	792	1800	1346	58.9%	2.0	9.1	10.8	0.00
7/4	A34 Ahead	U	G	76	715	1800	1346	53.1%	1.6	8.3	9.1	0.00
8/1	Ahead	U	H	15	38	1800	280	13.6%	0.4	40.2	0.9	0.00
8/2	Right Ahead	U	H	15	308	1800	280	110.2%	18.4	215.3	23.8	0.00
8/3	Right	U	H	15	230	1800	280	82.3%	1.3	21.0	6.6	0.00

Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	27.09		
C1	Stream: 2 PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	24.44		
C1	Stream: 3 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	13.55		
C1	Stream: 4 PRC for Signalled Lanes (%):	-22.6	Total Delay for Signalled Lanes (pcuHr):	201.22		
	PRC Over All Lanes (%):	-22.6	Total Delay Over All Lanes(pcuHr):	266.30	Cycle Time (s):	103

Basic Results Summary

Phase Diagram



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	49	42
Change Point	93	44

Stage Stream: 2

Stage	1	2
Duration	49	42
Change Point	41	95

Basic Results Summary

Stage Stream: 3

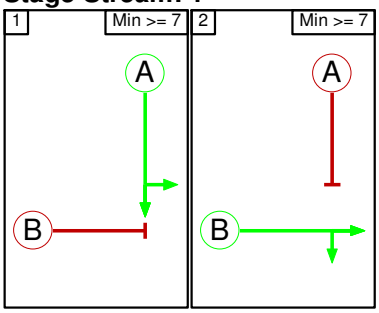
Stage	1	2
Duration	16	75
Change Point	93	11

Stage Stream: 4

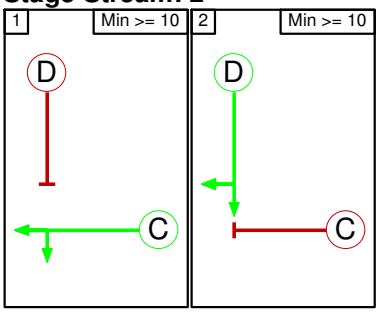
Stage	1	2
Duration	76	15
Change Point	39	18

Stage Diagram

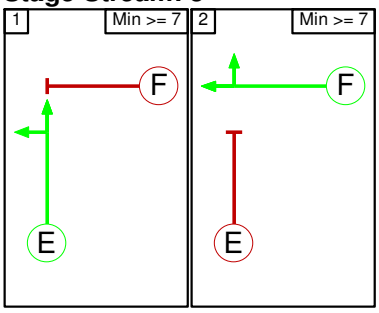
Stage Stream: 1



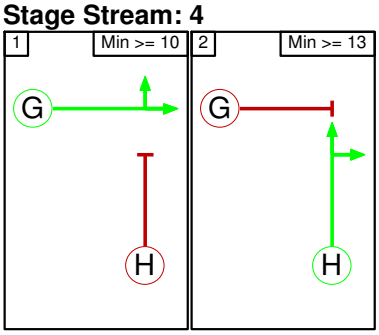
Stage Stream: 2



Stage Stream: 3



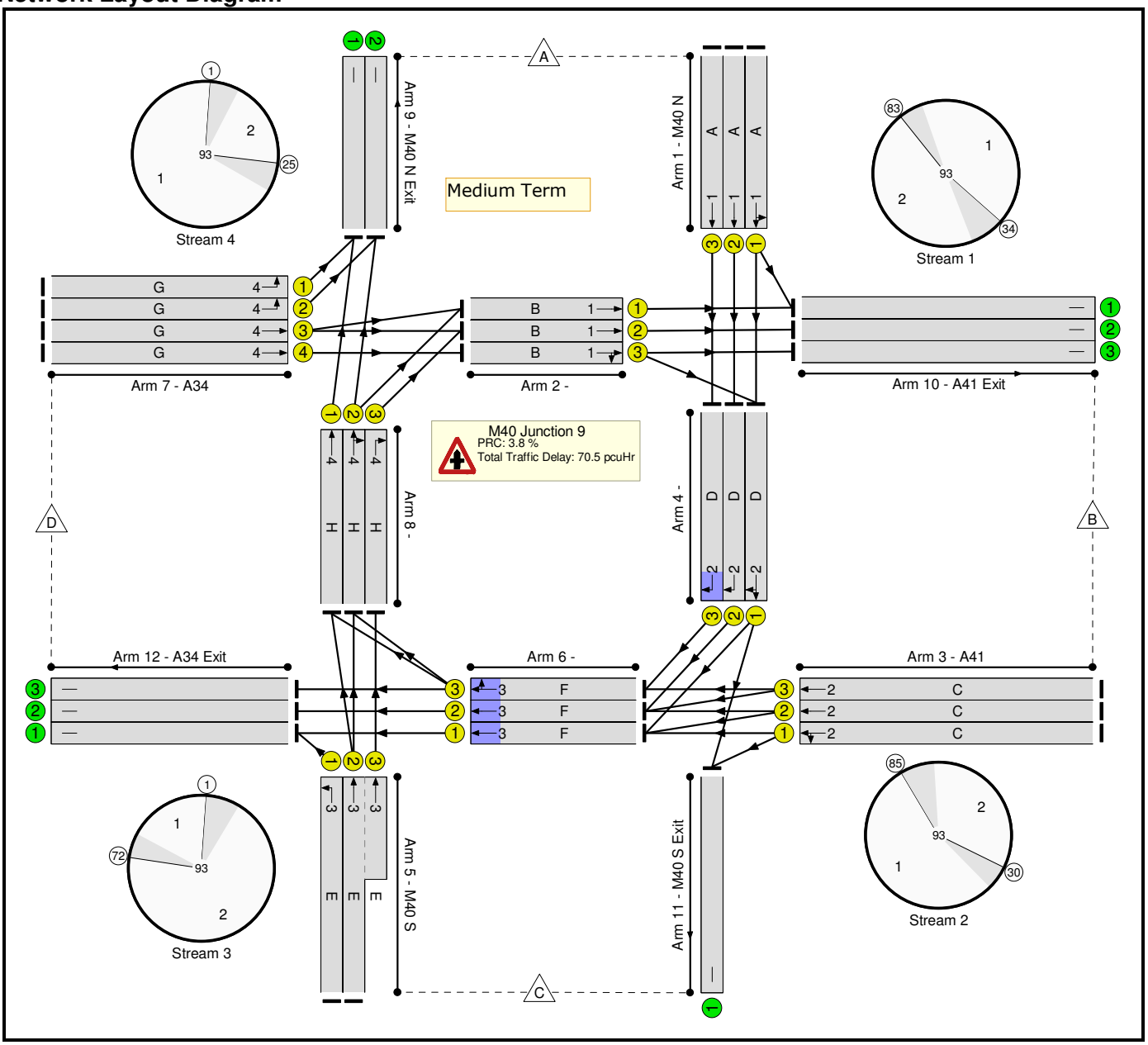
Stage Stream: 4



Basic Results Summary

Scenario 2: '2031 PM PEAK' (FG2: '2031 PM PEAK', Plan 1: 'Staging Plan No. 1')

Network Layout Diagram



Basic Results Summary

Lane Input Data

Junction: M40 Junction 9												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/2 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/3 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
2/1	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/2	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/3	U	B	2	3	60.0	User	1950	-	-	-	-	-
3/1 (A41)	U	C	2	3	60.0	User	2049	-	-	-	-	-
3/2 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
3/3 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
4/1	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/2	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/3	U	D	2	3	60.0	User	2000	-	-	-	-	-
5/1 (M40 S)	U	E	2	3	60.0	User	1900	-	-	-	-	-
5/2 (M40 S)	U	E	2	3	60.0	User	1850	-	-	-	-	-
5/3 (M40 S)	U	E	2	3	7.0	User	1850	-	-	-	-	-
6/1	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/2	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/3	U	F	2	3	60.0	User	2000	-	-	-	-	-
7/1 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/2 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/3 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/4 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
8/1	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/2	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/3	U	H	2	3	60.0	User	1800	-	-	-	-	-
9/1 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	263	0	1420	1683
	B	530	0	290	1320	2140
	C	0	310	0	240	550
	D	2140	1240	91	0	3471
	Tot.	2670	1813	381	2980	7844

Basic Results Summary

Network Results

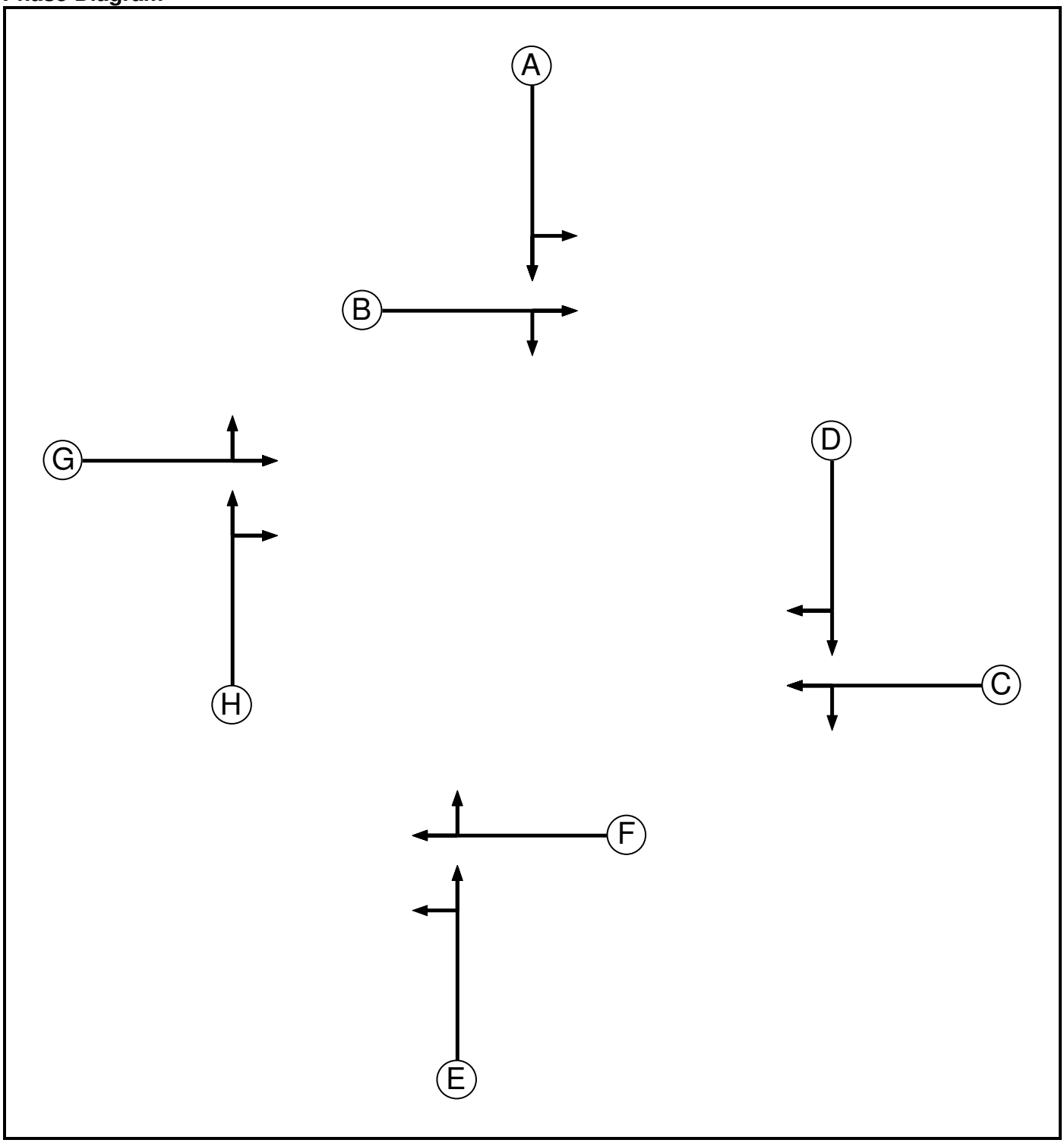
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)
Network: Full Scheme	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.7%**	**70.5**	**-**	**-**	**-**
M40 Junction 9	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.7%**	**70.5**	**-**	**-**	**-**
1/1	M40 N Ahead Left	U	A	39	519	1950	839	61.9%	3.8	26.2	11.2	0.00
1/2	M40 N Ahead	U	A	39	581	1950	839	69.3%	4.6	28.4	13.2	0.00
1/3	M40 N Ahead	U	A	39	583	1950	839	69.5%	4.6	28.5	13.3	0.00
2/1	Ahead	U	B	42	571	1950	902	63.3%	2.0	12.5	8.8	0.00
2/2	Ahead	U	B	42	428	1950	902	47.5%	2.0	17.0	9.5	0.00
2/3	Right Ahead	U	B	42	642	1950	902	71.2%	2.3	13.1	12.6	0.00
3/1	A41 Ahead Left	U	C	50	713	2049	1124	63.5%	3.7	18.9	13.5	0.00
3/2	A41 Ahead	U	C	50	713	2049	1124	63.5%	3.7	18.9	13.5	0.00
3/3	A41 Ahead	U	C	50	714	2049	1124	63.5%	3.8	18.9	13.6	0.00
4/1	Right Ahead	U	D	31	347	2000	688	50.4%	1.6	16.5	4.5	0.00
4/2	Right	U	D	31	581	2000	688	84.4%	1.2	7.6	2.8	0.00
4/3	Right	U	D	31	583	2000	688	84.7%	1.2	7.6	2.2	0.00
5/1	M40 S Left	U	E	17	240	1900	368	65.3%	3.2	48.5	6.6	0.00
5/2+5/3	M40 S Ahead	U	E	17	310	1850:1850	377	82.1%	5.2	60.3	9.1	0.00
6/1	Ahead	U	F	64	890	2000	1398	63.7%	1.4	5.6	7.7	0.00
6/2	Ahead	U	F	64	1195	2000	1398	85.5%	1.8	5.3	20.1	0.00
6/3	Right Ahead	U	F	64	1185	2000	1398	84.8%	1.7	5.2	20.0	0.00
7/1	A34 Left	U	G	63	1070	1800	1239	86.4%	6.4	21.4	24.2	0.00
7/2	A34 Left	U	G	63	1070	1800	1239	86.4%	6.4	21.4	24.2	0.00
7/3	A34 Ahead	U	G	63	689	1800	1239	55.6%	2.0	10.6	9.4	0.00
7/4	A34 Ahead	U	G	63	642	1800	1239	51.8%	1.8	10.0	8.6	0.00
8/1	Ahead	U	H	18	239	1800	368	65.0%	2.6	38.6	5.1	0.00
8/2	Right Ahead	U	H	18	319	1800	368	86.7%	2.3	25.6	7.1	0.00
8/3	Right	U	H	18	282	1800	368	76.7%	1.2	15.0	7.3	0.00

Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%):	26.4	Total Delay for Signalled Lanes (pcuHr):	19.33			
C1	Stream: 2 PRC for Signalled Lanes (%):	6.2	Total Delay for Signalled Lanes (pcuHr):	15.29			
C1	Stream: 3 PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	13.29			
C1	Stream: 4 PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	22.57			
	PRC Over All Lanes (%):	3.8	Total Delay Over All Lanes(pcuHr):	70.48	Cycle Time (s):	93	

Basic Results Summary

Phase Diagram



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	39	42
Change Point	83	34

Stage Stream: 2

Stage	1	2
Duration	50	31
Change Point	30	85

Basic Results Summary

Stage Stream: 3

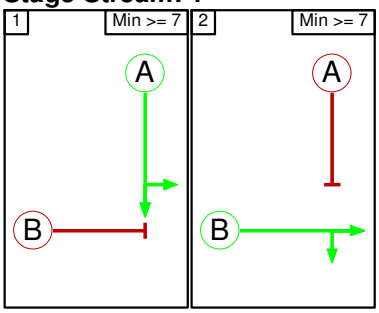
Stage	1	2
Duration	17	64
Change Point	72	1

Stage Stream: 4

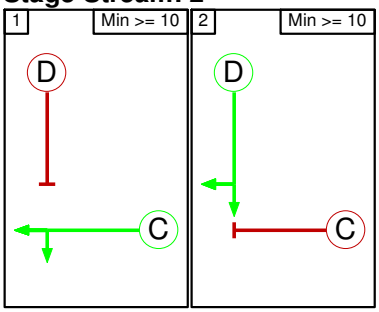
Stage	1	2
Duration	63	18
Change Point	25	1

Stage Diagram

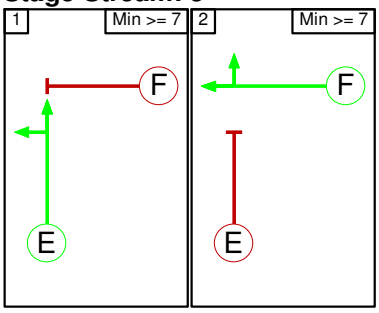
Stage Stream: 1



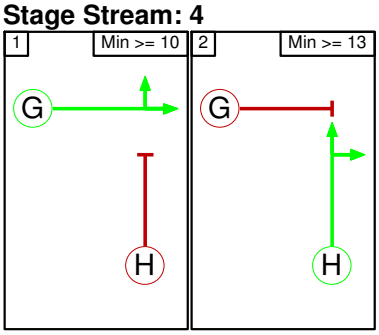
Stage Stream: 2



Stage Stream: 3



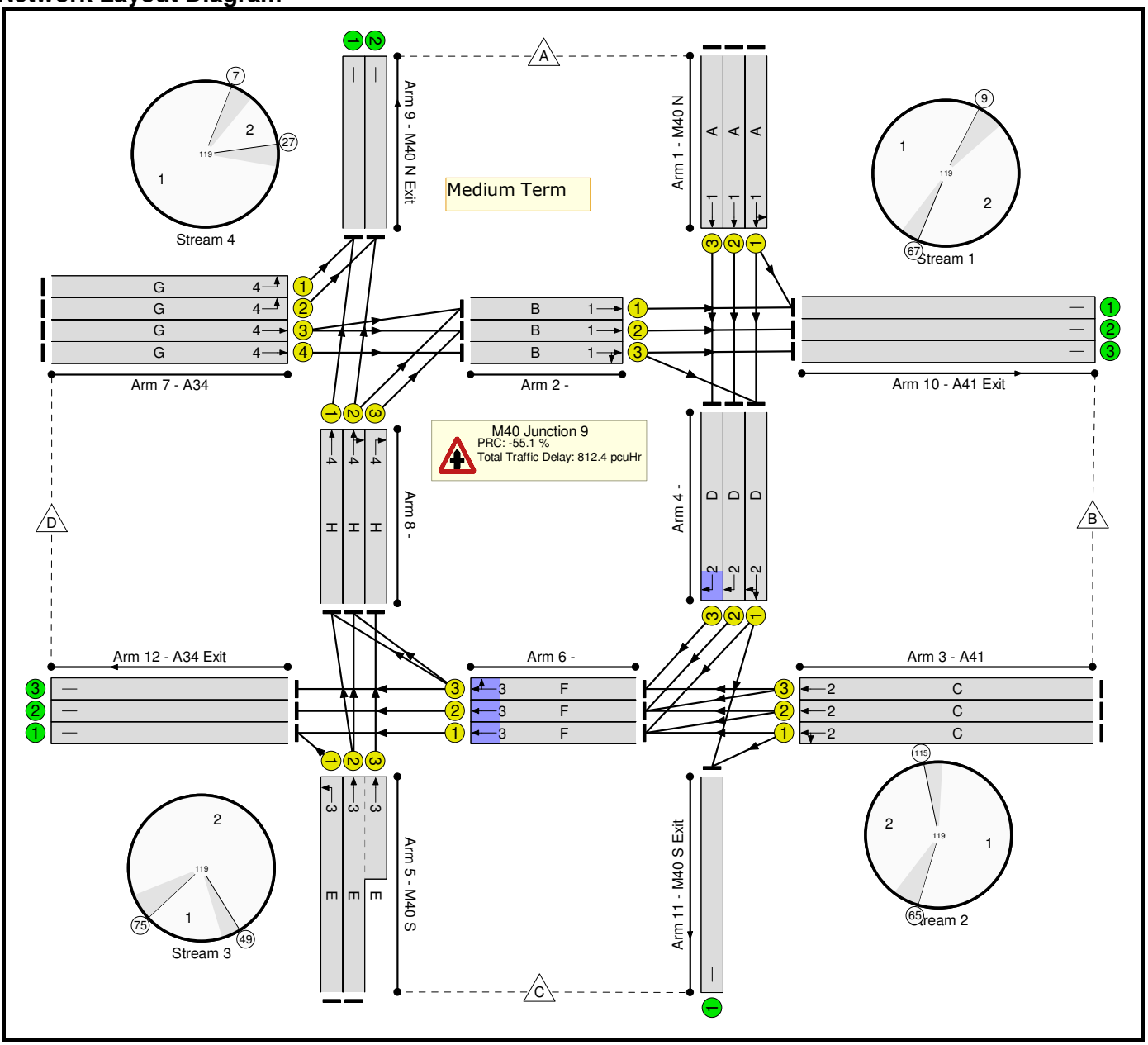
Stage Stream: 4



Basic Results Summary

Scenario 3: '2031 + DEVELOPMENT - AM PEAK' (FG3: '2031 + DEVELOPMENT AM PEAK', Plan 1: 'Staging Plan No. 1')

Network Layout Diagram



Basic Results Summary

Lane Input Data

Junction: M40 Junction 9												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/2 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/3 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
2/1	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/2	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/3	U	B	2	3	60.0	User	1950	-	-	-	-	-
3/1 (A41)	U	C	2	3	60.0	User	2049	-	-	-	-	-
3/2 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
3/3 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
4/1	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/2	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/3	U	D	2	3	60.0	User	2000	-	-	-	-	-
5/1 (M40 S)	U	E	2	3	60.0	User	1900	-	-	-	-	-
5/2 (M40 S)	U	E	2	3	60.0	User	1850	-	-	-	-	-
5/3 (M40 S)	U	E	2	3	7.0	User	1850	-	-	-	-	-
6/1	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/2	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/3	U	F	2	3	60.0	User	2000	-	-	-	-	-
7/1 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/2 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/3 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/4 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
8/1	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/2	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/3	U	H	2	3	60.0	User	1800	-	-	-	-	-
9/1 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	344	0	1770	2114
	B	231	0	698	1399	2328
	C	0	350	0	150	500
	D	3970	1220	237	0	5427
	Tot.	4201	1914	935	3319	10369

Basic Results Summary

Network Results

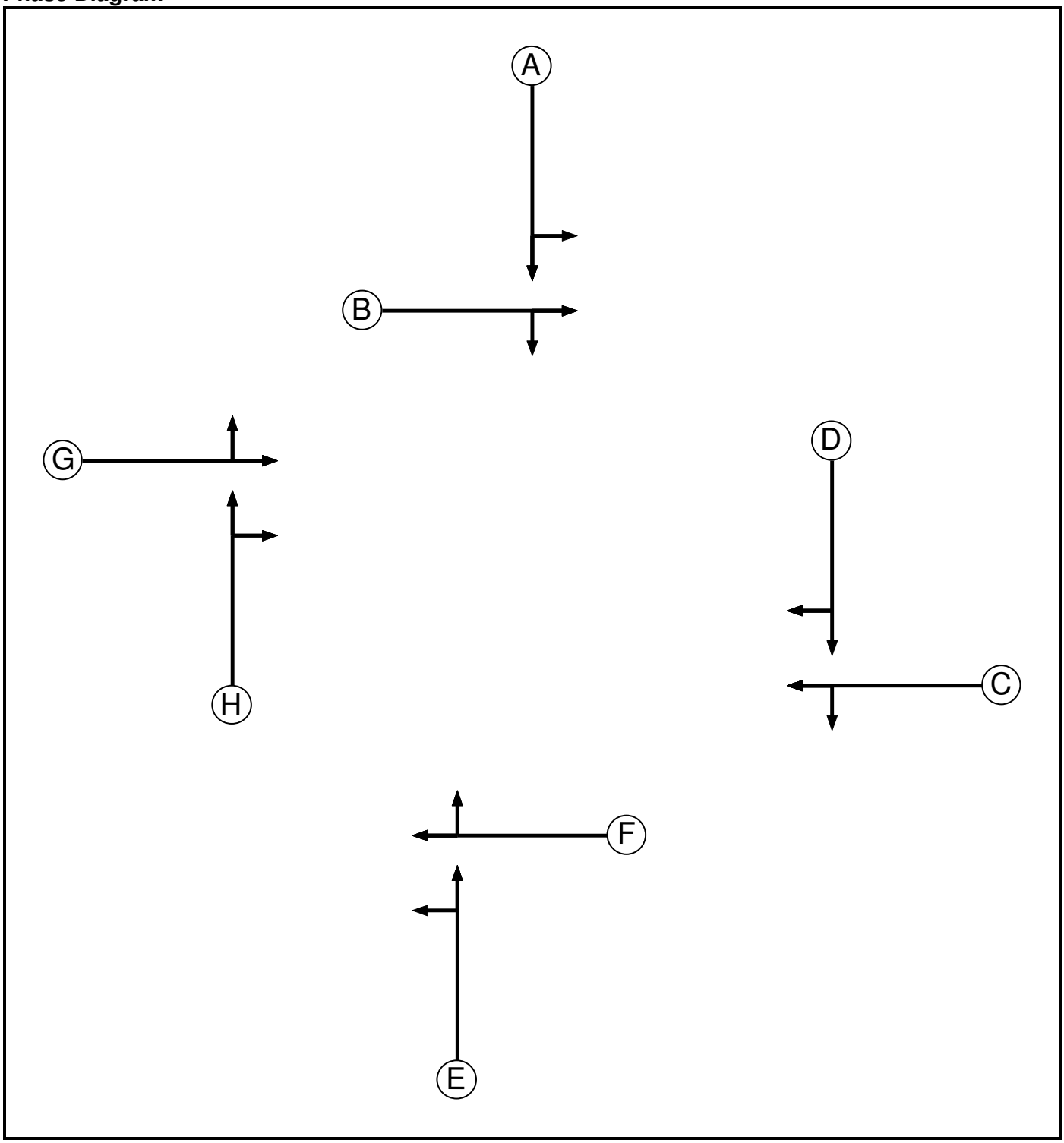
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)
Network: Full Scheme	-	-	-	-	-	-	-	**139.6%**	**812.4**	-	-	-
M40 Junction 9	-	-	-	-	-	-	-	**139.6%**	**812.4**	-	-	-
1/1	M40 N Ahead Left	U	A	56	685	1950	934	73.3%	6.1	32.0	19.4	0.00
1/2	M40 N Ahead	U	A	56	716	1950	934	76.7%	6.7	33.7	20.9	0.00
1/3	M40 N Ahead	U	A	56	713	1950	934	76.3%	6.6	33.5	20.8	0.00
2/1	Ahead	U	B	51	581	1950	852	58.1%	3.5	25.2	10.5	0.00
2/2	Ahead	U	B	51	551	1950	852	62.2%	2.0	13.6	7.6	0.00
2/3	Right Ahead	U	B	51	675	1950	852	79.2%	5.2	27.6	14.3	0.00
3/1	A41 Ahead Left	U	C	64	776	2049	1119	69.3%	5.4	24.9	19.7	0.00
3/2	A41 Ahead	U	C	64	777	2049	1119	69.4%	5.4	25.0	19.7	0.00
3/3	A41 Ahead	U	C	64	775	2049	1119	69.2%	5.4	24.9	19.6	0.00
4/1	Right Ahead	U	D	43	578	2000	739	78.2%	4.9	30.7	16.5	0.00
4/2	Right	U	D	43	716	2000	739	96.8%	2.6	13.2	7.3	0.99
4/3	Right	U	D	43	713	2000	739	96.4%	2.6	13.2	4.9	0.82
5/1	M40 S Left	U	E	21	150	1900	351	42.7%	2.2	51.8	4.7	0.00
5/2+5/3	M40 S Ahead	U	E	21	350	1850:1850	423	82.7%	6.6	67.9	10.4	0.00
6/1	Ahead	U	F	86	891	2000	1462	60.9%	1.1	4.5	7.5	0.00
6/2	Ahead	U	F	86	1252	2000	1462	85.6%	1.7	5.0	28.6	0.78
6/3	Right Ahead	U	F	86	1257	2000	1462	86.0%	1.8	5.0	28.6	0.00
7/1	A34 Left	U	G	93	1985	1800	1422	139.6%	333.8	605.4	381.2	0.00
7/2	A34 Left	U	G	93	1985	1800	1422	139.6%	333.8	605.4	381.2	0.00
7/3	A34 Ahead	U	G	93	782	1800	1422	55.0%	1.6	7.5	10.2	0.00
7/4	A34 Ahead	U	G	93	675	1800	1422	47.5%	1.2	6.6	7.8	0.00
8/1	Ahead	U	H	14	19	1800	227	8.4%	0.4	75.6	0.6	0.00
8/2	Right Ahead	U	H	14	314	1800	227	138.4%	55.1	632.1	59.2	0.00
8/3	Right	U	H	14	248	1800	227	109.3%	16.6	240.8	20.1	0.00

Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%):	13.6	Total Delay for Signalled Lanes (pcuHr):	30.07		
C1	Stream: 2 PRC for Signalled Lanes (%):	-7.6	Total Delay for Signalled Lanes (pcuHr):	26.29		
C1	Stream: 3 PRC for Signalled Lanes (%):	4.7	Total Delay for Signalled Lanes (pcuHr):	13.36		
C1	Stream: 4 PRC for Signalled Lanes (%):	-55.1	Total Delay for Signalled Lanes (pcuHr):	742.64		
	PRC Over All Lanes (%):	-55.1	Total Delay Over All Lanes(pcuHr):	812.35	Cycle Time (s):	119

Basic Results Summary

Phase Diagram



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	56	51
Change Point	67	9

Stage Stream: 2

Stage	1	2
Duration	64	43
Change Point	115	65

Basic Results Summary

Stage Stream: 3

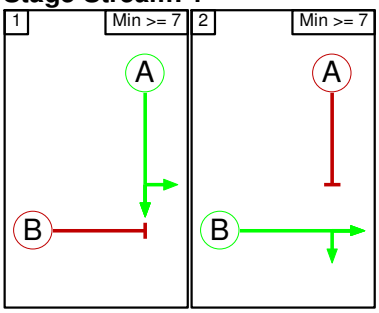
Stage	1	2
Duration	21	86
Change Point	49	75

Stage Stream: 4

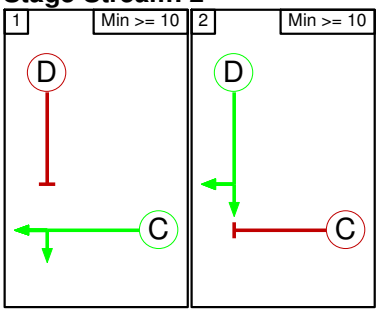
Stage	1	2
Duration	93	14
Change Point	27	7

Stage Diagram

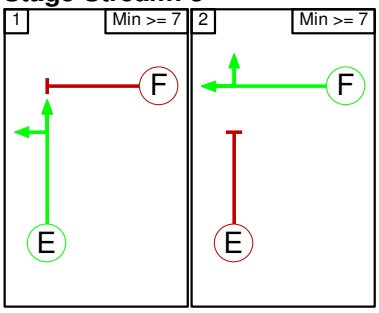
Stage Stream: 1



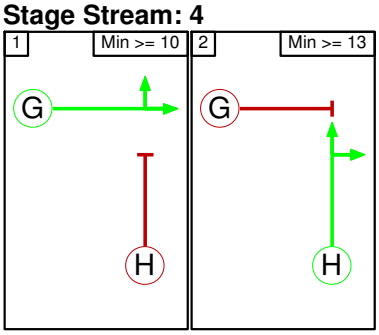
Stage Stream: 2



Stage Stream: 3



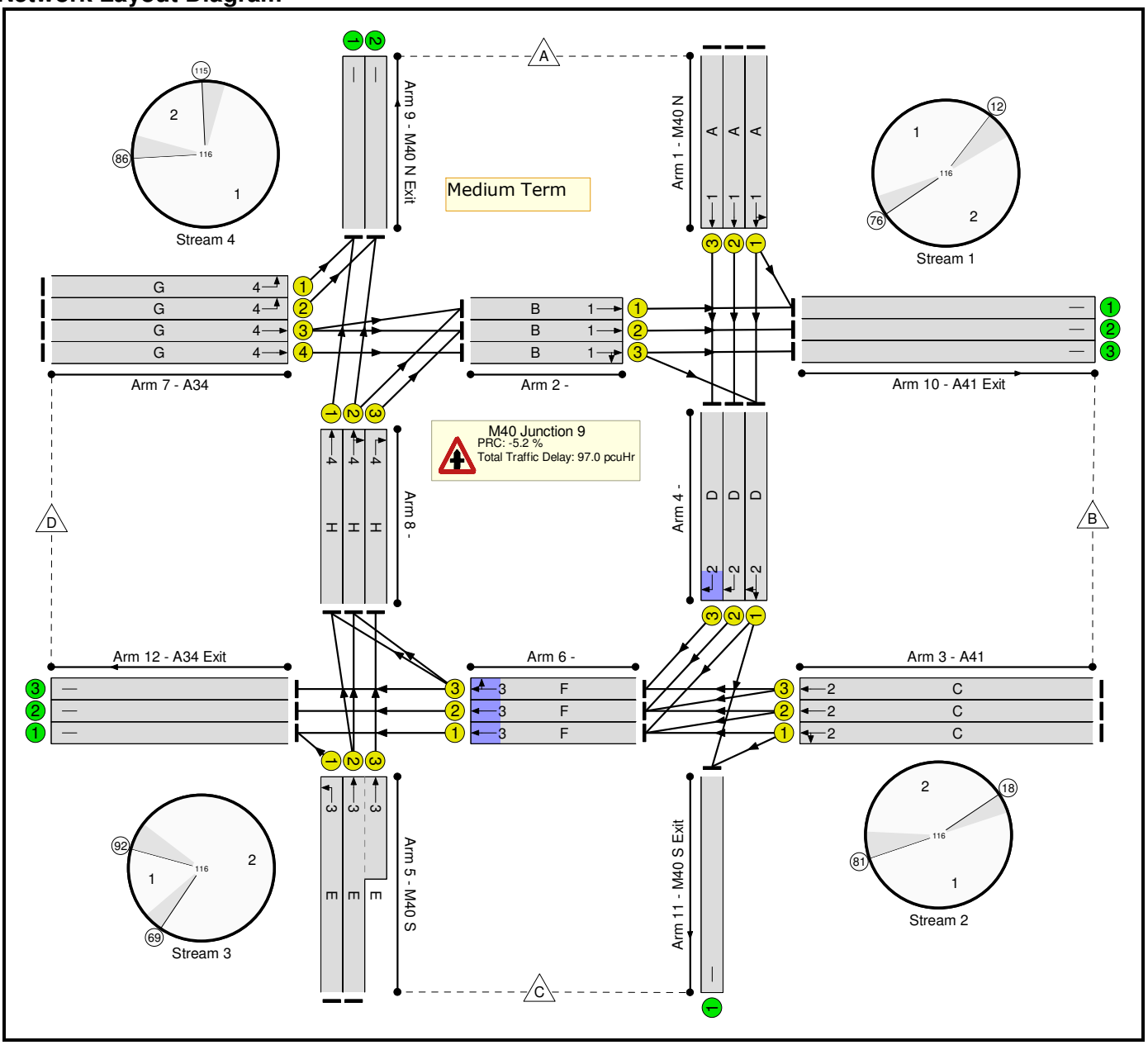
Stage Stream: 4



Basic Results Summary

Scenario 4: '2031 + DEVELOPMENT - PM PEAK' (FG4: '2031 + DEVELOPMENT PM PEAK', Plan 1: 'Staging Plan No. 1')

Network Layout Diagram



Basic Results Summary

Lane Input Data

Junction: M40 Junction 9												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/2 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/3 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
2/1	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/2	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/3	U	B	2	3	60.0	User	1950	-	-	-	-	-
3/1 (A41)	U	C	2	3	60.0	User	2049	-	-	-	-	-
3/2 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
3/3 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
4/1	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/2	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/3	U	D	2	3	60.0	User	2000	-	-	-	-	-
5/1 (M40 S)	U	E	2	3	60.0	User	1900	-	-	-	-	-
5/2 (M40 S)	U	E	2	3	60.0	User	1850	-	-	-	-	-
5/3 (M40 S)	U	E	2	3	7.0	User	1850	-	-	-	-	-
6/1	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/2	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/3	U	F	2	3	60.0	User	2000	-	-	-	-	-
7/1 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/2 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/3 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/4 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
8/1	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/2	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/3	U	H	2	3	60.0	User	1800	-	-	-	-	-
9/1 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	284	0	1420	1704
	B	508	0	293	1332	2133
	C	0	335	0	240	575
	D	2410	1334	91	0	3835
	Tot.	2918	1953	384	2992	8247

Basic Results Summary

Network Results

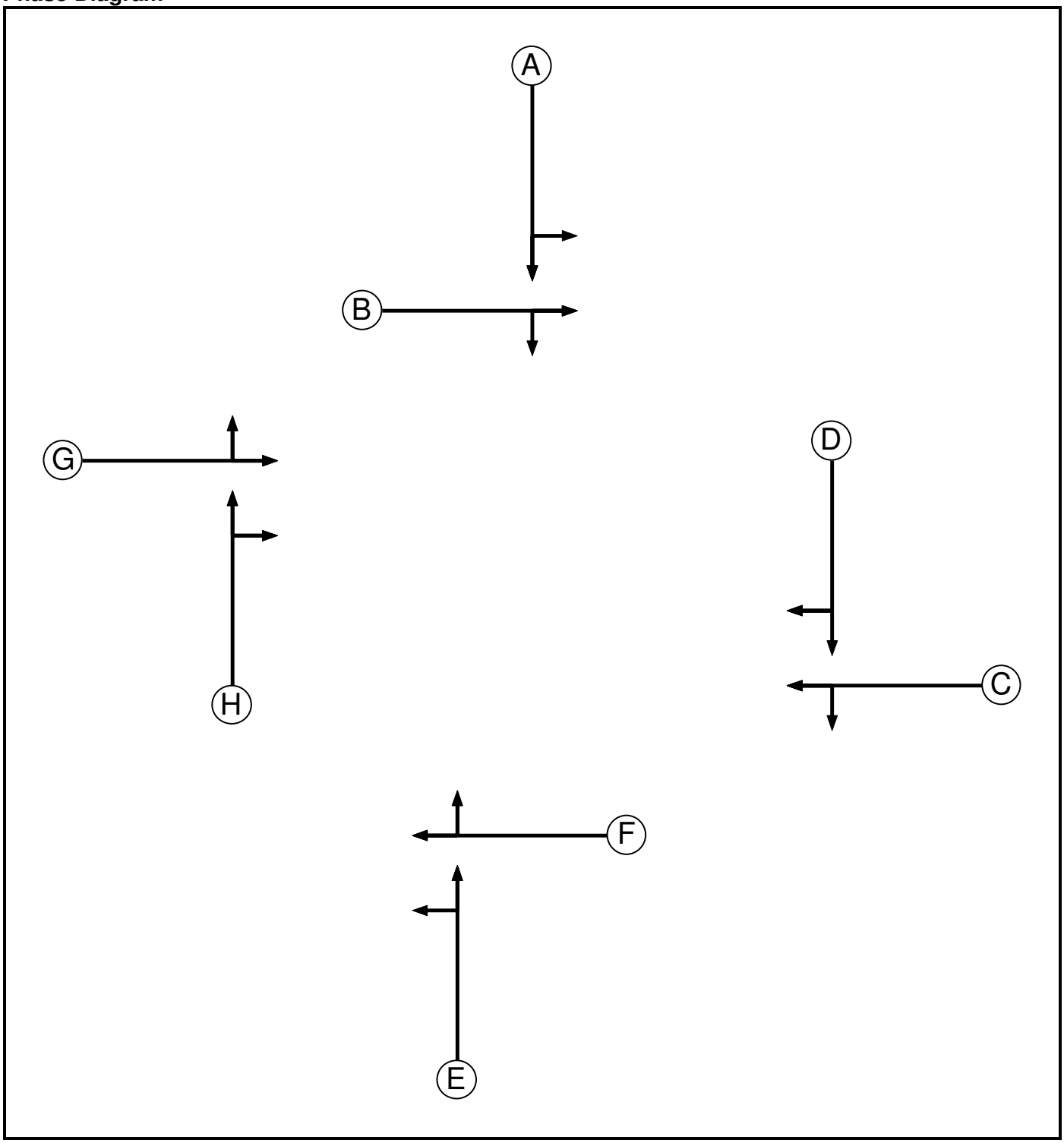
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)
Network: Full Scheme	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.7%**	**97.0**	**-**	**-**	**-**
M40 Junction 9	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.7%**	**97.0**	**-**	**-**	**-**
1/1	M40 N Ahead Left	U	A	47	521	1950	807	64.6%	4.8	33.5	14.2	0.00
1/2	M40 N Ahead	U	A	47	583	1950	807	72.3%	5.9	36.4	17.0	0.00
1/3	M40 N Ahead	U	A	47	600	1950	807	74.4%	6.2	37.4	17.8	0.00
2/1	Ahead	U	B	57	537	1950	975	55.1%	2.5	16.6	13.2	0.00
2/2	Ahead	U	B	57	533	1950	975	54.7%	3.0	20.1	13.7	0.00
2/3	Right Ahead	U	B	57	690	1950	975	70.8%	2.8	14.4	17.0	0.00
3/1	A41 Ahead Left	U	C	58	709	2049	1042	68.0%	5.3	26.8	18.2	0.00
3/2	A41 Ahead	U	C	58	712	2049	1042	68.3%	5.3	26.9	18.3	0.00
3/3	A41 Ahead	U	C	58	712	2049	1042	68.3%	5.3	26.9	18.3	0.00
4/1	Right Ahead	U	D	46	328	2000	810	40.5%	1.3	14.3	5.3	0.00
4/2	Right	U	D	46	583	2000	810	71.9%	0.2	1.2	1.2	0.00
4/3	Right	U	D	46	600	2000	810	74.0%	0.2	1.2	0.5	0.00
5/1	M40 S Left	U	E	18	240	1900	311	77.1%	4.7	70.6	9.0	0.00
5/2+5/3	M40 S Ahead	U	E	18	335	1850:1850	467	71.8%	5.4	58.1	6.8	0.00
6/1	Ahead	U	F	86	925	2000	1500	61.7%	1.2	4.7	8.4	0.00
6/2	Ahead	U	F	86	1227	2000	1500	81.8%	1.8	5.2	22.5	0.11
6/3	Right Ahead	U	F	86	1108	2000	1500	73.9%	1.2	3.9	21.2	0.00
7/1	A34 Left	U	G	81	1205	1800	1272	94.7%	12.4	37.0	41.5	0.00
7/2	A34 Left	U	G	81	1205	1800	1272	94.7%	12.4	37.0	41.5	0.00
7/3	A34 Ahead	U	G	81	735	1800	1272	57.8%	2.4	11.8	12.3	0.00
7/4	A34 Ahead	U	G	81	690	1800	1272	54.2%	2.1	11.2	11.1	0.00
8/1	Ahead	U	H	23	350	1800	372	94.0%	8.2	84.7	15.9	0.00
8/2	Right Ahead	U	H	23	305	1800	372	81.9%	1.9	22.1	9.1	0.00
8/3	Right	U	H	23	188	1800	372	50.5%	0.5	9.8	6.0	0.00

Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%):	21.0	Total Delay for Signalled Lanes (pcuHr):	25.17		
C1	Stream: 2 PRC for Signalled Lanes (%):	21.6	Total Delay for Signalled Lanes (pcuHr):	17.62		
C1	Stream: 3 PRC for Signalled Lanes (%):	10.0	Total Delay for Signalled Lanes (pcuHr):	14.29		
C1	Stream: 4 PRC for Signalled Lanes (%):	-5.2	Total Delay for Signalled Lanes (pcuHr):	39.93		
	PRC Over All Lanes (%):	-5.2	Total Delay Over All Lanes(pcuHr):	97.01	Cycle Time (s):	116

Basic Results Summary

Phase Diagram



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	47	57
Change Point	76	12

Stage Stream: 2

Stage	1	2
Duration	58	46
Change Point	18	81

Basic Results Summary

Stage Stream: 3

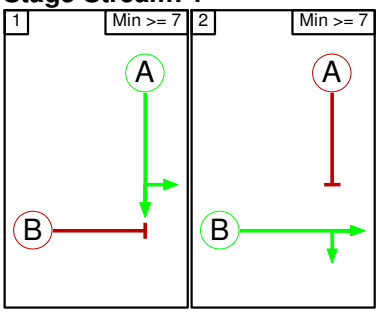
Stage	1	2
Duration	18	86
Change Point	69	92

Stage Stream: 4

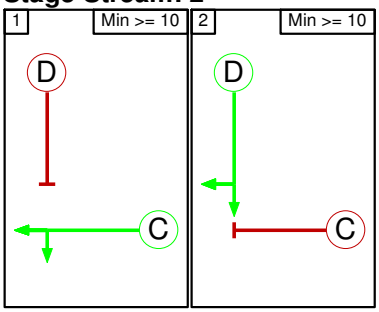
Stage	1	2
Duration	81	23
Change Point	115	86

Stage Diagram

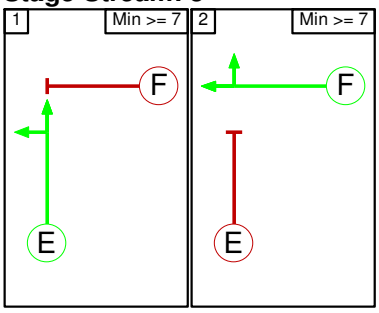
Stage Stream: 1



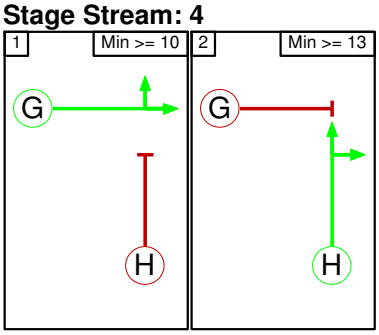
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Basic Results Summary

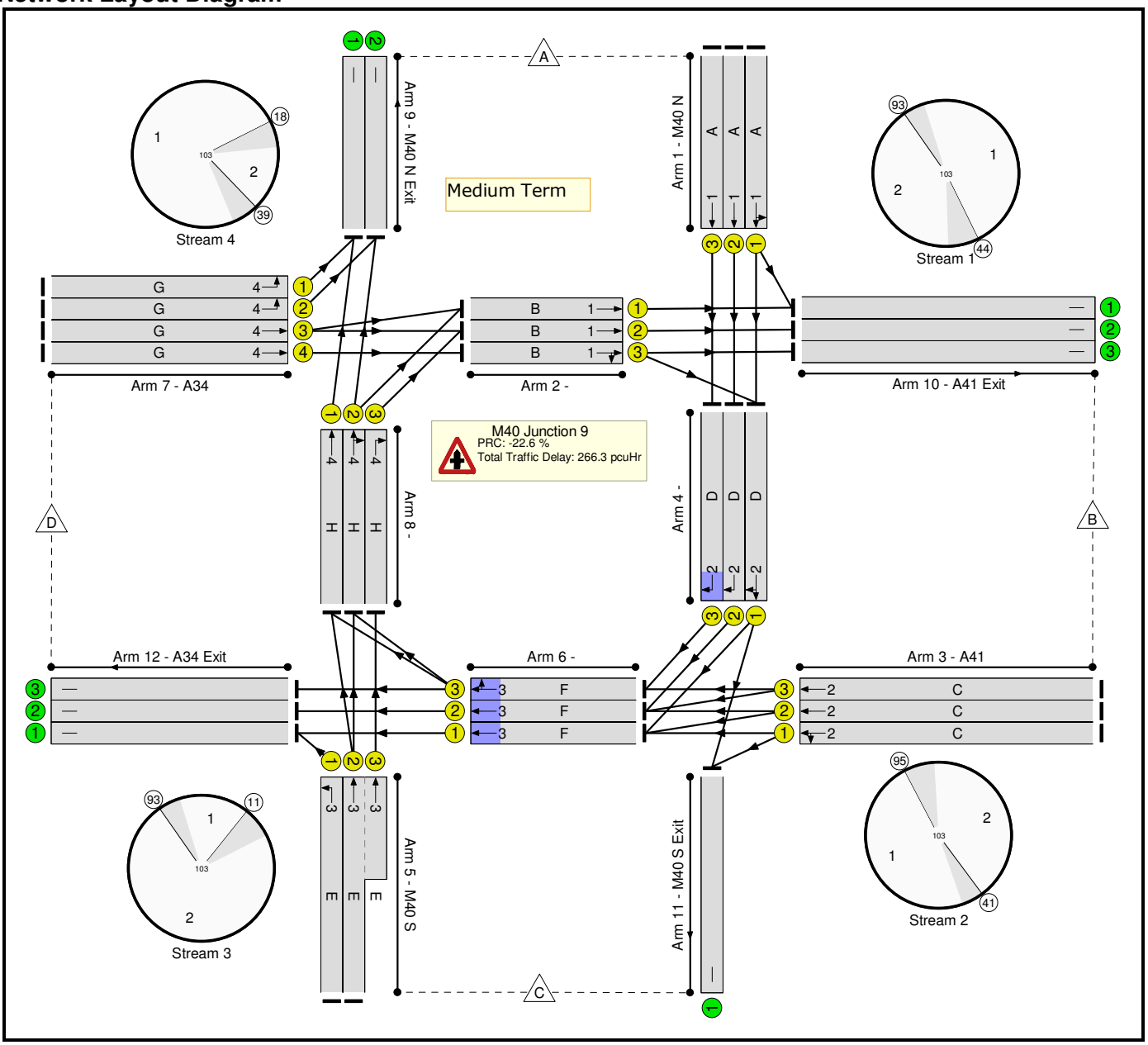
User and Project Details

Project:	**M40J9 Improvement**
Title:	**Full Scheme**
Location:	M40 Junction 9
File name:	M40 J9 Entec Modelling.lsg3x
Author:	
Company:	PB
Address:	
Notes:	AMEC WORK BASED ON THE LINSIG MODELS PROVIDED ON M40 JUNCTION 9

Basic Results Summary

Scenario 1: '2031 AM PEAK' (FG1: '2031 AM PEAK', Plan 1: 'Staging Plan No. 1')

Network Layout Diagram



Basic Results Summary

Lane Input Data

Junction: M40 Junction 9												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/2 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/3 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
2/1	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/2	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/3	U	B	2	3	60.0	User	1950	-	-	-	-	-
3/1 (A41)	U	C	2	3	60.0	User	2049	-	-	-	-	-
3/2 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
3/3 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
4/1	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/2	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/3	U	D	2	3	60.0	User	2000	-	-	-	-	-
5/1 (M40 S)	U	E	2	3	60.0	User	1900	-	-	-	-	-
5/2 (M40 S)	U	E	2	3	60.0	User	1850	-	-	-	-	-
5/3 (M40 S)	U	E	2	3	7.0	User	1850	-	-	-	-	-
6/1	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/2	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/3	U	F	2	3	60.0	User	2000	-	-	-	-	-
7/1 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/2 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/3 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/4 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
8/1	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/2	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/3	U	H	2	3	60.0	User	1800	-	-	-	-	-
9/1 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	344	0	1770	2114
	B	226	0	682	1370	2278
	C	0	350	0	150	500
	D	2970	1270	237	0	4477
	Tot.	3196	1964	919	3290	9369

Basic Results Summary

Network Results

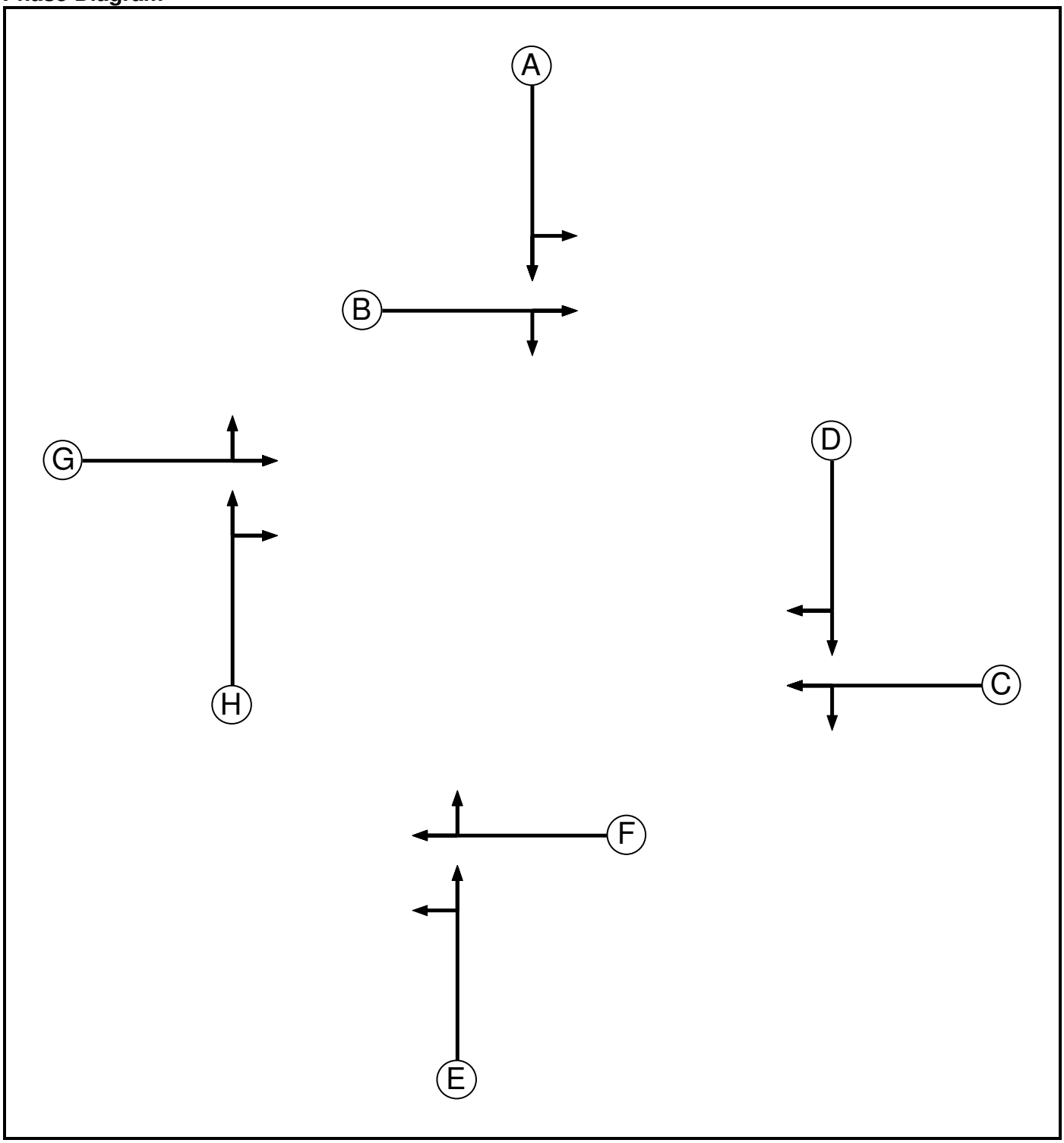
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)
Network: Full Scheme	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**110.4%**	**266.3**	**-**	**-**	**-**
M40 Junction 9	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**110.4%**	**266.3**	**-**	**-**	**-**
1/1	M40 N Ahead Left	U	A	49	687	1950	947	72.6%	5.3	27.9	16.8	0.00
1/2	M40 N Ahead	U	A	49	711	1950	947	75.1%	5.7	29.0	17.9	0.00
1/3	M40 N Ahead	U	A	49	716	1950	947	75.6%	5.8	29.3	18.0	0.00
2/1	Ahead	U	B	42	558	1950	814	66.7%	2.7	17.6	11.4	0.00
2/2	Ahead	U	B	42	584	1950	814	71.7%	3.1	19.4	14.7	0.00
2/3	Right Ahead	U	B	42	715	1950	814	87.8%	4.4	22.3	18.6	0.00
3/1	A41 Ahead Left	U	C	49	760	2049	995	76.4%	6.2	29.2	19.3	0.00
3/2	A41 Ahead	U	C	49	759	2049	995	76.3%	6.2	29.2	19.3	0.00
3/3	A41 Ahead	U	C	49	759	2049	995	76.3%	6.2	29.2	19.3	0.00
4/1	Right Ahead	U	D	42	580	2000	835	69.5%	3.5	21.9	14.1	0.00
4/2	Right	U	D	42	711	2000	835	85.2%	1.2	6.1	3.9	0.01
4/3	Right	U	D	42	716	2000	835	85.8%	1.2	6.1	2.7	0.00
5/1	M40 S Left	U	E	16	150	1900	314	47.8%	2.1	49.9	4.3	0.00
5/2+5/3	M40 S Ahead	U	E	16	350	1850:1850	426	82.1%	6.1	62.5	8.4	0.00
6/1	Ahead	U	F	75	894	2000	1476	60.6%	0.8	3.3	4.7	0.00
6/2	Ahead	U	F	75	1242	2000	1476	84.2%	2.3	6.7	23.5	0.31
6/3	Right Ahead	U	F	75	1230	2000	1476	83.3%	2.3	6.7	23.5	0.00
7/1	A34 Left	U	G	76	1485	1800	1346	110.4%	88.7	215.0	121.1	0.00
7/2	A34 Left	U	G	76	1485	1800	1346	110.4%	88.7	215.0	121.1	0.00
7/3	A34 Ahead	U	G	76	792	1800	1346	58.9%	2.0	9.1	10.8	0.00
7/4	A34 Ahead	U	G	76	715	1800	1346	53.1%	1.6	8.3	9.1	0.00
8/1	Ahead	U	H	15	38	1800	280	13.6%	0.4	40.2	0.9	0.00
8/2	Right Ahead	U	H	15	308	1800	280	110.2%	18.4	215.3	23.8	0.00
8/3	Right	U	H	15	230	1800	280	82.3%	1.3	21.0	6.6	0.00

Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	27.09		
C1	Stream: 2 PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	24.44		
C1	Stream: 3 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	13.55		
C1	Stream: 4 PRC for Signalled Lanes (%):	-22.6	Total Delay for Signalled Lanes (pcuHr):	201.22		
	PRC Over All Lanes (%):	-22.6	Total Delay Over All Lanes(pcuHr):	266.30	Cycle Time (s):	103

Basic Results Summary

Phase Diagram



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	49	42
Change Point	93	44

Stage Stream: 2

Stage	1	2
Duration	49	42
Change Point	41	95

Basic Results Summary

Stage Stream: 3

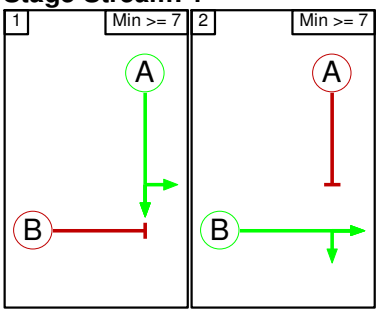
Stage	1	2
Duration	16	75
Change Point	93	11

Stage Stream: 4

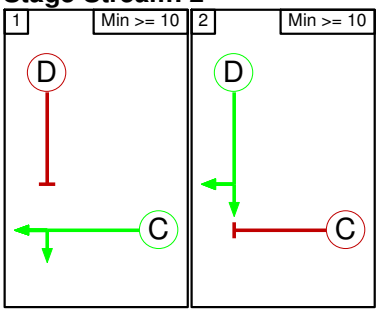
Stage	1	2
Duration	76	15
Change Point	39	18

Stage Diagram

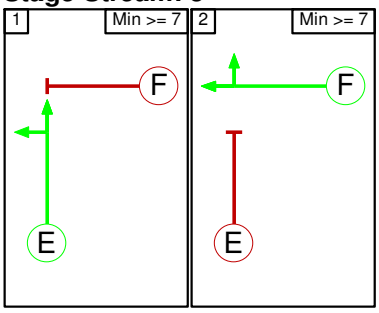
Stage Stream: 1



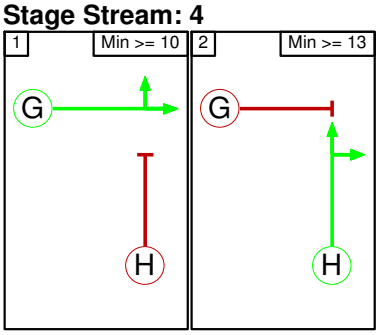
Stage Stream: 2



Stage Stream: 3



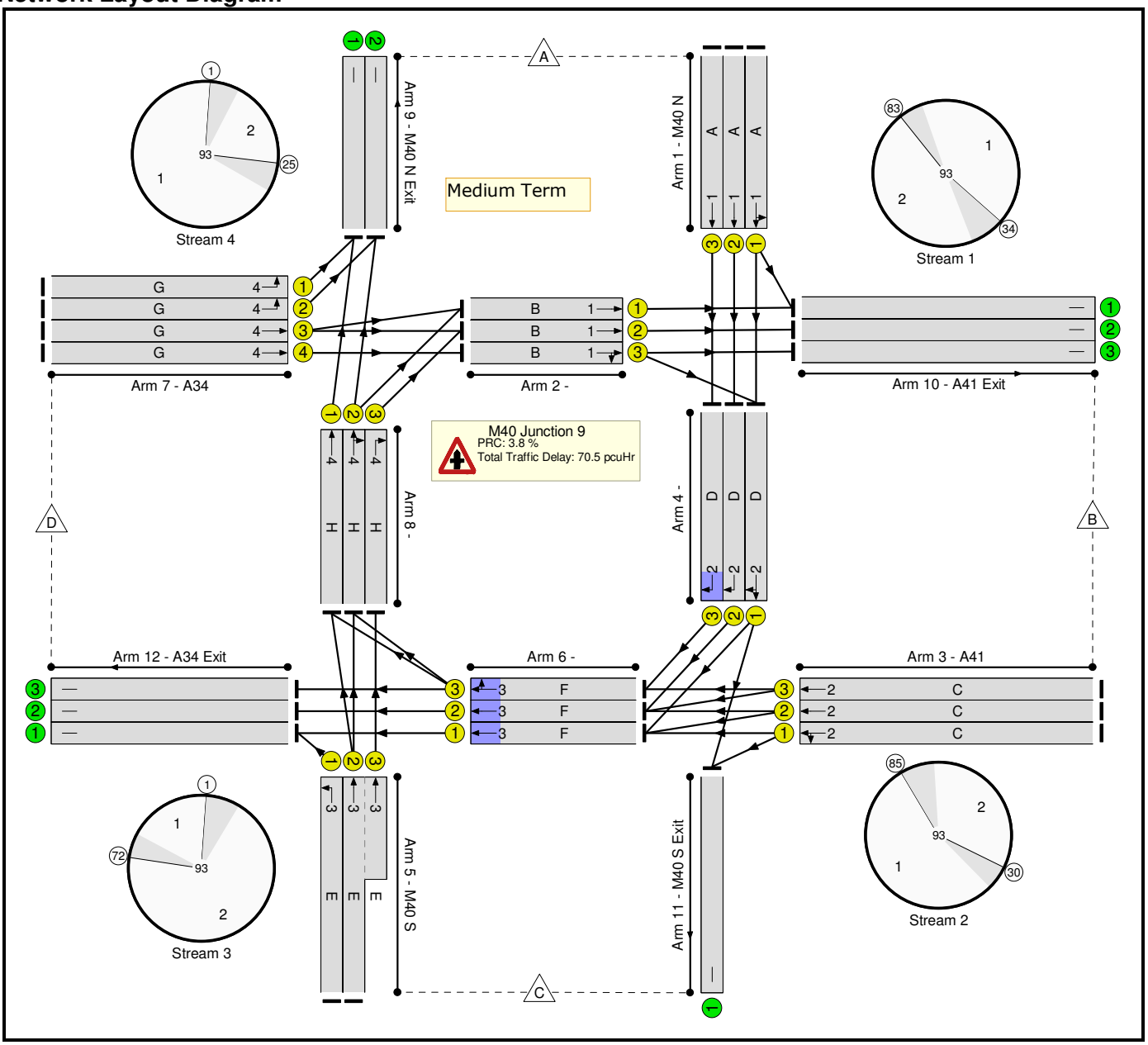
Stage Stream: 4



Basic Results Summary

Scenario 2: '2031 PM PEAK' (FG2: '2031 PM PEAK', Plan 1: 'Staging Plan No. 1')

Network Layout Diagram



Basic Results Summary

Lane Input Data

Junction: M40 Junction 9												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/2 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/3 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
2/1	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/2	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/3	U	B	2	3	60.0	User	1950	-	-	-	-	-
3/1 (A41)	U	C	2	3	60.0	User	2049	-	-	-	-	-
3/2 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
3/3 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
4/1	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/2	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/3	U	D	2	3	60.0	User	2000	-	-	-	-	-
5/1 (M40 S)	U	E	2	3	60.0	User	1900	-	-	-	-	-
5/2 (M40 S)	U	E	2	3	60.0	User	1850	-	-	-	-	-
5/3 (M40 S)	U	E	2	3	7.0	User	1850	-	-	-	-	-
6/1	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/2	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/3	U	F	2	3	60.0	User	2000	-	-	-	-	-
7/1 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/2 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/3 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/4 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
8/1	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/2	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/3	U	H	2	3	60.0	User	1800	-	-	-	-	-
9/1 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	263	0	1420	1683
	B	530	0	290	1320	2140
	C	0	310	0	240	550
	D	2140	1240	91	0	3471
	Tot.	2670	1813	381	2980	7844

Basic Results Summary

Network Results

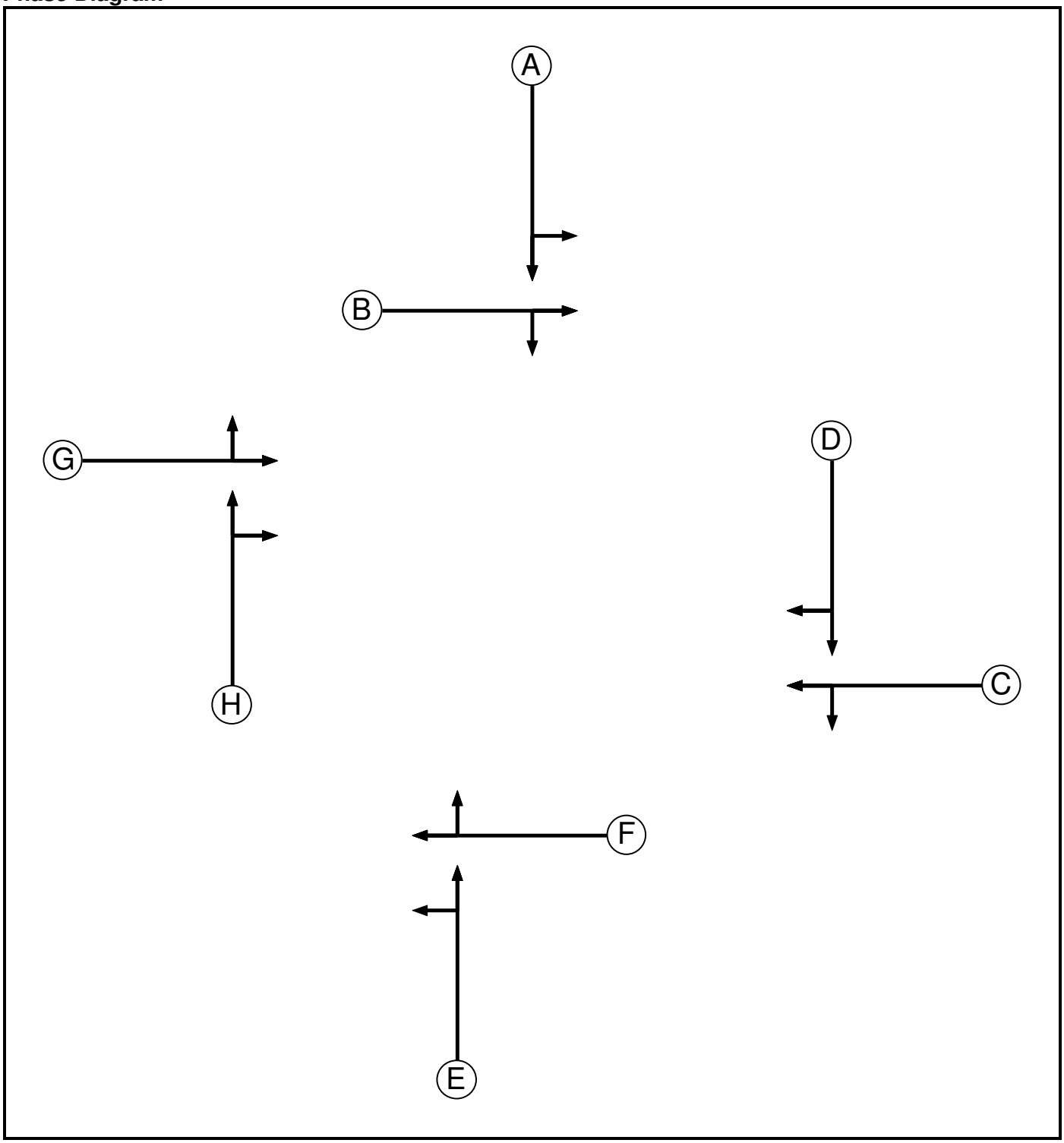
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)
Network: Full Scheme	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.7%**	**70.5**	**-**	**-**	**-**
M40 Junction 9	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.7%**	**70.5**	**-**	**-**	**-**
1/1	M40 N Ahead Left	U	A	39	519	1950	839	61.9%	3.8	26.2	11.2	0.00
1/2	M40 N Ahead	U	A	39	581	1950	839	69.3%	4.6	28.4	13.2	0.00
1/3	M40 N Ahead	U	A	39	583	1950	839	69.5%	4.6	28.5	13.3	0.00
2/1	Ahead	U	B	42	571	1950	902	63.3%	2.0	12.5	8.8	0.00
2/2	Ahead	U	B	42	428	1950	902	47.5%	2.0	17.0	9.5	0.00
2/3	Right Ahead	U	B	42	642	1950	902	71.2%	2.3	13.1	12.6	0.00
3/1	A41 Ahead Left	U	C	50	713	2049	1124	63.5%	3.7	18.9	13.5	0.00
3/2	A41 Ahead	U	C	50	713	2049	1124	63.5%	3.7	18.9	13.5	0.00
3/3	A41 Ahead	U	C	50	714	2049	1124	63.5%	3.8	18.9	13.6	0.00
4/1	Right Ahead	U	D	31	347	2000	688	50.4%	1.6	16.5	4.5	0.00
4/2	Right	U	D	31	581	2000	688	84.4%	1.2	7.6	2.8	0.00
4/3	Right	U	D	31	583	2000	688	84.7%	1.2	7.6	2.2	0.00
5/1	M40 S Left	U	E	17	240	1900	368	65.3%	3.2	48.5	6.6	0.00
5/2+5/3	M40 S Ahead	U	E	17	310	1850:1850	377	82.1%	5.2	60.3	9.1	0.00
6/1	Ahead	U	F	64	890	2000	1398	63.7%	1.4	5.6	7.7	0.00
6/2	Ahead	U	F	64	1195	2000	1398	85.5%	1.8	5.3	20.1	0.00
6/3	Right Ahead	U	F	64	1185	2000	1398	84.8%	1.7	5.2	20.0	0.00
7/1	A34 Left	U	G	63	1070	1800	1239	86.4%	6.4	21.4	24.2	0.00
7/2	A34 Left	U	G	63	1070	1800	1239	86.4%	6.4	21.4	24.2	0.00
7/3	A34 Ahead	U	G	63	689	1800	1239	55.6%	2.0	10.6	9.4	0.00
7/4	A34 Ahead	U	G	63	642	1800	1239	51.8%	1.8	10.0	8.6	0.00
8/1	Ahead	U	H	18	239	1800	368	65.0%	2.6	38.6	5.1	0.00
8/2	Right Ahead	U	H	18	319	1800	368	86.7%	2.3	25.6	7.1	0.00
8/3	Right	U	H	18	282	1800	368	76.7%	1.2	15.0	7.3	0.00

Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%):	26.4	Total Delay for Signalled Lanes (pcuHr):	19.33			
C1	Stream: 2 PRC for Signalled Lanes (%):	6.2	Total Delay for Signalled Lanes (pcuHr):	15.29			
C1	Stream: 3 PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	13.29			
C1	Stream: 4 PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	22.57			
	PRC Over All Lanes (%):	3.8	Total Delay Over All Lanes(pcuHr):	70.48	Cycle Time (s):	93	

Basic Results Summary

Phase Diagram



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	39	42
Change Point	83	34

Stage Stream: 2

Stage	1	2
Duration	50	31
Change Point	30	85

Basic Results Summary

Stage Stream: 3

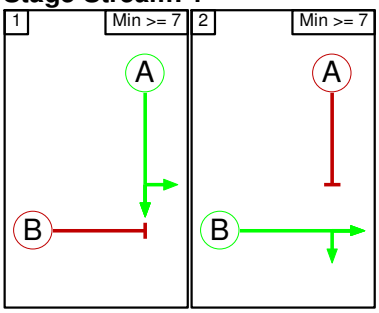
Stage	1	2
Duration	17	64
Change Point	72	1

Stage Stream: 4

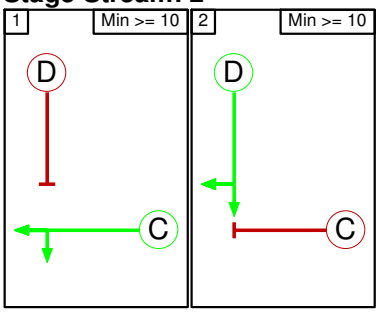
Stage	1	2
Duration	63	18
Change Point	25	1

Stage Diagram

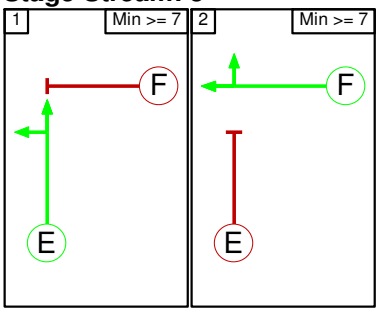
Stage Stream: 1



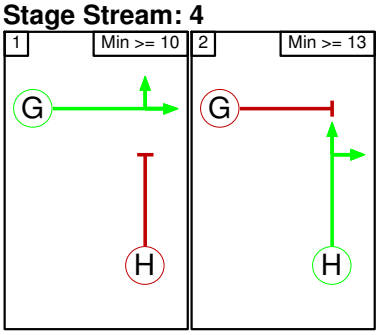
Stage Stream: 2



Stage Stream: 3



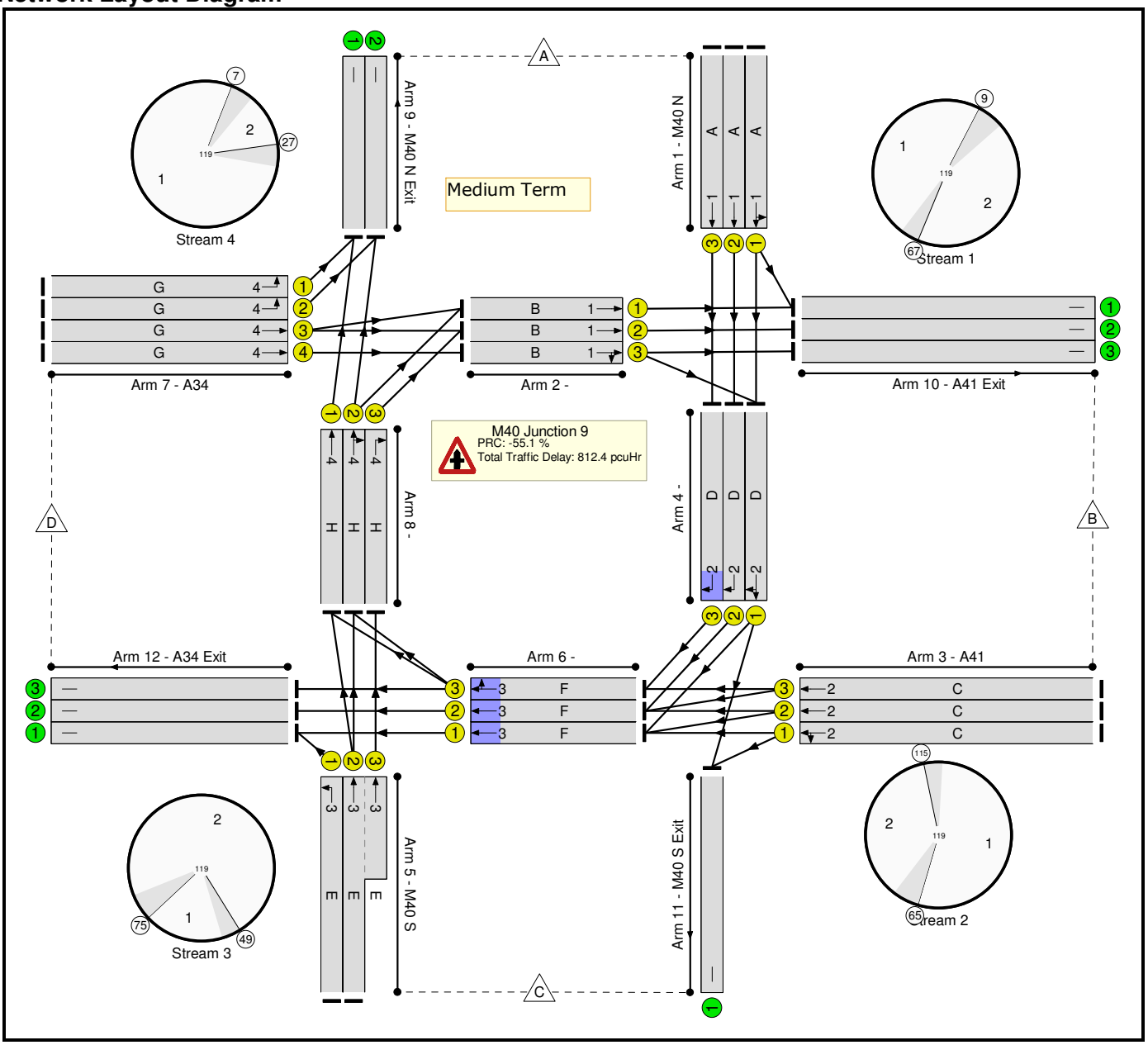
Stage Stream: 4



Basic Results Summary

Scenario 3: '2031 + DEVELOPMENT - AM PEAK' (FG3: '2031 + DEVELOPMENT AM PEAK', Plan 1: 'Staging Plan No. 1')

Network Layout Diagram



Basic Results Summary

Lane Input Data

Junction: M40 Junction 9												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/2 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/3 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
2/1	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/2	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/3	U	B	2	3	60.0	User	1950	-	-	-	-	-
3/1 (A41)	U	C	2	3	60.0	User	2049	-	-	-	-	-
3/2 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
3/3 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
4/1	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/2	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/3	U	D	2	3	60.0	User	2000	-	-	-	-	-
5/1 (M40 S)	U	E	2	3	60.0	User	1900	-	-	-	-	-
5/2 (M40 S)	U	E	2	3	60.0	User	1850	-	-	-	-	-
5/3 (M40 S)	U	E	2	3	7.0	User	1850	-	-	-	-	-
6/1	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/2	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/3	U	F	2	3	60.0	User	2000	-	-	-	-	-
7/1 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/2 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/3 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/4 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
8/1	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/2	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/3	U	H	2	3	60.0	User	1800	-	-	-	-	-
9/1 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	344	0	1770	2114
	B	231	0	698	1399	2328
	C	0	350	0	150	500
	D	3970	1220	237	0	5427
	Tot.	4201	1914	935	3319	10369

Basic Results Summary

Network Results

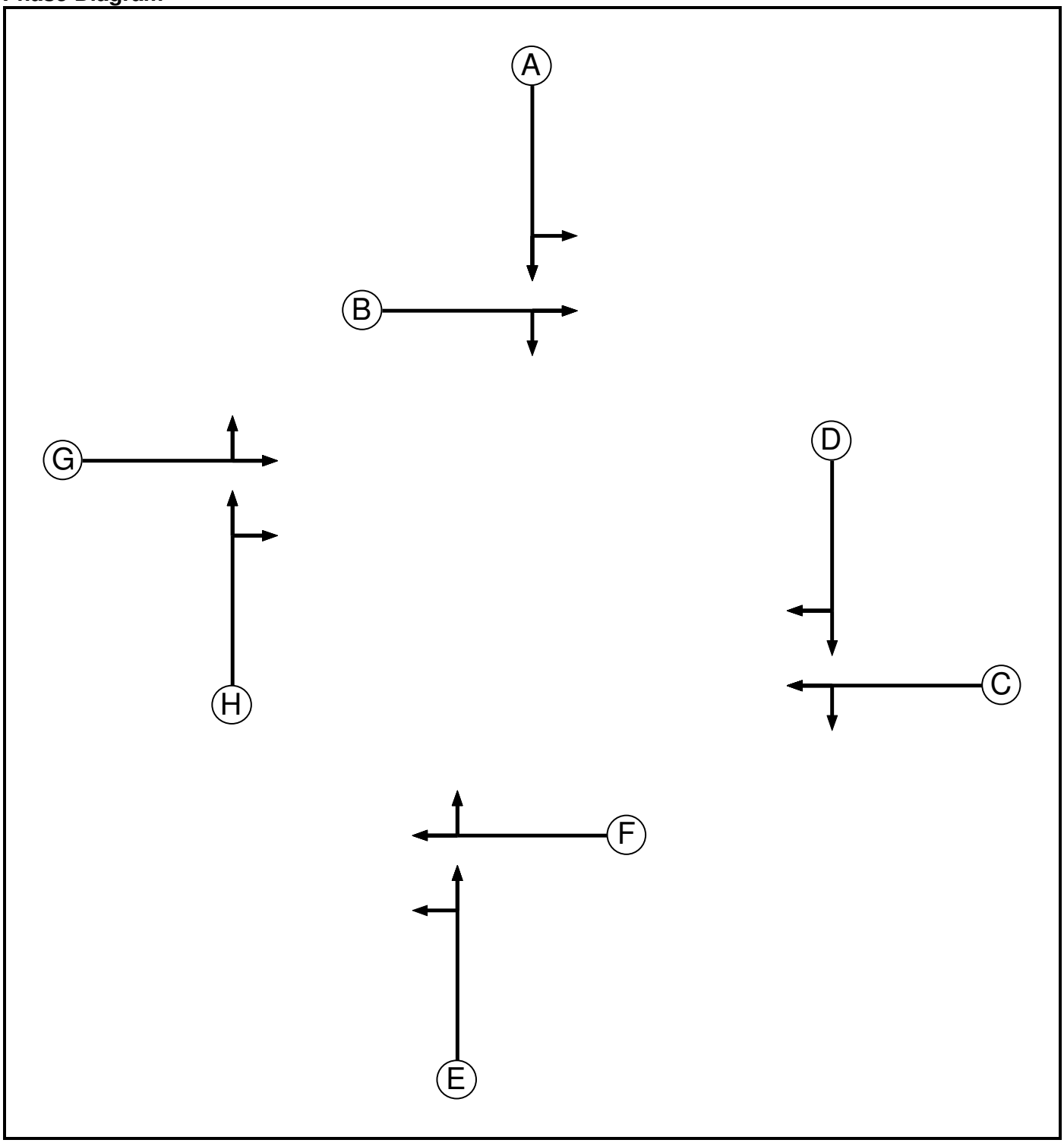
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)
Network: Full Scheme	-	-	-	-	-	-	-	**139.6%**	**812.4**	-	-	-
M40 Junction 9	-	-	-	-	-	-	-	**139.6%**	**812.4**	-	-	-
1/1	M40 N Ahead Left	U	A	56	685	1950	934	73.3%	6.1	32.0	19.4	0.00
1/2	M40 N Ahead	U	A	56	716	1950	934	76.7%	6.7	33.7	20.9	0.00
1/3	M40 N Ahead	U	A	56	713	1950	934	76.3%	6.6	33.5	20.8	0.00
2/1	Ahead	U	B	51	581	1950	852	58.1%	3.5	25.2	10.5	0.00
2/2	Ahead	U	B	51	551	1950	852	62.2%	2.0	13.6	7.6	0.00
2/3	Right Ahead	U	B	51	675	1950	852	79.2%	5.2	27.6	14.3	0.00
3/1	A41 Ahead Left	U	C	64	776	2049	1119	69.3%	5.4	24.9	19.7	0.00
3/2	A41 Ahead	U	C	64	777	2049	1119	69.4%	5.4	25.0	19.7	0.00
3/3	A41 Ahead	U	C	64	775	2049	1119	69.2%	5.4	24.9	19.6	0.00
4/1	Right Ahead	U	D	43	578	2000	739	78.2%	4.9	30.7	16.5	0.00
4/2	Right	U	D	43	716	2000	739	96.8%	2.6	13.2	7.3	0.99
4/3	Right	U	D	43	713	2000	739	96.4%	2.6	13.2	4.9	0.82
5/1	M40 S Left	U	E	21	150	1900	351	42.7%	2.2	51.8	4.7	0.00
5/2+5/3	M40 S Ahead	U	E	21	350	1850:1850	423	82.7%	6.6	67.9	10.4	0.00
6/1	Ahead	U	F	86	891	2000	1462	60.9%	1.1	4.5	7.5	0.00
6/2	Ahead	U	F	86	1252	2000	1462	85.6%	1.7	5.0	28.6	0.78
6/3	Right Ahead	U	F	86	1257	2000	1462	86.0%	1.8	5.0	28.6	0.00
7/1	A34 Left	U	G	93	1985	1800	1422	139.6%	333.8	605.4	381.2	0.00
7/2	A34 Left	U	G	93	1985	1800	1422	139.6%	333.8	605.4	381.2	0.00
7/3	A34 Ahead	U	G	93	782	1800	1422	55.0%	1.6	7.5	10.2	0.00
7/4	A34 Ahead	U	G	93	675	1800	1422	47.5%	1.2	6.6	7.8	0.00
8/1	Ahead	U	H	14	19	1800	227	8.4%	0.4	75.6	0.6	0.00
8/2	Right Ahead	U	H	14	314	1800	227	138.4%	55.1	632.1	59.2	0.00
8/3	Right	U	H	14	248	1800	227	109.3%	16.6	240.8	20.1	0.00

Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%):	13.6	Total Delay for Signalled Lanes (pcuHr):	30.07		
C1	Stream: 2 PRC for Signalled Lanes (%):	-7.6	Total Delay for Signalled Lanes (pcuHr):	26.29		
C1	Stream: 3 PRC for Signalled Lanes (%):	4.7	Total Delay for Signalled Lanes (pcuHr):	13.36		
C1	Stream: 4 PRC for Signalled Lanes (%):	-55.1	Total Delay for Signalled Lanes (pcuHr):	742.64		
	PRC Over All Lanes (%):	-55.1	Total Delay Over All Lanes(pcuHr):	812.35	Cycle Time (s):	119

Basic Results Summary

Phase Diagram



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	56	51
Change Point	67	9

Stage Stream: 2

Stage	1	2
Duration	64	43
Change Point	115	65

Basic Results Summary

Stage Stream: 3

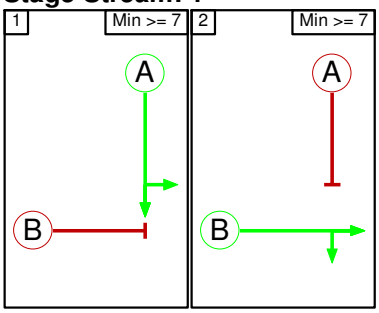
Stage	1	2
Duration	21	86
Change Point	49	75

Stage Stream: 4

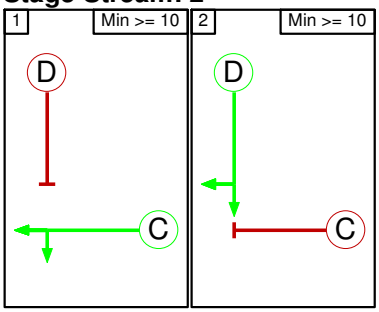
Stage	1	2
Duration	93	14
Change Point	27	7

Stage Diagram

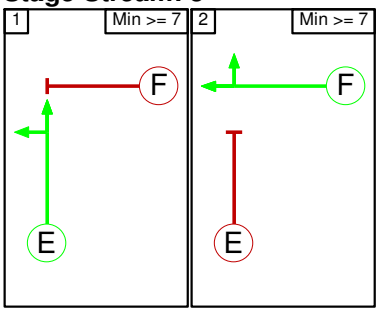
Stage Stream: 1



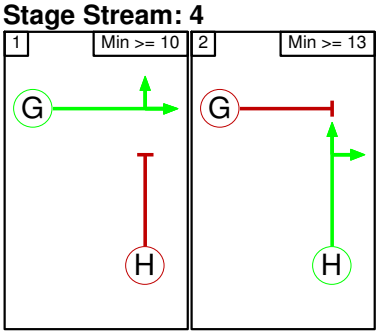
Stage Stream: 2



Stage Stream: 3



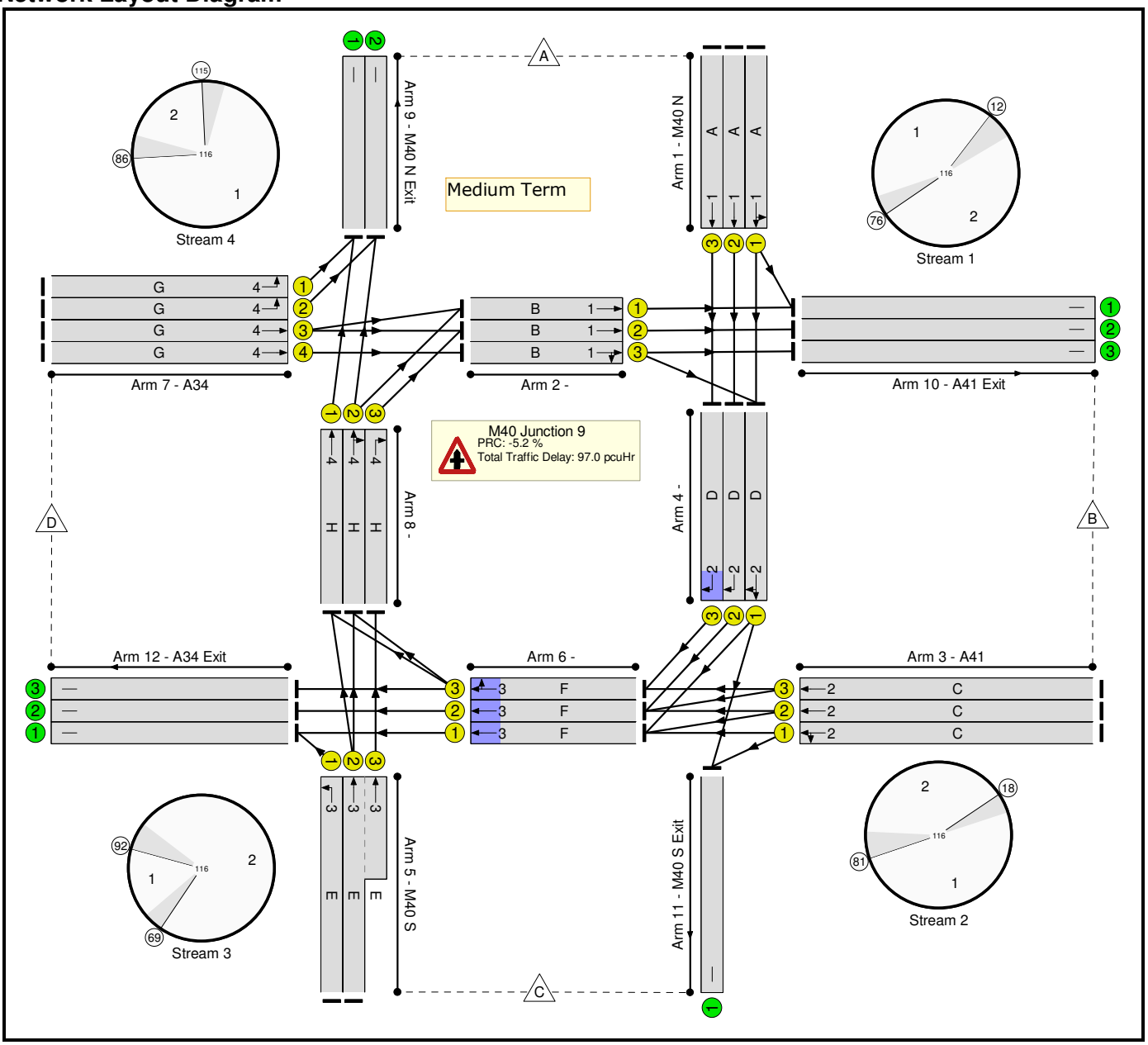
Stage Stream: 4



Basic Results Summary

Scenario 4: '2031 + DEVELOPMENT - PM PEAK' (FG4: '2031 + DEVELOPMENT PM PEAK', Plan 1: 'Staging Plan No. 1')

Network Layout Diagram



Basic Results Summary

Lane Input Data

Junction: M40 Junction 9												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/2 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/3 (M40 N)	U	A	2	3	60.0	User	1950	-	-	-	-	-
2/1	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/2	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/3	U	B	2	3	60.0	User	1950	-	-	-	-	-
3/1 (A41)	U	C	2	3	60.0	User	2049	-	-	-	-	-
3/2 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
3/3 (A41)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	55.00
4/1	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/2	U	D	2	3	60.0	User	2000	-	-	-	-	-
4/3	U	D	2	3	60.0	User	2000	-	-	-	-	-
5/1 (M40 S)	U	E	2	3	60.0	User	1900	-	-	-	-	-
5/2 (M40 S)	U	E	2	3	60.0	User	1850	-	-	-	-	-
5/3 (M40 S)	U	E	2	3	7.0	User	1850	-	-	-	-	-
6/1	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/2	U	F	2	3	60.0	User	2000	-	-	-	-	-
6/3	U	F	2	3	60.0	User	2000	-	-	-	-	-
7/1 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/2 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/3 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
7/4 (A34)	U	G	2	3	60.0	User	1800	-	-	-	-	-
8/1	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/2	U	H	2	3	60.0	User	1800	-	-	-	-	-
8/3	U	H	2	3	60.0	User	1800	-	-	-	-	-
9/1 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2 (M40 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	284	0	1420	1704
	B	508	0	293	1332	2133
	C	0	335	0	240	575
	D	2410	1334	91	0	3835
	Tot.	2918	1953	384	2992	8247

Basic Results Summary

Network Results

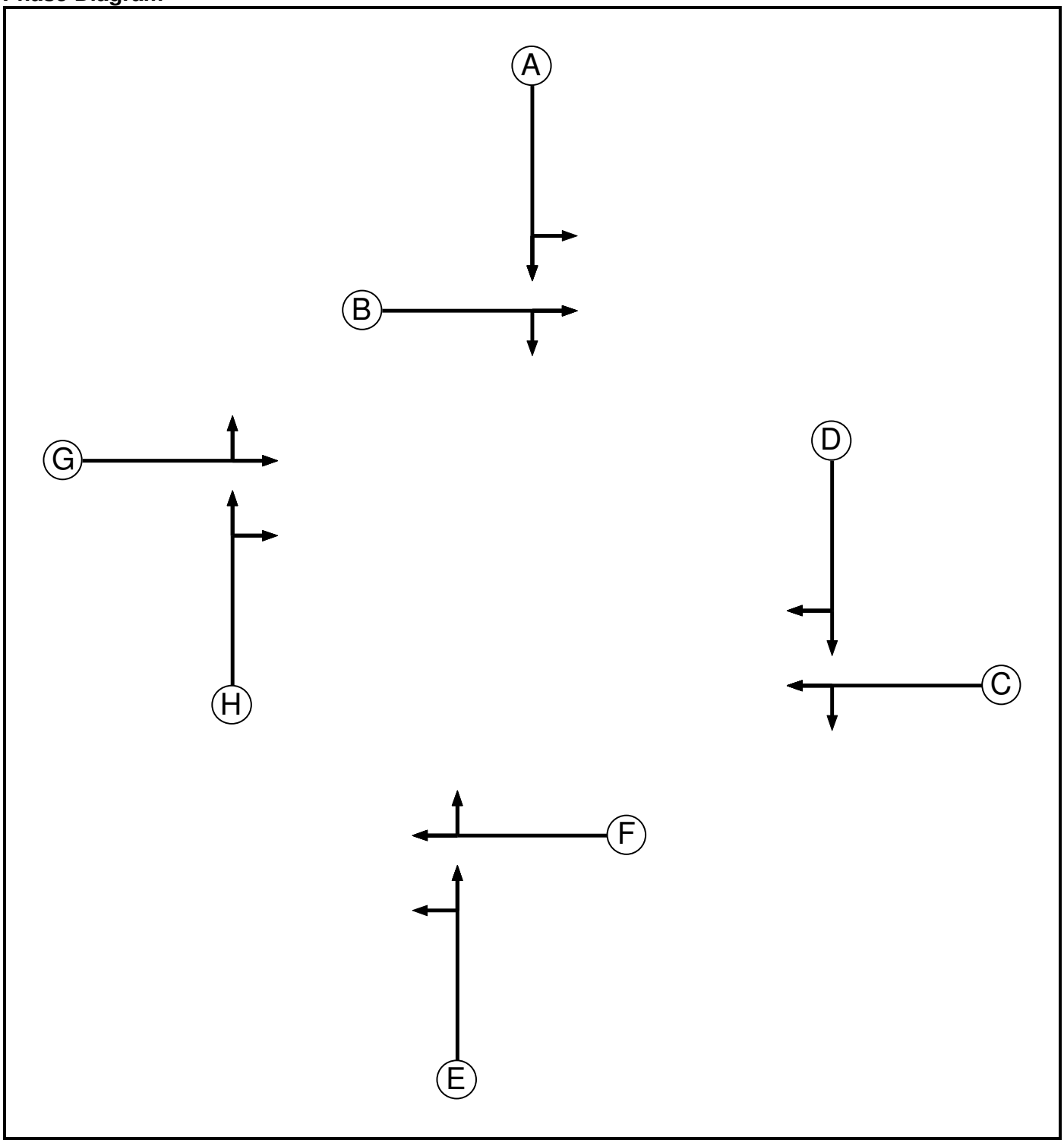
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)
Network: Full Scheme	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.7%**	**97.0**	**-**	**-**	**-**
M40 Junction 9	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.7%**	**97.0**	**-**	**-**	**-**
1/1	M40 N Ahead Left	U	A	47	521	1950	807	64.6%	4.8	33.5	14.2	0.00
1/2	M40 N Ahead	U	A	47	583	1950	807	72.3%	5.9	36.4	17.0	0.00
1/3	M40 N Ahead	U	A	47	600	1950	807	74.4%	6.2	37.4	17.8	0.00
2/1	Ahead	U	B	57	537	1950	975	55.1%	2.5	16.6	13.2	0.00
2/2	Ahead	U	B	57	533	1950	975	54.7%	3.0	20.1	13.7	0.00
2/3	Right Ahead	U	B	57	690	1950	975	70.8%	2.8	14.4	17.0	0.00
3/1	A41 Ahead Left	U	C	58	709	2049	1042	68.0%	5.3	26.8	18.2	0.00
3/2	A41 Ahead	U	C	58	712	2049	1042	68.3%	5.3	26.9	18.3	0.00
3/3	A41 Ahead	U	C	58	712	2049	1042	68.3%	5.3	26.9	18.3	0.00
4/1	Right Ahead	U	D	46	328	2000	810	40.5%	1.3	14.3	5.3	0.00
4/2	Right	U	D	46	583	2000	810	71.9%	0.2	1.2	1.2	0.00
4/3	Right	U	D	46	600	2000	810	74.0%	0.2	1.2	0.5	0.00
5/1	M40 S Left	U	E	18	240	1900	311	77.1%	4.7	70.6	9.0	0.00
5/2+5/3	M40 S Ahead	U	E	18	335	1850:1850	467	71.8%	5.4	58.1	6.8	0.00
6/1	Ahead	U	F	86	925	2000	1500	61.7%	1.2	4.7	8.4	0.00
6/2	Ahead	U	F	86	1227	2000	1500	81.8%	1.8	5.2	22.5	0.11
6/3	Right Ahead	U	F	86	1108	2000	1500	73.9%	1.2	3.9	21.2	0.00
7/1	A34 Left	U	G	81	1205	1800	1272	94.7%	12.4	37.0	41.5	0.00
7/2	A34 Left	U	G	81	1205	1800	1272	94.7%	12.4	37.0	41.5	0.00
7/3	A34 Ahead	U	G	81	735	1800	1272	57.8%	2.4	11.8	12.3	0.00
7/4	A34 Ahead	U	G	81	690	1800	1272	54.2%	2.1	11.2	11.1	0.00
8/1	Ahead	U	H	23	350	1800	372	94.0%	8.2	84.7	15.9	0.00
8/2	Right Ahead	U	H	23	305	1800	372	81.9%	1.9	22.1	9.1	0.00
8/3	Right	U	H	23	188	1800	372	50.5%	0.5	9.8	6.0	0.00

Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%):	21.0	Total Delay for Signalled Lanes (pcuHr):	25.17		
C1	Stream: 2 PRC for Signalled Lanes (%):	21.6	Total Delay for Signalled Lanes (pcuHr):	17.62		
C1	Stream: 3 PRC for Signalled Lanes (%):	10.0	Total Delay for Signalled Lanes (pcuHr):	14.29		
C1	Stream: 4 PRC for Signalled Lanes (%):	-5.2	Total Delay for Signalled Lanes (pcuHr):	39.93		
	PRC Over All Lanes (%):	-5.2	Total Delay Over All Lanes(pcuHr):	97.01	Cycle Time (s):	116

Basic Results Summary

Phase Diagram



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	47	57
Change Point	76	12

Stage Stream: 2

Stage	1	2
Duration	58	46
Change Point	18	81

Basic Results Summary

Stage Stream: 3

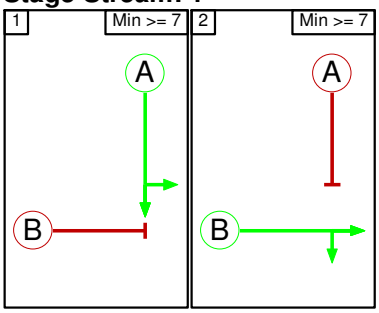
Stage	1	2
Duration	18	86
Change Point	69	92

Stage Stream: 4

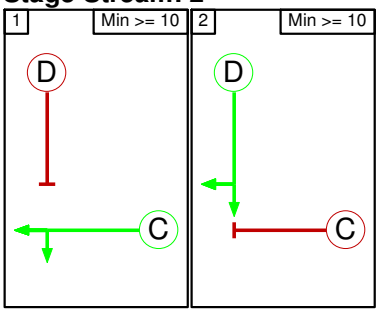
Stage	1	2
Duration	81	23
Change Point	115	86

Stage Diagram

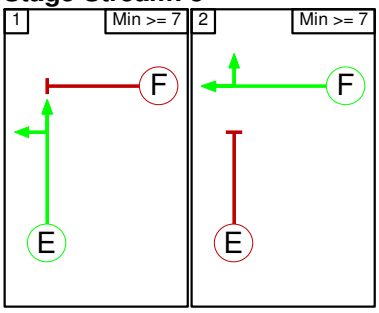
Stage Stream: 1



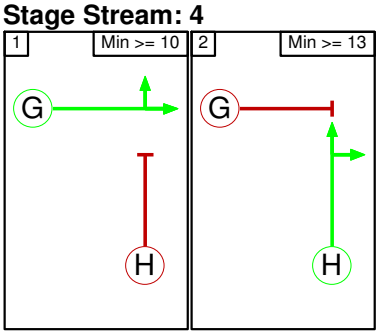
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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RG40 3GA,UK

Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\3 - A41SW Perimeter Road\A41 SW Perimeter Rd - AM.vai"
(drive-on-the-left) at 16:04:31 on Thursday, 11 August 2011

FILE PROPERTIES

RUN TITLE: A41 SW Perimeter Road
LOCATION: Bicester
DATE: 04/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - A41 (N)
ARM B - Services
ARM C - A41 (S)
ARM D - Site Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.30	11.10	6.30	20.00	70.00	46.0	0.612	41.004
ARM B	3.50	10.50	14.20	20.00	70.00	45.0	0.507	29.756
ARM C	7.30	11.10	30.00	18.00	70.00	40.0	0.686	48.493
ARM D	3.50	6.90	17.80	20.00	70.00	46.0	0.477	26.758

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2013 Base - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	15.38	23.06	15.38
ARM B	15.00	45.00	75.00	5.88	8.81	5.88
ARM C	15.00	45.00	75.00	15.75	23.63	15.75
ARM D	15.00	45.00	75.00	8.88	13.31	8.88

DEMAND SET TITLE: 2013 Base - AM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000	0.000	0.813	0.187
		0.0	0.0	1000.0	230.0
		(0.0)	(0.0)	(7.0)	(8.7)
	ARM B	0.872	0.000	0.000	0.128
		410.0	0.0	0.0	60.0
		(14.6)	(0.0)	(0.0)	(0.0)
	ARM C	0.786	0.024	0.000	0.190
		990.0	30.0	0.0	240.0
		(5.1)	(0.0)	(0.0)	(4.2)
	ARM D	0.155	0.141	0.704	0.000
		110.0	100.0	500.0	0.0
		(0.0)	(10.0)	(10.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	15.38	33.33	0.461		0.0	0.9	12.4		0.06
ARM B	5.88	15.95	0.368		0.0	0.6	8.3		0.10
ARM C	15.75	39.92	0.395		0.0	0.6	9.5		0.04
ARM D	8.88	16.23	0.547		0.0	1.2	16.8		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	18.36	32.38	0.567		0.9	1.3	18.9		0.07
ARM B	7.02	13.90	0.505		0.6	1.0	14.4		0.14
ARM C	18.81	38.67	0.486		0.6	0.9	13.8		0.05
ARM D	10.60	14.57	0.727		1.2	2.5	34.6		0.24

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	22.49	31.61	0.711		1.3	2.4	34.2		0.11
ARM B	8.59	11.46	0.750		1.0	2.8	36.7		0.32
ARM C	23.03	37.03	0.622		0.9	1.6	23.6		0.07
ARM D	12.98	12.34	1.051		2.5	19.4	181.8		1.18

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	22.49	31.45	0.715		2.4	2.5	36.7		0.11
ARM B	8.59	11.32	0.759		2.8	3.0	43.4		0.36
ARM C	23.03	36.95	0.623		1.6	1.6	24.6		0.07
ARM D	12.98	12.28	1.057		19.4	31.9	386.7		2.31

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	18.36	31.32	0.586		2.5	1.4	22.3		0.08
ARM B	7.02	13.15	0.534		3.0	1.2	18.9		0.17
ARM C	18.81	38.55	0.488		1.6	1.0	14.7		0.05
ARM D	10.60	14.48	0.732		31.9	3.0	168.6		0.86

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	15.38	33.23	0.463		1.4	0.9	13.3		0.06
ARM B	5.88	15.83	0.371		1.2	0.6	9.3		0.10
ARM C	15.75	39.85	0.395		1.0	0.7	10.0		0.04
ARM D	8.88	16.17	0.549		3.0	1.2	19.9		0.14

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.3	*
08.30	2.4	**
08.45	2.5	**
09.00	1.4	*
09.15	0.9	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	1.0	*
08.30	2.8	***
08.45	3.0	***
09.00	1.2	*
09.15	0.6	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.9	*
08.30	1.6	**
08.45	1.6	**
09.00	1.0	*
09.15	0.7	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.2	*
08.15	2.5	***
08.30	19.4	**********
08.45	31.9	**********
09.00	3.0	***
09.15	1.2	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1686.6	1124.4	137.9	0.08	137.9	0.08
B	644.5	429.6	131.0	0.20	131.0	0.20
C	1727.7	1151.8	96.3	0.06	96.3	0.06
D	973.6	649.0	808.3	0.83	808.4	0.83
ALL	5032.3	3354.9	1173.5	0.23	1173.5	0.23

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

END OF JOB

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

[Printed at 16:04:51 on 11/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\3 - A41SW Perimeter Road\A41 SW Perimeter Rd - PM.vai"
(drive-on-the-left) at 16:16:11 on Thursday, 11 August 2011

FILE PROPERTIES

RUN TITLE: A41 SW Perimeter Road
LOCATION: Bicester
DATE: 04/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - A41 (N)
ARM B - Services
ARM C - A41 (S)
ARM D - Site Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.30	11.10	6.30	20.00	70.00	46.0	0.612	41.004
ARM B	3.50	10.50	14.20	20.00	70.00	45.0	0.507	29.756
ARM C	7.30	11.10	30.00	18.00	70.00	40.0	0.686	48.493
ARM D	3.50	6.90	17.80	20.00	70.00	46.0	0.477	26.758

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	13.88	20.81	13.88
ARM B	15.00	45.00	75.00	1.38	2.06	1.38
ARM C	15.00	45.00	75.00	19.13	28.69	19.13
ARM D	15.00	45.00	75.00	7.38	11.06	7.38

DEMAND SET TITLE: 2031 Base - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	ARM A	0.000	0.000	0.892	0.108
		0.0	0.0	990.0	120.0
		(0.0)	(0.0)	(3.0)	(0.0)
	ARM B	0.818	0.000	0.000	0.182
		90.0	0.0	0.0	20.0
		(11.1)	(0.0)	(0.0)	(0.0)
	ARM C	0.784	0.046	0.000	0.170
		1200.0	70.0	0.0	260.0
		(4.2)	(0.0)	(0.0)	(11.5)
	ARM D	0.186	0.051	0.763	0.000
		110.0	30.0	450.0	0.0
		(18.2)	(0.0)	(8.9)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	13.88	35.57	0.390		0.0	0.6	9.3		0.05
ARM B	1.38	17.86	0.077		0.0	0.1	1.2		0.06
ARM C	19.13	44.13	0.433		0.0	0.8	11.2		0.04
ARM D	7.38	16.61	0.444		0.0	0.8	11.3		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	16.57	34.71	0.477		0.6	0.9	13.3		0.05
ARM B	1.64	16.01	0.103		0.1	0.1	1.7		0.07
ARM C	22.84	43.74	0.522		0.8	1.1	16.0		0.05
ARM D	8.81	15.11	0.583		0.8	1.4	19.4		0.16

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	20.29	33.61	0.604		0.9	1.5	21.9		0.07
ARM B	2.01	13.54	0.149		0.1	0.2	2.5		0.09
ARM C	27.97	43.22	0.647		1.1	1.8	26.3		0.07
ARM D	10.79	13.05	0.826		1.4	4.1	53.1		0.38

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	20.29	33.52	0.605		1.5	1.5	22.7		0.08
ARM B	2.01	13.45	0.149		0.2	0.2	2.6		0.09
ARM C	27.97	43.21	0.647		1.8	1.8	27.3		0.07
ARM D	10.79	13.03	0.828		4.1	4.4	64.8		0.43

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	16.57	34.58	0.479		1.5	0.9	14.2		0.06
ARM B	1.64	15.89	0.103		0.2	0.1	1.8		0.07
ARM C	22.84	43.73	0.522		1.8	1.1	16.9		0.05
ARM D	8.81	15.08	0.584		4.4	1.4	23.9		0.17

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	13.88	35.52	0.391		0.9	0.6	9.8		0.05
ARM B	1.38	17.79	0.077		0.1	0.1	1.3		0.06
ARM C	19.13	44.12	0.434		1.1	0.8	11.7		0.04
ARM D	7.38	16.58	0.445		1.4	0.8	12.6		0.11

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.9	*
17.30	1.5	**
17.45	1.5	**
18.00	0.9	*
18.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.1	*
17.30	1.8	**
17.45	1.8	**
18.00	1.1	*
18.15	0.8	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.4	*
17.30	4.1	****
17.45	4.4	****
18.00	1.4	*
18.15	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1522.0	1014.7	91.4	0.06	91.4	0.06
B	150.8	100.6	11.1	0.07	11.1	0.07
C	2098.0	1398.6	109.4	0.05	109.4	0.05
D	809.0	539.3	185.2	0.23	185.2	0.23
ALL	4579.8	3053.2	397.1	0.09	397.1	0.09

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

END OF JOB

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

[Printed at 16:16:25 on 11/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\3 - A41SW Perimeter Road\A41 SW Perimeter Rd - AM.vai"
(drive-on-the-left) at 16:18:22 on Thursday, 11 August 2011

FILE PROPERTIES

RUN TITLE: A41 SW Perimeter Road
LOCATION: Bicester
DATE: 04/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - A41 (N)
ARM B - Services
ARM C - A41 (S)
ARM D - Site Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.30	11.10	6.30	20.00	70.00	46.0	0.612	41.004
ARM B	3.50	10.50	14.20	20.00	70.00	45.0	0.507	29.756
ARM C	7.30	11.10	30.00	18.00	70.00	40.0	0.686	48.493
ARM D	3.50	6.90	17.80	20.00	70.00	46.0	0.477	26.758

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2013 + Dev - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	15.38	23.06	15.38
ARM B	15.00	45.00	75.00	6.13	9.19	6.13
ARM C	15.00	45.00	75.00	15.75	23.63	15.75
ARM D	15.00	45.00	75.00	8.50	12.75	8.50

DEMAND SET TITLE: 2013 + Dev - AM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000	0.000	0.854	0.146
		0.0	0.0	1050.0	180.0
		(0.0)	(0.0)	(6.7)	(0.0)
	ARM B	0.878	0.000	0.000	0.122
		430.0	0.0	0.0	60.0
		(16.3)	(0.0)	(0.0)	(0.0)
	ARM C	0.786	0.024	0.000	0.190
		990.0	30.0	0.0	240.0
		(5.1)	(0.0)	(0.0)	(4.2)
	ARM D	0.118	0.147	0.735	0.000
		80.0	100.0	500.0	0.0
		(0.0)	(10.0)	(10.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	15.38	33.84	0.454		0.0	0.8	12.1		0.05
ARM B	6.13	15.83	0.387		0.0	0.6	9.0		0.10
ARM C	15.75	40.25	0.391		0.0	0.6	9.4		0.04
ARM D	8.50	16.01	0.531		0.0	1.1	15.8		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	18.36	32.87	0.559		0.8	1.3	18.3		0.07
ARM B	7.31	13.83	0.529		0.6	1.1	15.7		0.15
ARM C	18.81	39.06	0.481		0.6	0.9	13.6		0.05
ARM D	10.15	14.32	0.709		1.1	2.3	31.9		0.23

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	22.49	32.01	0.702		1.3	2.3	32.9		0.10
ARM B	8.96	11.41	0.785		1.1	3.3	42.7		0.37
ARM C	23.03	37.53	0.614		0.9	1.6	22.8		0.07
ARM D	12.43	12.07	1.030		2.3	16.4	158.6		1.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	22.49	31.84	0.706		2.3	2.4	35.2		0.11
ARM B	8.96	11.27	0.795		3.3	3.6	52.1		0.42
ARM C	23.03	37.43	0.615		1.6	1.6	23.7		0.07
ARM D	12.43	12.00	1.036		16.4	25.9	319.7		2.00

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	18.36	31.96	0.575		2.4	1.4	21.2		0.07
ARM B	7.31	13.21	0.554		3.6	1.3	20.9		0.18
ARM C	18.81	38.91	0.483		1.6	0.9	14.4		0.05
ARM D	10.15	14.22	0.714		25.9	2.7	118.8		0.61

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	15.38	33.74	0.456		1.4	0.8	12.9		0.05
ARM B	6.13	15.73	0.389		1.3	0.6	10.0		0.10
ARM C	15.75	40.18	0.392		0.9	0.6	9.9		0.04
ARM D	8.50	15.95	0.533		2.7	1.2	18.5		0.14

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.3	*
08.30	2.3	**
08.45	2.4	**
09.00	1.4	*
09.15	0.8	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	1.1	*
08.30	3.3	***
08.45	3.6	****
09.00	1.3	*
09.15	0.6	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.9	*
08.30	1.6	**
08.45	1.6	**
09.00	0.9	*
09.15	0.6	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.1	*
08.15	2.3	**
08.30	16.4	**********
08.45	25.9	**********
09.00	2.7	***
09.15	1.2	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1686.6	1124.4	132.6	0.08	132.6	0.08
B	671.9	447.9	150.5	0.22	150.5	0.22
C	1727.7	1151.8	93.9	0.05	93.9	0.05
D	932.4	621.6	663.2	0.71	663.2	0.71
ALL	5018.6	3345.8	1040.1	0.21	1040.2	0.21

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

END OF JOB

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

[Printed at 16:18:31 on 11/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\3 - A41SW Perimeter Road\A41 SW Perimeter Rd - PM.vai"
(drive-on-the-left) at 16:17:22 on Thursday, 11 August 2011

FILE PROPERTIES

RUN TITLE: A41 SW Perimeter Road
LOCATION: Bicester
DATE: 04/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - A41 (N)
ARM B - Services
ARM C - A41 (S)
ARM D - Site Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.30	11.10	6.30	20.00	70.00	46.0	0.612	41.004
ARM B	3.50	10.50	14.20	20.00	70.00	45.0	0.507	29.756
ARM C	7.30	11.10	30.00	18.00	70.00	40.0	0.686	48.493
ARM D	3.50	6.90	17.80	20.00	70.00	46.0	0.477	26.758

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base + Dev - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	14.13	21.19	14.13
ARM B	15.00	45.00	75.00	1.63	2.44	1.63
ARM C	15.00	45.00	75.00	20.88	31.31	20.88
ARM D	15.00	45.00	75.00	6.75	10.13	6.75

DEMAND SET TITLE: 2031 Base + Dev - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	ARM A	0.000	0.000	0.894	0.106
		0.0	0.0	1010.0	120.0
		(0.0)	(0.0)	(3.0)	(0.0)
	ARM B	0.846	0.000	0.000	0.154
		110.0	0.0	0.0	20.0
		(18.2)	(0.0)	(0.0)	(0.0)
	ARM C	0.778	0.042	0.000	0.180
		1300.0	70.0	0.0	300.0
		(4.6)	(0.0)	(0.0)	(10.0)
	ARM D	0.111	0.056	0.833	0.000
		60.0	30.0	450.0	0.0
		(0.0)	(0.0)	(8.9)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	14.13	35.57	0.397		0.0	0.7	9.6		0.05
ARM B	1.63	16.77	0.097		0.0	0.1	1.6		0.07
ARM C	20.88	43.83	0.476		0.0	0.9	13.3		0.04
ARM D	6.75	16.27	0.415		0.0	0.7	10.1		0.10

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	16.87	34.71	0.486		0.7	0.9	13.8		0.06
ARM B	1.94	14.99	0.129		0.1	0.1	2.2		0.08
ARM C	24.93	43.40	0.574		0.9	1.3	19.6		0.05
ARM D	8.06	14.57	0.553		0.7	1.2	17.3		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	20.66	33.60	0.615		0.9	1.6	22.8		0.08
ARM B	2.38	12.63	0.188		0.1	0.2	3.4		0.10
ARM C	30.53	42.81	0.713		1.3	2.4	35.1		0.08
ARM D	9.87	12.27	0.805		1.2	3.7	47.3		0.37

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	20.66	33.52	0.616		1.6	1.6	23.8		0.08
ARM B	2.38	12.55	0.189		0.2	0.2	3.5		0.10
ARM C	30.53	42.80	0.713		2.4	2.5	36.8		0.08
ARM D	9.87	12.24	0.807		3.7	3.9	57.0		0.41

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	16.87	34.58	0.488		1.6	1.0	14.7		0.06
ARM B	1.94	14.88	0.130		0.2	0.2	2.3		0.08
ARM C	24.93	43.39	0.575		2.5	1.4	21.0		0.05
ARM D	8.06	14.53	0.555		3.9	1.3	21.0		0.16

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	14.13	35.52	0.398		1.0	0.7	10.1		0.05
ARM B	1.63	16.71	0.097		0.2	0.1	1.7		0.07
ARM C	20.88	43.82	0.476		1.4	0.9	14.0		0.04
ARM D	6.75	16.23	0.416		1.3	0.7	11.2		0.11

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	0.9	*
17.30	1.6	**
17.45	1.6	**
18.00	1.0	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.3	*
17.30	2.4	**
17.45	2.5	**
18.00	1.4	*
18.15	0.9	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.2	*
17.30	3.7	****
17.45	3.9	****
18.00	1.3	*
18.15	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1549.5	1033.0	94.9	0.06	94.9	0.06
B	178.3	118.8	14.6	0.08	14.6	0.08
C	2289.9	1526.6	139.8	0.06	139.8	0.06
D	740.5	493.6	164.0	0.22	164.0	0.22
ALL	4758.1	3172.1	413.2	0.09	413.2	0.09

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

END OF JOB

T R A N S Y T 12

Traffic Network Study Tool

Analysis Program Release 5 (January 2007)

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Run with file:- "JUNCTION 4 AND 5 - 2031 AM NO DEV.DAT" at 14:31 on 20110816

TRANSYT 12.0

New Double Signal Junction - A41/SouthWest Bicester/Bicester B Park

PARAMETERS CONTROLLING DIMENSIONS OF PROBLEM :

NUMBER OF NODES	=	2
NUMBER OF LINKS	=	25
NUMBER OF OPTIMISED NODES	=	2
MAXIMUM NUMBER OF GRAPHIC PLOTS	=	16
NUMBER OF STEPS IN CYCLE	=	45
MAXIMUM NUMBER OF SHARED STOPLINES	=	0
MAXIMUM NUMBER OF TIMING POINTS	=	3
MAXIMUM LINKS AT ANY NODE	=	10

CORE REQUESTED = 7270 WORDS
CORE AVAILABLE = 96000 WORDS

DATA INPUT :-
~~~~ ~~~~~

CARD NO.	CARD TYPE	CYCLE TIME (SEC)	NO. OF STEPS PER CYCLE	TIME PERIOD 1-1200 MINS.	EFFECTIVE-GREEN DISPLACEMENTS START (SEC)	END (SEC)	EQUISAT SETTINGS 0=NO 1=YES	0=UNEQUAL FLOW CYCLE 1=EQUAL CYCLE	SCALE 10-200 %	CRUISE-SPEEDS SCALE 50-200 %	CARD32 0=TIMES 1=SPEEDS	OPTIMISE 0=NONE 1=O/SET 2=FULL	EXTRA COPIES FINAL OUTPUT	HILL-CLIMB OUTPUT 1=FULL	DELAY VALUE P PER PCU-H
(1)=	TITLE:- New Double Signal Junction - A41/SouthWest Bicester/Bicester B Park														
2)=	1	90	45	60	2	3	1	1	0	0	0	2	0	0	1420
CARD NO.	CARD TYPE	LIST OF NODES TO BE OPTIMISED													
3)=	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0

NODE CARDS: MINIMUM STAGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
4)=	10	1	14	22	18							
5)=	10	2	19	14	17							

NODE CARDS: PRECEDING INTERSTAGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
6)=	11	1	0	0	0							
7)=	11	2	0	0	0							

NODE CARDS: STAGE CHANGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	Sgl/Dbl Cycled	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
8)=	12	1	1	47	7	29							
9)=	12	2	1	41	8	23							

LINK CARDS: GIVEWAY DATA

CARD NO.	CARD TYPE	LINK NO.	PRIORITY LINKS LINK1 NO.	LINK2 NO.	LINK1 GIVEWAY COEFFS. ONLY % FLOW	A1 X100	A2 X100				LINK LENGTH	STOP WT.X100	MAX FLOW	DELAY WT.X100
10)=	30	31	30	0	0	22	0	0	0	0	0	200	0	715	0

LINK CARDS: FIXED DATA

CARD NO.	CARD TYPE	LINK NO.	EXIT NODE	FIRST GREEN START STAGE	LAG	END STAGE	LAG	SECOND GREEN START STAGE	LAG	END STAGE	LAG	LINK LENGTH	STOP WT.X100	SAT FLOW	DELAY WT.X100
11)=	31	11	1	1	6	2	9	0	0	0	0	200	0	2155	0
12)=	31	12	1	1	6	2	9	0	0	0	0	200	0	2155	0
13)=	31	13	1	3	11	1	0	0	0	0	0	200	0	1900	0
14)=	31	14	1	2	15	1	0	0	0	0	0	200	0	1800	0
15)=	31	15	1	2	15	3	5	0	0	0	0	87	0	1900	0
16)=	31	16	1	1	6	2	9	0	0	0	0	87	0	4306	0
17)=	31	21	2	2	5	3	0	0	0	0	0	100	0	1900	0
18)=	31	22	2	1	12	3	0	0	0	0	0	100	0	4286	0
19)=	31	23	2	1	9	2	0	0	0	0	0	200	0	4440	0
20)=	31	24	2	1	8	2	0	0	0	0	0	200	0	1800	0
21)=	31	25	2	3	10	1	3	0	0	0	0	200	0	1900	0
22)=	31	26	2	3	10	1	3	0	0	0	0	200	0	1800	0
23)=	31	30	0	0	0	0	0	0	0	0	0	35	0	1900	0
24)=	31	32	0	0	0	0	0	0	0	0	0	200	0	1900	0
25)=	31	193	1	2	14	3	0	0	0	0	0	7	0	9000	0
26)=	31	196	1	1	5	2	0	0	0	0	0	15	0	9000	0
27)=	31	197	1	2	16	3	0	0	0	0	0	8	0	9000	0
28)=	31	198	0	0	0	0	0	0	0	0	0	200	0	4306	0
29)=	31	291	0	0	0	0	0	0	0	0	0	200	0	2386	0
30)=	31	293	2	1	8	2	0	0	0	0	0	8	0	9000	0
31)=	31	294	2	3	12	1	0	0	0	0	0	6	0	9000	0
32)=	31	295	2	3	5	1	0	0	0	0	0	13	0	9000	0
33)=	31	296	2	2	9	3	0	0	0	0	0	7	0	9000	0
34)=	31	299	0	0	0	0	0	0	0	0	0	1800	0	200	0

LINK CARDS: FLOW DATA

CARD NO.	CARD TYPE	LINK NO.	TOTAL FLOW	UNIFORM FLOW	ENTRY 1 ..... LINK NO.	FLOW	CRUISE TIME	ENTRY 2 ..... LINK NO.	FLOW	CRUISE TIME	ENTRY 3 ..... LINK NO.	FLOW	CRUISE TIME	ENTRY 4 ..... LINK NO.	FLOW
35)=	32	11	855	0	0	0	16	0	0	0	0	0	0	0	0
36)=	32	12	855	0	0	0	16	0	0	0	0	0	0	0	0
37)=	32	13	40	0	0	0	16	0	0	0	0	0	0	0	0
38)=	32	14	10	0	0	0	16	0	0	0	0	0	0	0	0
39)=	32	15	10	0	23	10	7	0	0	0	0	0	0	0	0
40)=	32	16	1830	0	23	1640	7	26	190	7	0	0	0	0	0
41)=	32	21	180	0	11	100	8	0	0	0	0	0	0	0	0
42)=	32	22	1530	0	11	705	8	12	885	8	14	10	8	0	0
43)=	32	23	1640	0	0	0	16	0	0	0	0	0	0	0	0
44)=	32	24	10	0	0	0	16	0	0	0	0	0	0	0	0
45)=	32	25	10	0	0	0	16	0	0	0	0	0	0	0	0
46)=	32	26	190	0	0	0	16	0	0	0	0	0	0	0	0
47)=	32	30	10	0	15	10	3	0	0	0	0	0	0	0	0
48)=	32	31	210	0	0	0	16	0	0	0	0	0	0	0	0
49)=	32	32	210	0	30	10	16	31	210	16	0	0	0	0	0
50)=	32	193	11	0	0	0	6	0	0	0	0	0	0	0	0
51)=	32	196	11	0	0	0	8	0	0	0	0	0	0	0	0
52)=	32	197	11	0	0	0	8	0	0	0	0	0	0	0	0
~~~~

53)=	32	198	1870	0	13	40	16	16	1830	16	0	0	0	0	0

54)=	32	291	1540	0	22	1530	16	25	10	16	0	0	0	0	0
55)=	32	293	50	0	0	0	5	0	0	0	0	0	0	0	0
56)=	32	294	50	0	0	0	5	0	0	0	0	0	0	0	0
57)=	32	295	50	0	0	0	8	0	0	0	0	0	0	0	0
58)=	32	296	50	0	0	0	6	0	0	0	0	0	0	0	0
59)=	32	299	180	0	21	180	16	24	10	16	0	0	0	0	0

LINK CARDS : FLARE SATURATION FLOW DATA

	CARD TYPE	LINK NO.	..LANE 1.. SAT. FLOW	CAPAC VEH.	..LANE 2.. SAT. FLOW	CAPAC VEH.	..LANE 3.. SAT. FLOW	CAPAC VEH.
60)=	33	13	1900	8	0	0	0	0

GRAPH PLOT CARDS

CARD NO.	CARD TYPE	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.						
61)=	35	11	12	21	22	23	24	16	15	0	0	0	0	0	0
62)=	35	26	14	15	22	31	0	0	0	0	0	0	0	0	0

LINK DATA: QUEUE CONSTRAINTS

CARD NO.	CARD TYPE	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE
63)=	38	15	7	9000	16	10	9000	21	5	9000	22	10	9000	0	0

*****END OF SUBROUTINE TINPUT****

90 SECOND CYCLE 45 STEPS

INITIAL SETTINGS
- (SECONDS)

NODE NO	NUMBER OF STAGES	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 8	STAGE 9	STAGE 10
1	3	47	7	29							
2	3	41	5	21							

LINK NUMBER	FLOW INTO LINK (PCU/H)	SAT FLOW (PCU/H)	DEGREE OF SAT (%)	MEAN TIMES PER PCU CRUISE (SEC)	DELAY (SEC)	DELAY UNIFORM (U+R+O=MEAN Q) (PCU-H/H)	RANDOM+ OVERSAT	COST OF DELAY ($/H)	STOPS MEAN STOPS /PCU (%)	COST OF STOPS ($/H)	QUEUE MEAN MAX. (PCU)	AVERAGE EXCESS (PCU)	PERFORMANCE INDEX. WEIGHTED SUM OF ( ) VALUES ($/H)	EXIT NODE	GREEN START 1ST	END (SEC
11	855	2155	66	16.0	16.0	2.8 +	1.0	(54.0)	65	(14.9)	15		68.9	1	53	16
12	855	2155	66	16.0	16.0	2.8 +	1.0	(54.0)	65	(14.9)	15		68.9	1	53	16
13	40	3800f	12	16.0	44.3	0.4 +	0.1	(7.0)	95	(1.0)	1		8.0	1	40	47
14	10	1800	2	16.0	27.0	0.1 +	0.0	(1.1)	72	(0.2)	0		1.3	1	22	47
15	10	1900	4	7.0	43.0	0.1 +	0.0	(1.7)	105	(0.3)	0	(0.0)*	2.0	1	22	34
16	1830	4306	71	7.0	3.8	0.7 +	1.2	(27.3)	15	(7.5)	18	(0.4)*	72.4	1	53	16
21	180	1900	71	8.0	48.9	1.3 +	1.2	(34.7)	116	(5.6)	5	(0.0)*	43.0	2	10	21
22	1530	4286	54	8.0	2.5	0.5 +	0.6	(15.1)	6	(2.3)	2	(0.0)*	17.4	2	53	21
23	1640	4440	72	16.0	19.9	7.8 +	1.3	(128.8)	75	(33.0)	32		161.8	2	50	5
24	10	1800	1	16.0	12.2	0.0 +	0.0	(0.5)	46	(0.1)	0		0.6	2	49	5
25	10	1900	3	16.0	38.4	0.1 +	0.0	(1.5)	88	(0.2)	0		1.8	2	31	44
26	190	1800	68	16.0	55.4	1.9 +	1.0	(41.5)	110	(5.6)	5		47.2	2	31	44
30	10	1900	1	3.0	0.9	0.0 +	0.0	(0.0)	1	(0.0)	0		0.0			
31	210	715	29	16.0	3.6	0.0 +	0.2	(3.0)	0	(0.0)	0		3.0			
32	210	1900	11	16.0	1.1	0.0 +	0.1	(0.9)	1	(0.1)	0		0.9			
193	11	9000	1	6.0	38.5	0.1 +	0.0	(1.7)	91	(0.0)	0		1.7	1	21	29
196	11	9000	0	8.0	11.6	0.0 +	0.0	(0.5)	49	(0.0)	0		0.5	1	52	7
197	11	9000	2	8.0	40.9	0.1 +	0.0	(1.8)	94	(0.0)	0		1.8	1	23	29
198	1870	4306	43	16.0	0.7	0.0 +	0.4	(5.4)	1	(0.4)	0		5.9			
291	1540	2386	65	16.0	6.4	1.8 +	0.9	(39.1)	60	(25.1)	34		64.2			
293	50	9000	1	5.0	10.7	0.1 +	0.0	(2.1)	47	(0.0)	1		2.1	2	49	5
294	50	9000	6	5.0	38.6	0.5 +	0.0	(7.6)	91	(0.0)	1		7.6	2	33	41
295	50	9000	3	8.0	32.4	0.4 +	0.0	(6.4)	83	(0.0)	1		6.4	2	26	41
296	50	9000	6	6.0	40.7	0.5 +	0.0	(8.0)	93	(0.0)	1		8.0	2	14	21
299	180	200	90	16.0	96.1	1.5 +	3.3	(68.2)	155	(633.4)	8		701.6			

*** f - average saturation flow for flared link ***

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2145.5	77.7	27.6	23.7	12.4	(511.9) +	(744.7) +	(40.4) =	1297.0	TOTALS

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	CRUISE LITRES PER HOUR		DELAY LITRES PER HOUR		STOPS LITRES PER HOUR		TOTALS LITRES PER HOUR
FUEL CONSUMPTION PREDICTIONS	1793.6	+	41.5	+	339.3	=	2174.4

NO. OF ENTRIES TO SUBPT = 1
NO. OF LINKS RECALCULATED= 25

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13
- (SECONDS)

1	3	47	7	29
2	3	41	5	21

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2145.5	77.7	27.6	23.7	12.4	(511.9) +	(744.7) +	(40.4) =	1297.0	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 96

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36
- (SECONDS)

1	3	47	7	29
2	3	41	5	21

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2145.5	77.7	27.6	23.7	12.4	(511.9) +	(744.7) +	(40.4) =	1297.0	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 97

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1
- (SECONDS)

1	3	47	7	29
2	3	41	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2145.5	77.7	27.6	23.8	12.3	(512.3) +	(739.1) +	(37.9) =	1289.3	TOTALS

NO. OF ENTRIES TO SUBPT = 10
NO. OF LINKS RECALCULATED= 159

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13
- (SECONDS)

1	3	47	7	29
2	3	41	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2145.5	77.7	27.6	23.8	12.3	(512.3) +	(739.1) +	(37.9) =	1289.3	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 97

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13 36
- (SECONDS)

1	3	47	7	29
2	3	41	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
2145.5	77.7	27.6	23.8	12.3	(512.3)	+	(739.1)	+	(37.9)	=	1289.3	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 102

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13 36 1
- (SECONDS)

1	3	43	3	25
2	3	41	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
2145.5	77.6	27.7	23.6	12.3	(510.3)	+	(738.4)	+	(37.9)	=	1286.6	TOTALS

NO. OF ENTRIES TO SUBPT = 9
NO. OF LINKS RECALCULATED= 157

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13 36 1 -1
- (SECONDS)

1	3	43	3	25
2	3	40	6	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
2145.5	77.5	27.7	23.0	12.9	(509.3)	+	(737.2)	+	(24.3)	=	1270.8	TOTALS

NO. OF ENTRIES TO SUBPT = 11
NO. OF LINKS RECALCULATED= 187

90 SECOND CYCLE 45 STEPS

FINAL SETTINGS OBTAINED WITH INCREMENTS :- 13 36 -1 13 36 1 -1 1
- (SECONDS)

NODE NO	NUMBER OF STAGES	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 8	STAGE 9	STAGE 10
1	3	45	5	27							
2	3	40	6	22							

LINK NUMBER	FLOW INTO LINK (PCU/H)	SAT FLOW (PCU/H)	DEGREE OF SAT (%)	MEAN TIMES PER PCU CRUISE (SEC)	DELAY (SEC)	DELAY UNIFORM (U+R+O=MEAN Q) (PCU-H/H)	RANDOM+ OVERSAT (PCU-H/H)	COST OF DELAY ($/H)	STOPS MEAN STOPS /PCU (%)	STOPS COST OF STOPS ($/H)	QUEUE MEAN MAX. (PCU)	QUEUE AVERAGE EXCESS (PCU)	PERFORMANCE INDEX. WEIGHTED SUM OF ( ) VALUES ($/H)	EXIT NODE	GREEN START 1ST (SEC	END
11	855	2155	66	16.0	16.0	2.8 +	1.0	(54.0)	65	(14.9)	15		68.9	1	51	14
12	855	2155	66	16.0	16.0	2.8 +	1.0	(54.0)	65	(14.9)	15		68.9	1	51	14
13	40	3800f	12	16.0	44.3	0.4 +	0.1	(7.0)	95	(1.0)	1		8.0	1	38	45
14	10	1800	2	16.0	27.0	0.1 +	0.0	(1.1)	72	(0.2)	0		1.3	1	20	45
15	10	1900	4	7.0	41.5	0.1 +	0.0	(1.6)	105	(0.3)	0	(0.0)*	1.9	1	20	32
16	1830	4306	71	7.0	3.7	0.7 +	1.2	(27.0)	15	(7.2)	16	(0.2)*	55.0	1	51	14
21	180	1900	71	8.0	50.0	1.3 +	1.2	(35.5)	117	(5.7)	5	(0.0)*	43.9	2	11	22
22	1530	4286	53	8.0	1.8	0.2 +	0.6	(10.8)	3	(1.4)	1	(0.0)*	12.2	2	52	22
23	1640	4440	69	16.0	18.0	7.1 +	1.1	(116.4)	71	(31.3)	31		147.7	2	49	6
24	10	1800	1	16.0	11.7	0.0 +	0.0	(0.5)	45	(0.1)	0		0.6	2	48	6
25	10	1900	4	16.0	42.1	0.1 +	0.0	(1.7)	92	(0.2)	0		1.9	2	32	43
26	190	1800	79	16.0	71.4	2.0 +	1.8	(53.5)	127	(6.5)	6		60.0	2	32	43
30	10	1900	1	3.0	0.9	0.0 +	0.0	(0.0)	1	(0.0)	0		0.0			
31	210	715	29	16.0	3.6	0.0 +	0.2	(3.0)	0	(0.0)	0		3.0			
32	210	1900	11	16.0	1.1	0.0 +	0.1	(0.9)	1	(0.1)	0		0.9			
193	11	9000	1	6.0	38.5	0.1 +	0.0	(1.7)	91	(0.0)	0		1.7	1	19	27
196	11	9000	0	8.0	11.6	0.0 +	0.0	(0.5)	49	(0.0)	0		0.5	1	50	5
197	11	9000	2	8.0	40.9	0.1 +	0.0	(1.8)	94	(0.0)	0		1.8	1	21	27
198	1870	4306	43	16.0	0.7	0.0 +	0.4	(5.4)	1	(0.4)	0		5.9			
291	1540	2386	65	16.0	6.4	1.8 +	0.9	(39.0)	61	(25.3)	34		64.3			
293	50	9000	1	5.0	10.2	0.1 +	0.0	(2.0)	46	(0.0)	1		2.0	2	48	6
294	50	9000	7	5.0	42.0	0.5 +	0.0	(8.3)	95	(0.0)	1		8.3	2	34	40
295	50	9000	4	8.0	33.4	0.4 +	0.0	(6.6)	84	(0.0)	1		6.6	2	27	40
296	50	9000	6	6.0	39.8	0.5 +	0.0	(7.8)	92	(0.0)	1		7.9	2	15	22
299	180	200	90	16.0	95.2	1.4 +	3.3	(67.6)	153	(627.5)	8		695.1			

*** f - average saturation flow for flared link ***

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
2145.5	77.4	27.7	22.8	12.9	(507.8)	+	(737.1)	+	(23.5)	=	1268.4	TOTALS

ROUTE

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	CRUISE LITRES PER HOUR		DELAY LITRES PER HOUR		STOPS LITRES PER HOUR		TOTALS LITRES PER HOUR
FUEL CONSUMPTION PREDICTIONS	1793.6	+	41.1	+	335.9	=	2170.6

NO. OF ENTRIES TO SUBPT = 6
NO. OF LINKS RECALCULATED= 107

CYCLIC FLOW PROFILE GRAPHS

```
LINK    11 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
  2000+                         ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
  1500+                         ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^^
     I                          ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^^
  1000+                        ^^^^^^^^^^^^^
     I@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
   500+@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     +........=#=========#=====....1.........1.....
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```
LINK    12 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
  2000+                         ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
  1500+                         ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^^
     I                          ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^^
  1000+                        ^^^^^^^^^^^^^
     I@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
   500+@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@1111111111111111111@@@@@@@@@@@@@@@@@@@
     +........=#=========#=====....1.........1.....
```

```
LINK    21 FED BY    11     0     0     0 M.M.E. 0.75
     I
     I
     I
     I
  2000+
     I       ^^^
     I       ^^^
     I       ^^^
     I       ^^^
  1500+      ^^^
     I       ^^^
     I       ^^^^
     I       ^^^^
     I       ^^^^
  1000+     ^^^^^
     I      ^^^^^
     I      ^^^^^
     I      ^^^^^
     I      ^^^^^
   500+     ^^^^^                        1111
     I      ^^^^^                    11111111111
     I      ^^^^^                   1111111111111
     I111111@@@@@                   111111111111111
     I111111@@@@@@1                111111111111111
     +=====....1..=======#=========#=========#=====
```

```
LINK    22 FED BY    11    12    14     0 M.M.E. 0.74
     I
     I
     I
     I
  4000+
     I                                     @@@@@@@
     I                                    @@@@@@@@
     I                                   @@@@@@@@@
     I                                   @@@@@@@@@
  3000+                                 @@@@@@@@@@@
     I                                  @@@@@@@@@@@
     I                                  @@@@@@@@@@@
     I                                 @@@@@@@@@@@@@
     I                                 @@@@@@@@@@@@@
  2000+                                @@@@@@@@@@@@@@
     I                                 @@@@@@@@@@@@@@@
     I@@@@@@@@@@@                      @@@@@@@@@@@@@@@
     I@@@@@@@@@@@                 ^  @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@                ^  @@@@@@@@@@@@@@@@
  1000+@@@@@@@@@@@@               ^ @@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@               ^ @@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@1              ^ @@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@@111           ^ @@@@@@@@@@@@@@@@@
     +.........1..=======#======...1.........1.....
```

```
LINK    23 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
 4000+                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^^
     I                          ^^^^^^^^^^^^
     I                          ^^^^^^^^^^^^
     I                          ^^^^^^^^^^^^
 3000+                          ^^^^^^^^^^^^
     I                          ^^^^^^^^^^^^
     I                          ^^^^^^^^^^^^
     I                          ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^^
 2000+                         ^^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^^
     I@@@@111111111111111111111@@@@@@@@@@@@@@@@@@@@
     I@@@@111111111111111111111@@@@@@@@@@@@@@@@@@@@
     I@@@@111111111111111111111@@@@@@@@@@@@@@@@@@@@
 1000+@@@@111111111111111111111@@@@@@@@@@@@@@@@@@@@
     I@@@@@111111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@111111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@111111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@111111111111111111111@@@@@@@@@@@@@@@@@@@
     +....=====#=========#====.....1.........1.....
```

```
LINK    24 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I
     I
  500+
     I
     I
     I
     I
  375+
     I
     I
     I
     I
  250+
     I                                   ^
     I                                   ^
     I                                   ^
     I                                   ^
  125+                                   ^
     I                                   ^
     I                                   ^
     I                                   ^
     I                                   ^
     +....=====#=========#====.....1.........1.....
```

```
LINK    16 FED BY    23    26     0     0 M.M.E. 0.71
     I
     I
     I                          ^     @@@@@@@^
     I                          ^    @@@@@@@@@
 4000+                          ^^  @@@@@@@@@@
     I                          ^^  @@@@@@@@@@
     I                          ^^ @@@@@@@@@@@
     I                          ^^ @@@@@@@@@@@^
     I                          ^^ @@@@@@@@@@@^
 3000+                          ^^ @@@@@@@@@@@@
     I                          ^^@@@@@@@@@@@@@
     I                          ^^@@@@@@@@@@@@@
     I                          ^^@@@@@@@@@@@@@@
     I                         ^^^@@@@@@@@@@@@@@
 2000+                         ^^^@@@@@@@@@@@@@@@
     I@                        ^^^@@@@@@@@@@@@@@@@
     I@@@@@@@               11  ^^^@@@@@@@@@@@@@@@@
     I@@@@@@@              1111 ^^^@@@@@@@@@@@@@@@@
     I@@@@@@@@             1111 ^^@@@@@@@@@@@@@@@@@
 1000+@@@@@@@@             1111 ^^@@@@@@@@@@@@@@@@@
     I@@@@@@@@            111111^^@@@@@@@@@@@@@@@@@
     I@@@@@@@@@1          111111^^@@@@@@@@@@@@@@@@@
     I@@@@@@@@@1          111111@^@@@@@@@@@@@@@@@@@
     I@@@@@@@@@11         111111@@@@@@@@@@@@@@@@@@
     +........=#=========#=====....1.........1.....
```

```
LINK    15 FED BY    23     0     0     0 M.M.E. 0.88
     I
     I
     I
     I
  500+
     I
     I           ^
     I           ^
     I           ^
  375+           ^
     I           ^
     I           ^
     I           ^
     I           ^
  250+           ^
     I           ^
     I           ^
     I           ^
     I           ^
  125+           ^
     I           ^
     I           ^
     I           ^
     I           ^                 11111111111111
     +=========#.......==#=========#=========#=====
```

```
LINK    26 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I
     I
  2000+
     I
     I                 ^^^^
     I                 ^^^^
     I                 ^^^^
  1500+                ^^^^
     I                 ^^^^
     I                 ^^^^
     I                 ^^^^^
     I                 ^^^^^
  1000+                ^^^^^
     I                 ^^^^^
     I                 ^^^^^
     I                 ^^^^^
     I                 ^^^^^
   500+                ^^^^^
     I                 ^^^^^
     I                 ^^^^^
     I1111111111111111111@@@@@@111111111111111111111111
     I1111111111111111111@@@@@@111111111111111111111111
     +=========#======...1..=======#=========#=====
```

```
LINK    14 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I
     I
   500+
     I
     I
     I
     I
   375+
     I
     I           ^
     I           ^
     I           ^
   250+          ^
     I           ^
     I           ^
     I           ^
     I           ^
   125+          ^
     I           ^
     I           ^
     I           ^
     I           ^
     +=========#.........1...======#=========#=====
```

```
LINK    15 FED BY    23     0     0     0 M.M.E. 0.88
     I
     I
     I
     I
   500+
     I
     I           ^
     I           ^
     I           ^
   375+          ^
     I           ^
     I           ^
     I           ^
     I           ^
   250+          ^
     I           ^
     I           ^
     I           ^
     I           ^
   125+          ^
     I           ^
     I           ^
     I           ^
     I           ^                 11111111111111
     +=========#.......==#=========#=========#=====
```

```
LINK    22 FED BY    11    12    14     0 M.M.E. 0.74
     I
     I
     I
     I
  4000+
     I                                       @@@@@@@
     I                                      @@@@@@@@
     I                                     @@@@@@@@@
     I                                     @@@@@@@@@
  3000+                                   @@@@@@@@@@@
     I                                    @@@@@@@@@@@
     I                                    @@@@@@@@@@@
     I                                   @@@@@@@@@@@@@
     I                                   @@@@@@@@@@@@@
  2000+                                  @@@@@@@@@@@@@@
     I                                   @@@@@@@@@@@@@@@
     I@@@@@@@@@@@                        @@@@@@@@@@@@@@@
     I@@@@@@@@@@@                   ^  @@@@@@@@@@@@@@@
     I@@@@@@@@@@@@                  ^  @@@@@@@@@@@@@@@
  1000+@@@@@@@@@@@@                 ^ @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@                  ^ @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@1                 ^ @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@111               ^ @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@111               ^ @@@@@@@@@@@@@@@@
     +.........1..=======#======...1.........1.....
```

```
 LINK    31 FED BY     0     0     0     0 M.M.E. 0.00
      I
      I
      I
      I
   500+
      I
      I
      I
      I
   375+
      I
      I
      I
      I
   250+
      I
      I@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@
      I@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@
      I@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@
   125+@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@
      I@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@
      I@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@
      I@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@
      I@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@
```

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 PROGRAM TRANSYT FINISHED
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[Printed at 14:47:56 on 16/08/2011]

T R A N S Y T 12

Traffic Network Study Tool

Analysis Program Release 5 (January 2007)

For sales and distribution information,
program advice and maintenance, contact:

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Nine Mile Ride Email: softwarebureau@trl.co.uk
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Run with file:- "2031 PM PEAK NO DEV.DAT" at 15:00 on 20110816

TRANSYT 12.0

New Double Signal Junction - A41/SouthWest Bicester/Bicester B Park

PARAMETERS CONTROLLING DIMENSIONS OF PROBLEM :

NUMBER OF NODES	=	2
NUMBER OF LINKS	=	25
NUMBER OF OPTIMISED NODES	=	2
MAXIMUM NUMBER OF GRAPHIC PLOTS	=	16
NUMBER OF STEPS IN CYCLE	=	45
MAXIMUM NUMBER OF SHARED STOPLINES	=	0
MAXIMUM NUMBER OF TIMING POINTS	=	3
MAXIMUM LINKS AT ANY NODE	=	10

CORE REQUESTED = 7270 WORDS
CORE AVAILABLE = 96000 WORDS

DATA INPUT :-
~~~~ ~~~~~

CARD NO.	CARD TYPE	CYCLE TIME (SEC)	NO. OF STEPS PER CYCLE	TIME PERIOD 1-1200 MINS.	EFFECTIVE-GREEN DISPLACEMENTS START (SEC)	END (SEC)	EQUISAT SETTINGS 0=NO 1=YES	0=UNEQUAL FLOW CYCLE 1=EQUAL CYCLE	SCALE 10-200 %	CRUISE-SPEEDS SCALE 50-200 %	CARD32 0=TIMES 1=SPEEDS	OPTIMISE 0=NONE 1=O/SET 2=FULL	EXTRA COPIES FINAL OUTPUT	HILL-CLIMB OUTPUT 1=FULL	DELAY VALUE P PER PCU-H
(1)=	TITLE:- New Double Signal Junction - A41/SouthWest Bicester/Bicester B Park														
2)=	1	90	45	60	2	3	1	1	0	0	0	2	0	0	1420
CARD NO.	CARD TYPE	LIST OF NODES TO BE OPTIMISED													
3)=	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0

NODE CARDS: MINIMUM STAGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
4)=	10	1	14	22	18							
5)=	10	2	19	14	17							

NODE CARDS: PRECEDING INTERSTAGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
6)=	11	1	0	0	0							
7)=	11	2	0	0	0							

NODE CARDS: STAGE CHANGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	Sgl/Dbl Cycled	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
8)=	12	1	1	47	7	29							
9)=	12	2	1	41	5	21							

LINK CARDS: GIVEWAY DATA

CARD NO.	CARD TYPE	LINK NO.	PRIORITY LINKS LINK1 NO.	LINK2 NO.	LINK1 GIVEWAY COEFFS. ONLY % FLOW	A1 X100	A2 X100				LINK LENGTH	STOP WT.X100	MAX FLOW	DELAY WT.X100
10)=	30	31	30	0	0	22	0	0	0	0	0	200	0	715	0

LINK CARDS: FIXED DATA

CARD NO.	CARD TYPE	LINK NO.	EXIT NODE	FIRST GREEN START STAGE	LAG	END STAGE	LAG	SECOND GREEN START STAGE	LAG	END STAGE	LAG	LINK LENGTH	STOP WT.X100	SAT FLOW	DELAY WT.X100
11)=	31	11	1	1	6	2	9	0	0	0	0	200	0	2155	0
12)=	31	12	1	1	6	2	9	0	0	0	0	200	0	2155	0
13)=	31	13	1	3	11	1	0	0	0	0	0	200	0	1900	0
14)=	31	14	1	2	15	1	0	0	0	0	0	200	0	1800	0
15)=	31	15	1	2	15	3	5	0	0	0	0	87	0	1900	0
16)=	31	16	1	1	6	2	9	0	0	0	0	87	0	4306	0
17)=	31	21	2	2	5	3	0	0	0	0	0	100	0	1900	0
18)=	31	22	2	1	12	3	0	0	0	0	0	100	0	4286	0
19)=	31	23	2	1	9	2	0	0	0	0	0	200	0	4440	0
20)=	31	24	2	1	8	2	0	0	0	0	0	200	0	1800	0
21)=	31	25	2	3	10	1	3	0	0	0	0	200	0	1900	0
22)=	31	26	2	3	10	1	3	0	0	0	0	200	0	1800	0
23)=	31	30	0	0	0	0	0	0	0	0	0	35	0	1900	0
24)=	31	32	0	0	0	0	0	0	0	0	0	200	0	1900	0
25)=	31	193	1	2	14	3	0	0	0	0	0	7	0	9000	0
26)=	31	196	1	1	5	2	0	0	0	0	0	15	0	9000	0
27)=	31	197	1	2	16	3	0	0	0	0	0	8	0	9000	0
28)=	31	198	0	0	0	0	0	0	0	0	0	200	0	4306	0
29)=	31	291	0	0	0	0	0	0	0	0	0	200	0	2386	0
30)=	31	293	2	1	8	2	0	0	0	0	0	8	0	9000	0
31)=	31	294	2	3	12	1	0	0	0	0	0	6	0	9000	0
32)=	31	295	2	3	5	1	0	0	0	0	0	13	0	9000	0
33)=	31	296	2	2	9	3	0	0	0	0	0	7	0	9000	0
34)=	31	299	0	0	0	0	0	0	0	0	0	1800	0	200	0

LINK CARDS: FLOW DATA

CARD NO.	CARD TYPE	LINK NO.	TOTAL FLOW	UNIFORM FLOW	ENTRY 1 ..... LINK NO.	FLOW	CRUISE TIME	ENTRY 2 ..... LINK NO.	FLOW	CRUISE TIME	ENTRY 3 ..... LINK NO.	FLOW	CRUISE TIME	ENTRY 4 ..... LINK NO.	FLOW
35)=	32	11	745	0	0	0	16	0	0	0	0	0	0	0	0
36)=	32	12	745	0	0	0	16	0	0	0	0	0	0	0	0
37)=	32	13	160	0	0	0	16	0	0	0	0	0	0	0	0
38)=	32	14	10	0	0	0	16	0	0	0	0	0	0	0	0
39)=	32	15	10	0	23	10	7	0	0	0	0	0	0	0	0
40)=	32	16	1690	0	23	1480	7	26	210	7	0	0	0	0	0
41)=	32	21	200	0	11	200	8	0	0	0	0	0	0	0	0
42)=	32	22	1290	0	11	545	8	12	745	8	14	10	8	0	0
43)=	32	23	1480	0	0	0	16	0	0	0	0	0	0	0	0
44)=	32	24	10	0	0	0	16	0	0	0	0	0	0	0	0
45)=	32	25	10	0	0	0	16	0	0	0	0	0	0	0	0
46)=	32	26	210	0	0	0	16	0	0	0	0	0	0	0	0
47)=	32	30	10	0	15	10	3	0	0	0	0	0	0	0	0
48)=	32	31	30	0	0	0	16	0	0	0	0	0	0	0	0
49)=	32	32	30	0	30	10	16	31	30	16	0	0	0	0	0
50)=	32	193	11	0	0	0	6	0	0	0	0	0	0	0	0
51)=	32	196	11	0	0	0	8	0	0	0	0	0	0	0	0
52)=	32	197	11	0	0	0	8	0	0	0	0	0	0	0	0
~~~~

53)=	32	198	1850	0	13	160	16	16	1690	16	0	0	0	0	0

54)=	32	291	1290	0	22	1290	16	25	10	16	0	0	0	0	0
55)=	32	293	50	0	0	0	5	0	0	0	0	0	0	0	0
56)=	32	294	50	0	0	0	5	0	0	0	0	0	0	0	0
57)=	32	295	50	0	0	0	8	0	0	0	0	0	0	0	0
58)=	32	296	50	0	0	0	6	0	0	0	0	0	0	0	0
59)=	32	299	200	0	21	200	16	24	10	16	0	0	0	0	0

LINK CARDS : FLARE SATURATION FLOW DATA

	CARD TYPE	LINK NO.	..LANE 1.. SAT. FLOW	CAPAC VEH.	..LANE 2.. SAT. FLOW	CAPAC VEH.	..LANE 3.. SAT. FLOW	CAPAC VEH.
60)=	33	13	1900	8	0	0	0	0

GRAPH PLOT CARDS

CARD NO.	CARD TYPE	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.						
61)=	35	11	12	21	22	23	24	16	15	0	0	0	0	0	0
62)=	35	26	14	15	22	0	0	0	0	0	0	0	0	0	0

LINK DATA: QUEUE CONSTRAINTS

CARD NO.	CARD TYPE	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE
63)=	38	15	7	9000	16	10	9000	21	5	9000	22	10	9000	0	0

*****END OF SUBROUTINE TINPUT****

90 SECOND CYCLE 45 STEPS

INITIAL SETTINGS
- (SECONDS)

NODE NO	NUMBER OF STAGES	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 8	STAGE 9	STAGE 10
1	3	47	7	29							
2	3	41	2	20							

LINK NUMBER	FLOW INTO LINK (PCU/H)	SAT FLOW (PCU/H)	DEGREE OF SAT (%)	MEAN TIMES PER PCU CRUISE (SEC)	DELAY (SEC)	DELAY UNIFORM (U+R+O=MEAN Q) (PCU-H/H)	RANDOM+ OVERSAT (PCU-H/H)	COST OF DELAY ($/H)	STOPS MEAN STOPS /PCU (%)	COST OF STOPS ($/H)	QUEUE MEAN MAX. (PCU)	AVERAGE EXCESS (PCU)	PERFORMANCE INDEX. WEIGHTED SUM OF ( ) VALUES ($/H)	EXIT NODE	GREEN START END 1ST (SEC
11	745	2155	58	16.0	14.3	2.3 +	0.7	(41.9)	59	(11.8)	12		53.7	1	53 16
12	745	2155	58	16.0	14.3	2.3 +	0.7	(41.9)	59	(11.8)	12		53.7	1	53 16
13	160	3800f	47	16.0	49.2	1.7 +	0.4	(31.0)	102	(4.4)	4		35.4	1	40 47
14	10	1800	2	16.0	27.0	0.1 +	0.0	(1.1)	72	(0.2)	0		1.3	1	22 47
15	9	1900	3	7.0	44.7	0.1 +	0.0	(1.6)	95	(0.3)	0	(0.0)*	1.8	1	22 34
16	1690	4306	65	7.0	3.6	0.8 +	0.9	(24.1)	16	(7.5)	15	(0.2)*	50.5	1	53 16
21	200	1900	68	8.0	43.1	1.4 +	1.0	(34.0)	109	(5.9)	6	(0.0)*	44.0	2	7 20
22	1290	4286	47	8.0	2.7	0.5 +	0.4	(13.8)	7	(2.3)	2	(0.0)*	16.1	2	53 20
23	1480	4440	70	16.0	21.2	7.6 +	1.1	(123.9)	76	(30.2)	30		154.1	2	50 2
24	10	1800	1	16.0	13.8	0.0 +	0.0	(0.5)	50	(0.1)	0		0.7	2	49 2
25	10	1900	3	16.0	38.0	0.1 +	0.0	(1.5)	87	(0.2)	0		1.7	2	30 44
26	210	1800	70	16.0	54.9	2.1 +	1.1	(45.5)	110	(6.2)	6		51.7	2	30 44
30	9	1900	0	3.0	0.9	0.0 +	0.0	(0.0)	1	(0.0)	0		0.0		
31	30	715	4	16.0	2.6	0.0 +	0.0	(0.3)	0	(0.0)	0		0.3		
32	29	1900	2	16.0	1.0	0.0 +	0.0	(0.1)	1	(0.0)	0		0.1		
193	11	9000	1	6.0	38.5	0.1 +	0.0	(1.7)	91	(0.0)	0		1.7	1	21 29
196	11	9000	0	8.0	11.6	0.0 +	0.0	(0.5)	49	(0.0)	0		0.5	1	52 7
197	11	9000	2	8.0	40.9	0.1 +	0.0	(1.8)	94	(0.0)	0		1.8	1	23 29
198	1850	4306	43	16.0	0.7	0.0 +	0.4	(5.3)	1	(0.4)	0		5.8		
291	1289	2386	54	16.0	3.5	0.7 +	0.6	(17.7)	37	(12.8)	22		30.5		
293	50	9000	1	5.0	12.2	0.2 +	0.0	(2.4)	50	(0.0)	1		2.4	2	49 2
294	50	9000	5	5.0	38.3	0.5 +	0.0	(7.6)	91	(0.0)	1		7.6	2	32 41
295	50	9000	3	8.0	30.7	0.4 +	0.0	(6.1)	81	(0.0)	1		6.1	2	25 41
296	50	9000	5	6.0	37.5	0.5 +	0.0	(7.4)	90	(0.0)	1		7.4	2	11 20
299	200	200	100	16.0	158.1	1.8 +	7.0	(124.8)	193	(878.2)	12		1002.9		

*** f - average saturation flow for flared link ***

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
1973.3	74.9	26.3	23.2	14.6	(536.4)	+	(972.3)	+	(23.1)	=	1531.9	TOTALS

****

	CRUISE LITRES PER HOUR		DELAY LITRES PER HOUR		STOPS LITRES PER HOUR		TOTALS LITRES PER HOUR
FUEL CONSUMPTION PREDICTIONS	1971.0	+	43.4	+	443.1	=	2457.5

NO. OF ENTRIES TO SUBPT = 1
NO. OF LINKS RECALCULATED= 25

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13
- (SECONDS)

1	3	47	7	29
2	3	41	2	20

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
1973.3	74.9	26.3	23.2	14.6	(536.4) +	(972.3) +	(23.1) =	1531.9	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 96

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36
- (SECONDS)

1	3	47	7	29
2	3	41	2	20

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
1973.3	74.9	26.3	23.2	14.6	(536.4) +	(972.3) +	(23.1) =	1531.9	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 98

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1
- (SECONDS)

1	3	47	7	29
2	3	41	2	21

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
1973.3	74.8	26.4	23.0	14.7	(535.3) +	(971.6) +	(20.8) =	1527.6	TOTALS

NO. OF ENTRIES TO SUBPT = 10
NO. OF LINKS RECALCULATED= 159

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13
- (SECONDS)

1	3	47	7	29
2	3	41	2	21

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
1973.3	74.8	26.4	23.0	14.7	(535.3) +	(971.6) +	(20.8) =	1527.6	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 97

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13 36
- (SECONDS)

1	3	47	7	29
2	3	41	2	21

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
1973.3	74.8	26.4	23.0	14.7	(535.3)	+	(971.6)	+	(20.8)	=	1527.6	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 102

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13 36 1
- (SECONDS)

1	3	42	2	24
2	3	42	3	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
1973.3	74.6	26.5	22.7	14.7	(531.7)	+	(975.1)	+	(12.2)	=	1519.0	TOTALS

NO. OF ENTRIES TO SUBPT = 10
NO. OF LINKS RECALCULATED= 166

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13 36 1 -1
- (SECONDS)

1	3	42	2	24
2	3	42	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
1973.3	74.4	26.5	22.5	14.8	(529.7)	+	(968.9)	+	(16.6)	=	1515.2	TOTALS

NO. OF ENTRIES TO SUBPT = 10
NO. OF LINKS RECALCULATED= 165

90 SECOND CYCLE 45 STEPS

FINAL SETTINGS OBTAINED WITH INCREMENTS :- 13 36 -1 13 36 1 -1 1
- (SECONDS)

NODE NO	NUMBER OF STAGES	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 8	STAGE 9	STAGE 10
1	3	45	5	27							
2	3	42	4	22							

LINK NUMBER	FLOW INTO LINK (PCU/H)	SAT FLOW (PCU/H)	DEGREE OF SAT (%)	MEAN TIMES PER CRUISE (SEC)	PCU DELAY (SEC)	DELAY UNIFORM (U+R+O=MEAN Q) (PCU-H/H)	RANDOM+ OVERSAT (PCU-H/H)	COST OF DELAY ($/H)	STOPS MEAN STOPS /PCU (%)	STOPS COST OF STOPS ($/H)	QUEUE MEAN MAX. (PCU)	QUEUE AVERAGE EXCESS (PCU)	PERFORMANCE INDEX. WEIGHTED SUM OF ( ) VALUES ($/H)	EXIT NODE	GREEN START 1ST (SEC	END
11	745	2155	58	16.0	14.3	2.3 +	0.7	(41.9)	59	(11.8)	12		53.7	1	51	14
12	745	2155	58	16.0	14.3	2.3 +	0.7	(41.9)	59	(11.8)	12		53.7	1	51	14
13	160	3800f	47	16.0	49.2	1.7 +	0.4	(31.0)	102	(4.4)	4		35.4	1	38	45
14	10	1800	2	16.0	27.0	0.1 +	0.0	(1.1)	72	(0.2)	0		1.3	1	20	45
15	9	1900	3	7.0	41.5	0.1 +	0.0	(1.5)	95	(0.3)	0	(0.0)*	1.7	1	20	32
16	1690	4306	65	7.0	3.3	0.6 +	0.9	(21.8)	15	(6.8)	13	(0.1)*	36.6	1	51	14
21	200	1900	68	8.0	44.2	1.4 +	1.0	(34.8)	110	(5.9)	6	(0.1)*	45.7	2	9	22
22	1290	4286	46	8.0	1.7	0.2 +	0.4	(8.9)	3	(1.2)	1	(0.0)*	10.0	2	54	22
23	1480	4440	68	16.0	20.2	7.2 +	1.1	(118.0)	74	(29.4)	29		147.4	2	51	4
24	10	1800	1	16.0	13.8	0.0 +	0.0	(0.5)	50	(0.1)	0		0.7	2	50	4
25	10	1900	3	16.0	39.2	0.1 +	0.0	(1.5)	89	(0.2)	0		1.8	2	32	45
26	210	1800	75	16.0	61.0	2.1 +	1.4	(50.6)	116	(6.6)	6		57.1	2	32	45
30	9	1900	0	3.0	0.9	0.0 +	0.0	(0.0)	1	(0.0)	0		0.0			
31	30	715	4	16.0	2.6	0.0 +	0.0	(0.3)	0	(0.0)	0		0.3			
32	29	1900	2	16.0	1.0	0.0 +	0.0	(0.1)	1	(0.0)	0		0.1			
193	11	9000	1	6.0	38.5	0.1 +	0.0	(1.7)	91	(0.0)	0		1.7	1	19	27
196	11	9000	0	8.0	11.6	0.0 +	0.0	(0.5)	49	(0.0)	0		0.5	1	50	5
197	11	9000	2	8.0	40.9	0.1 +	0.0	(1.8)	94	(0.0)	0		1.8	1	21	27
198	1850	4306	43	16.0	0.7	0.0 +	0.4	(5.3)	1	(0.4)	0		5.8			
291	1289	2386	54	16.0	3.5	0.7 +	0.6	(17.6)	36	(12.7)	22		30.3			
293	50	9000	1	5.0	12.2	0.2 +	0.0	(2.4)	50	(0.0)	1		2.4	2	50	4
294	50	9000	6	5.0	39.5	0.5 +	0.0	(7.8)	92	(0.0)	1		7.8	2	34	42
295	50	9000	3	8.0	31.6	0.4 +	0.0	(6.2)	82	(0.0)	1		6.2	2	27	42
296	50	9000	5	6.0	37.5	0.5 +	0.0	(7.4)	90	(0.0)	1		7.4	2	13	22
299	200	200	100	16.0	158.2	1.8 +	7.0	(124.8)	193	(877.9)	12		1002.7			

*** f - average saturation flow for flared link ***

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
1973.3	74.4	26.5	22.5	14.8	(529.5)	+	(969.8)	+	(13.0)	=	1512.2	TOTALS

ROUTE

	CRUISE LITRES PER HOUR		DELAY LITRES PER HOUR		STOPS LITRES PER HOUR		TOTALS LITRES PER HOUR
FUEL CONSUMPTION PREDICTIONS	1971.0	+	42.9	+	441.9	=	2455.8

NO. OF ENTRIES TO SUBPT = 7
NO. OF LINKS RECALCULATED= 124

CYCLIC FLOW PROFILE GRAPHS

```
LINK    11 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
  2000+                         ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
  1500+                         ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
     I                         ^^^^^^^^^^
  1000+                        ^^^^^^^^^^
     I                         ^^^^^^^^^^
     I                         ^^^^^^^^^^^
     I@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@@
   500+@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     +........=#=========#=====....1.........1.....
```

```
LINK    12 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
  2000+                         ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
  1500+                         ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
     I                         ^^^^^^^^^^
  1000+                        ^^^^^^^^^^
     I                         ^^^^^^^^^^
     I                         ^^^^^^^^^^^
     I@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@@
   500+@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     +........=#=========#=====....1.........1.....
```

```
LINK    21 FED BY    11     0     0     0 M.M.E. 0.74
     I
     I
     I
     I
  2000+
     I      ^^^^
     I      ^^^^
     I      ^^^^
     I      ^^^^
  1500+     ^^^^
     I      ^^^^
     I      ^^^^
     I      ^^^^
     I      ^^^^
  1000+    ^^^^^
     I     ^^^^^
     I     ^^^^^
     I     ^^^^^
     I     ^^^^^                       11111
   500+    ^^^^^                    11111111
     I     ^^^^^                  1111111111
     I     ^^^^^                 111111111111
     I11111@@@@@@@               111111111111111
     I111111@@@@@@1             1111111111111111
     +====.....1..=======#=========#=========#=====
```

```
LINK    22 FED BY    11    12    14     0 M.M.E. 0.73
     I
     I
     I
     I
  4000+
     I
     I                                  @@@@@@
     I                                 @@@@@@@
     I                                 @@@@@@@
  3000+                               @@@@@@@@
     I                                @@@@@@@@
     I                                @@@@@@@@@
     I                                @@@@@@@@@
     I                               @@@@@@@@@@
  2000+                              @@@@@@@@@@@
     I                               @@@@@@@@@@@
     I                               @@@@@@@@@@@@
     I@                              @@@@@@@@@@@@@@@
     I@@@@@@@@@@@                  ^ @@@@@@@@@@@@@@@
  1000+@@@@@@@@@@@@                ^@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@                 ^@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@                 ^@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@1                ^@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@@111             ^@@@@@@@@@@@@@@@@
     +.........1..=======#=======..1.........1.....
```

```
LINK    23 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
  4000+                         ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
  3000+                         ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                          ^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
  2000+                        ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I@@@1111111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@1111111111111111111111@@@@@@@@@@@@@@@@@@@
  1000+@@@1111111111111111111111@@@@@@@@@@@@@@@@@@@
     I@@@@1111111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@1111111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@1111111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@1111111111111111111111@@@@@@@@@@@@@@@@@@
     +...======#=========#=====....1.........1.....
```

```
LINK    24 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I
     I
   500+
     I
     I
     I
     I
   375+
     I
     I
     I
     I
   250+
     I                                   ^
     I                                   ^
     I                                   ^
     I                                   ^
   125+                                  ^
     I                                   ^
     I                                   ^
     I                                   ^
     I                                   ^
     +...======#=========#=====....1.........1.....
```

```
LINK    16 FED BY    23    26     0     0 M.M.E. 0.76
     I
     I
     I                          ^      @@@@@@@
     I                          ^     @@@@@@@@
  4000+                         ^    @@@@@@@@@
     I                          ^    @@@@@@@@@
     I                          ^   @@@@@@@@@@^
     I                          ^   @@@@@@@@@@^
     I                          ^^  @@@@@@@@@@^
  3000+                         ^^  @@@@@@@@@@@
     I                          ^^ @@@@@@@@@@@@
     I                          ^^ @@@@@@@@@@@@
     I                          ^^ @@@@@@@@@@@@
     I                         ^^^ @@@@@@@@@@@@@
  2000+                        ^^^ @@@@@@@@@@@@@
     I                        1 ^^^ @@@@@@@@@@@@@@
     I@@@                   111 ^^^ @@@@@@@@@@@@@@@
     I@@@@@@               1111 ^^^ @@@@@@@@@@@@@@@
     I@@@@@@@              1111 ^^^@@@@@@@@@@@@@@@@
  1000+@@@@@@@             11111^^^@@@@@@@@@@@@@@@@
     I@@@@@@@            111111^^^@@@@@@@@@@@@@@@@
     I@@@@@@@@           111111@^^@@@@@@@@@@@@@@@@
     I@@@@@@@@           111111@@^@@@@@@@@@@@@@@@@
     I@@@@@@@@@1         111111@@@@@@@@@@@@@@@@@@
     +........=#=========#=====....1.........1.....
```

```
LINK    15 FED BY    23     0     0     0 M.M.E. 0.90
     I
     I
     I
     I
   500+
     I
     I
     I
     I
   375+           ^
     I            ^
     I            ^
     I            ^
     I            ^
   250+           ^
     I            ^
     I            ^
     I            ^
     I            ^
   125+           ^
     I            ^
     I            ^
     I            ^
     I            ^                  1111111111111
     +=========#.......==#=========#=========#=====
```

```
LINK    26 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I
     I
  2000+
     I
     I                 ^^^^^
     I                 ^^^^^
     I                 ^^^^^
  1500+                ^^^^^
     I                 ^^^^^
     I                 ^^^^^
     I                 ^^^^^
     I                 ^^^^^
  1000+                ^^^^^
     I                 ^^^^^
     I                 ^^^^^
     I                 ^^^^^
     I                 ^^^^^
   500+                ^^^^^
     I                 ^^^^^
     I                 ^^^^^
     I1111111111111111111@@@@@@@111111111111111111111
     I1111111111111111111@@@@@@@111111111111111111111
     +=========#======...1...======#=========#=====
```

```
LINK    14 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I
     I
   500+
     I
     I
     I
     I
   375+
     I
     I                                  ^
     I                                  ^
     I                                  ^
   250+                                 ^
     I                                  ^
     I                                  ^
     I                                  ^
     I                                  ^
   125+                                 ^
     I                                  ^
     I                                  ^
     I                                  ^
     I                                  ^
     +=========#.........1...======#=========#=====
```

```
LINK    15 FED BY    23     0     0     0 M.M.E. 0.90
     I
     I
     I
     I
   500+
     I
     I
     I
     I           ^
   375+          ^
     I           ^
     I           ^
     I           ^
     I           ^
   250+          ^
     I           ^
     I           ^
     I           ^
     I           ^
   125+          ^
     I           ^
     I           ^
     I           ^
     I           ^                  1111111111111
     +=========#.......==#=========#=========#=====
```

```
LINK    22 FED BY    11    12    14     0 M.M.E. 0.73
     I
     I
     I
     I
  4000+
     I
     I                                     @@@@@@
     I                                    @@@@@@@
     I                                    @@@@@@@
  3000+                                  @@@@@@@@
     I                                   @@@@@@@@
     I                                   @@@@@@@@@
     I                                   @@@@@@@@@
     I                                 @@@@@@@@@@
  2000+                                @@@@@@@@@@@
     I                                 @@@@@@@@@@@
     I                                 @@@@@@@@@@@@
     I@                                @@@@@@@@@@@@@@@
     I@@@@@@@@@@@                    ^ @@@@@@@@@@@@@@@
  1000+@@@@@@@@@@@@                  ^@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@                   ^@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@                   ^@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@1                  ^@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@@111               ^@@@@@@@@@@@@@@@@
     +.........1..=======#=======..1.........1.....
```

PROGRAM TRANSYT FINISHED

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

[Printed at 15:01:21 on 16/08/2011]

_____ T R A N S Y T 12 _____

Traffic Network Study Tool

Analysis Program Release 5 (January 2007)

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For sales and distribution information,
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RG40 3GA,UK

Run with file:- "2031 AM PEAK + DEV.DAT" at 15:17 on 20110816

TRANSYT 12.0

New Double Signal Junction - A41/SouthWest Bicester/Bicester B Park

PARAMETERS CONTROLLING DIMENSIONS OF PROBLEM :

NUMBER OF NODES	=	2
NUMBER OF LINKS	=	25
NUMBER OF OPTIMISED NODES	=	2
MAXIMUM NUMBER OF GRAPHIC PLOTS	=	16
NUMBER OF STEPS IN CYCLE	=	45
MAXIMUM NUMBER OF SHARED STOPLINES	=	0
MAXIMUM NUMBER OF TIMING POINTS	=	3
MAXIMUM LINKS AT ANY NODE	=	10

CORE REQUESTED = 7270 WORDS
CORE AVAILABLE = 96000 WORDS

DATA INPUT :-
~~~~ ~~~~~

CARD NO.	CARD TYPE	CYCLE TIME (SEC)	NO. OF STEPS PER CYCLE	TIME PERIOD 1-1200 MINS.	EFFECTIVE-GREEN DISPLACEMENTS START (SEC)	END (SEC)	EQUISAT SETTINGS 0=NO 1=YES	0=UNEQUAL FLOW CYCLE 1=EQUAL CYCLE	SCALE 10-200 %	CRUISE-SPEEDS SCALE 50-200 %	CARD32 0=TIMES 1=SPEEDS	OPTIMISE 0=NONE 1=O/SET 2=FULL	EXTRA COPIES FINAL OUTPUT	HILL-CLIMB OUTPUT 1=FULL	DELAY VALUE P PER PCU-H
(1)=	TITLE:- New Double Signal Junction - A41/SouthWest Bicester/Bicester B Park														
2)=	1	90	45	60	2	3	1	1	0	0	0	2	0	0	1420
CARD NO.	CARD TYPE	LIST OF NODES TO BE OPTIMISED													
3)=	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0

NODE CARDS: MINIMUM STAGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
4)=	10	1	14	22	18							
5)=	10	2	19	14	17							

NODE CARDS: PRECEDING INTERSTAGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
6)=	11	1	0	0	0							
7)=	11	2	0	0	0							

NODE CARDS: STAGE CHANGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	Sgl/Dbl Cycled	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
8)=	12	1	1	47	7	29							
9)=	12	2	1	41	2	20							

LINK CARDS: GIVEWAY DATA

CARD NO.	CARD TYPE	LINK NO.	PRIORITY LINKS LINK1 NO.	LINK2 NO.	LINK1 GIVEWAY COEFFS. ONLY % FLOW	A1 X100	A2 X100					LINK LENGTH	STOP WT.X100	MAX FLOW	DELAY WT.X100
10)=	30	31	30	0	0	22	0	0	0	0	0	200	0	715	0

LINK CARDS: FIXED DATA

CARD NO.	CARD TYPE	LINK NO.	EXIT NODE	FIRST GREEN START STAGE	LAG	END STAGE	LAG	SECOND GREEN START STAGE	LAG	END STAGE	LAG	LINK LENGTH	STOP WT.X100	SAT FLOW	DELAY WT.X100
11)=	31	11	1	1	6	2	9	0	0	0	0	200	0	2155	0
12)=	31	12	1	1	6	2	9	0	0	0	0	200	0	2155	0
13)=	31	13	1	3	11	1	0	0	0	0	0	200	0	1900	0
14)=	31	14	1	2	15	1	0	0	0	0	0	200	0	1800	0
15)=	31	15	1	2	15	3	5	0	0	0	0	87	0	1900	0
16)=	31	16	1	1	6	2	9	0	0	0	0	87	0	4306	0
17)=	31	21	2	2	5	3	0	0	0	0	0	100	0	1900	0
18)=	31	22	2	1	12	3	0	0	0	0	0	100	0	4286	0
19)=	31	23	2	1	9	2	0	0	0	0	0	200	0	4440	0
20)=	31	24	2	1	8	2	0	0	0	0	0	200	0	1800	0
21)=	31	25	2	3	10	1	3	0	0	0	0	200	0	1900	0
22)=	31	26	2	3	10	1	3	0	0	0	0	200	0	1800	0
23)=	31	30	0	0	0	0	0	0	0	0	0	35	0	1900	0
24)=	31	32	0	0	0	0	0	0	0	0	0	200	0	1900	0
25)=	31	193	1	2	14	3	0	0	0	0	0	7	0	9000	0
26)=	31	196	1	1	5	2	0	0	0	0	0	15	0	9000	0
27)=	31	197	1	2	16	3	0	0	0	0	0	8	0	9000	0
28)=	31	198	0	0	0	0	0	0	0	0	0	200	0	4306	0
29)=	31	291	0	0	0	0	0	0	0	0	0	200	0	2386	0
30)=	31	293	2	1	8	2	0	0	0	0	0	8	0	9000	0
31)=	31	294	2	3	12	1	0	0	0	0	0	6	0	9000	0
32)=	31	295	2	3	5	1	0	0	0	0	0	13	0	9000	0
33)=	31	296	2	2	9	3	0	0	0	0	0	7	0	9000	0
34)=	31	299	0	0	0	0	0	0	0	0	0	1800	0	200	0

LINK CARDS: FLOW DATA

CARD NO.	CARD TYPE	LINK NO.	TOTAL FLOW	UNIFORM FLOW	ENTRY 1 ..... LINK NO.	FLOW	CRUISE TIME	ENTRY 2 ..... LINK NO.	FLOW	CRUISE TIME	ENTRY 3 ..... LINK NO.	FLOW	CRUISE TIME	ENTRY 4 ..... LINK NO.	FLOW
35)=	32	11	860	0	0	0	16	0	0	0	0	0	0	0	0
36)=	32	12	860	0	0	0	16	0	0	0	0	0	0	0	0
37)=	32	13	40	0	0	0	16	0	0	0	0	0	0	0	0
38)=	32	14	10	0	0	0	16	0	0	0	0	0	0	0	0
39)=	32	15	10	0	23	10	7	0	0	0	0	0	0	0	0
40)=	32	16	1830	0	23	1620	7	26	210	7	0	0	0	0	0
41)=	32	21	190	0	11	190	8	0	0	0	0	0	0	0	0
42)=	32	22	1530	0	11	670	8	12	860	8	14	10	8	0	0
43)=	32	23	1620	0	0	0	16	0	0	0	0	0	0	0	0
44)=	32	24	10	0	0	0	16	0	0	0	0	0	0	0	0
45)=	32	25	10	0	0	0	16	0	0	0	0	0	0	0	0
46)=	32	26	210	0	0	0	16	0	0	0	0	0	0	0	0
47)=	32	30	10	0	15	10	3	0	0	0	0	0	0	0	0
48)=	32	31	210	0	0	0	16	0	0	0	0	0	0	0	0
49)=	32	32	210	0	30	10	16	31	210	16	0	0	0	0	0
50)=	32	193	11	0	0	0	6	0	0	0	0	0	0	0	0
51)=	32	196	11	0	0	0	8	0	0	0	0	0	0	0	0
52)=	32	197	11	0	0	0	8	0	0	0	0	0	0	0	0
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53)=	32	198	1870	0	13	40	16	16	1830	16	0	0	0	0	0

54)=	32	291	1540	0	22	1540	16	25	10	16	0	0	0	0	0
55)=	32	293	50	0	0	0	5	0	0	0	0	0	0	0	0
56)=	32	294	50	0	0	0	5	0	0	0	0	0	0	0	0
57)=	32	295	50	0	0	0	8	0	0	0	0	0	0	0	0
58)=	32	296	50	0	0	0	6	0	0	0	0	0	0	0	0
59)=	32	299	190	0	21	190	16	24	10	16	0	0	0	0	0

LINK CARDS : FLARE SATURATION FLOW DATA

	CARD TYPE	LINK NO.	..LANE 1.. SAT. FLOW	CAPAC VEH.	..LANE 2.. SAT. FLOW	CAPAC VEH.	..LANE 3.. SAT. FLOW	CAPAC VEH.
60)=	33	13	1900	8	0	0	0	0

GRAPH PLOT CARDS

CARD NO.	CARD TYPE	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.						
61)=	35	11	12	21	22	23	24	16	15	0	0	0	0	0	0
62)=	35	26	14	15	22	0	0	0	0	0	0	0	0	0	0

LINK DATA: QUEUE CONSTRAINTS

CARD NO.	CARD TYPE	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE
63)=	38	15	7	9000	16	10	9000	21	5	9000	22	10	9000	0	0

*****END OF SUBROUTINE TINPUT****

90 SECOND CYCLE 45 STEPS

INITIAL SETTINGS
- (SECONDS)

NODE NO	NUMBER OF STAGES	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 8	STAGE 9	STAGE 10
1	3	47	7	29							
2	3	41	3	20							

LINK NUMBER	FLOW INTO LINK (PCU/H)	SAT FLOW (PCU/H)	DEGREE OF SAT (%)	MEAN TIMES PER PCU CRUISE (SEC)	DELAY (SEC)	DELAY UNIFORM (U+R+O=MEAN Q) (PCU-H/H)	DELAY RANDOM+ OVERSAT (PCU-H/H)	DELAY COST OF DELAY ($/H)	STOPS MEAN STOPS /PCU (%)	STOPS COST OF STOPS ($/H)	QUEUE MEAN MAX. (PCU)	QUEUE AVERAGE EXCESS (PCU)	PERFORMANCE INDEX. WEIGHTED SUM OF ( ) VALUES ($/H)	EXIT NODE	GREEN START 1ST (SEC	END
11	860	2155	67	16.0	16.1	2.9 +	1.0	(54.7)	65	(15.1)	15		69.7	1	53	16
12	860	2155	67	16.0	16.1	2.9 +	1.0	(54.7)	65	(15.1)	15		69.7	1	53	16
13	40	3800f	12	16.0	44.3	0.4 +	0.1	(7.0)	95	(1.0)	1		8.0	1	40	47
14	10	1800	2	16.0	27.0	0.1 +	0.0	(1.1)	72	(0.2)	0		1.3	1	22	47
15	10	1900	4	7.0	43.0	0.1 +	0.0	(1.7)	104	(0.3)	0	(0.0)*	2.0	1	22	34
16	1830	4306	71	7.0	3.9	0.8 +	1.2	(28.3)	17	(8.2)	18	(0.4)*	74.3	1	53	16
21	189	1900	69	8.0	45.3	1.3 +	1.1	(33.8)	112	(5.8)	6	(0.0)*	42.9	2	8	20
22	1530	4286	55	8.0	2.9	0.6 +	0.6	(17.7)	7	(2.8)	3	(0.0)*	20.5	2	53	20
23	1620	4440	75	16.0	21.8	8.3 +	1.5	(139.1)	78	(34.1)	34		173.2	2	50	3
24	10	1800	1	16.0	13.3	0.0 +	0.0	(0.5)	48	(0.1)	0		0.7	2	49	3
25	10	1900	3	16.0	38.0	0.1 +	0.0	(1.5)	87	(0.2)	0		1.7	2	30	44
26	210	1800	70	16.0	54.9	2.1 +	1.1	(45.5)	110	(6.2)	6		51.7	2	30	44
30	10	1900	1	3.0	0.9	0.0 +	0.0	(0.0)	1	(0.0)	0		0.0			
31	210	715	29	16.0	3.6	0.0 +	0.2	(3.0)	0	(0.0)	0		3.0			
32	210	1900	11	16.0	1.1	0.0 +	0.1	(0.9)	1	(0.1)	0		0.9			
193	11	9000	1	6.0	38.5	0.1 +	0.0	(1.7)	91	(0.0)	0		1.7	1	21	29
196	11	9000	0	8.0	11.6	0.0 +	0.0	(0.5)	49	(0.0)	0		0.5	1	52	7
197	11	9000	2	8.0	40.9	0.1 +	0.0	(1.8)	94	(0.0)	0		1.8	1	23	29
198	1870	4306	43	16.0	0.7	0.0 +	0.4	(5.4)	1	(0.4)	0		5.9			
291	1540	2386	65	16.0	6.4	1.8 +	0.9	(39.2)	60	(25.1)	33		64.2			
293	50	9000	1	5.0	11.6	0.2 +	0.0	(2.3)	49	(0.0)	1		2.3	2	49	3
294	50	9000	5	5.0	38.3	0.5 +	0.0	(7.6)	91	(0.0)	1		7.6	2	32	41
295	50	9000	3	8.0	30.7	0.4 +	0.0	(6.1)	81	(0.0)	1		6.1	2	25	41
296	50	9000	6	6.0	39.5	0.5 +	0.0	(7.8)	92	(0.0)	1		7.8	2	12	20
299	189	200	95	16.0	120.9	1.7 +	4.7	(90.1)	171	(739.5)	9		829.7			

*** f - average saturation flow for flared link ***

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2166.5	80.6	26.9	24.9	14.0	(551.7) +	(854.2) +	(41.3) =	1447.1	TOTALS

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	CRUISE LITRES PER HOUR		DELAY LITRES PER HOUR		STOPS LITRES PER HOUR		TOTALS LITRES PER HOUR
FUEL CONSUMPTION PREDICTIONS	1888.0	+	44.7	+	389.2	=	2321.9

NO. OF ENTRIES TO SUBPT = 1
NO. OF LINKS RECALCULATED= 25

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13
- (SECONDS)

1	3	47	7	29
2	3	41	3	20

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2166.5	80.6	26.9	24.9	14.0	(551.7) +	(854.2) +	(41.3) =	1447.1	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 96

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36
- (SECONDS)

1	3	47	7	29
2	3	41	3	20

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2166.5	80.6	26.9	24.9	14.0	(551.7) +	(854.2) +	(41.3) =	1447.1	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 97

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1
- (SECONDS)

1	3	47	7	29
2	3	41	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2166.5	80.4	27.0	24.2	14.4	(548.1) +	(847.1) +	(38.6) =	1433.8	TOTALS

NO. OF ENTRIES TO SUBPT = 12
NO. OF LINKS RECALCULATED= 185

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13
- (SECONDS)

1	3	47	7	29
2	3	41	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2166.5	80.4	27.0	24.2	14.4	(548.1) +	(847.1) +	(38.6) =	1433.8	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 97

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13 36
- (SECONDS)

1	3	47	7	29
2	3	41	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
2166.5	80.4	27.0	24.2	14.4	(548.1)	+	(847.1)	+	(38.6)	=	1433.8	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 102

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13 36 1
- (SECONDS)

1	3	44	4	26
2	3	41	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
2166.5	80.2	27.0	24.0	14.4	(545.4)	+	(846.1)	+	(39.1)	=	1430.6	TOTALS

NO. OF ENTRIES TO SUBPT = 8
NO. OF LINKS RECALCULATED= 137

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13 36 1 -1
- (SECONDS)

1	3	44	4	26
2	3	40	4	21

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
2166.5	80.0	27.1	23.8	14.5	(543.6)	+	(845.7)	+	(24.5)	=	1413.8	TOTALS

NO. OF ENTRIES TO SUBPT = 9
NO. OF LINKS RECALCULATED= 148

90 SECOND CYCLE 45 STEPS

FINAL SETTINGS OBTAINED WITH INCREMENTS :- 13 36 -1 13 36 1 -1 1
- (SECONDS)

NODE NO	NUMBER OF STAGES	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 8	STAGE 9	STAGE 10
1	3	44	4	26							
2	3	40	4	21							

LINK NUMBER	FLOW INTO LINK (PCU/H)	SAT FLOW (PCU/H)	DEGREE OF SAT (%)	MEAN TIMES PER PCU CRUISE (SEC)	DELAY (SEC)	DELAY UNIFORM (U+R+O=MEAN Q) (PCU-H/H)	RANDOM+ OVERSAT (PCU-H/H)	COST OF DELAY ($/H)	STOPS MEAN STOPS /PCU (%)	STOPS COST OF STOPS ($/H)	QUEUE MEAN MAX. (PCU)	QUEUE AVERAGE EXCESS (PCU)	PERFORMANCE INDEX. WEIGHTED SUM OF ( ) VALUES ($/H)	EXIT NODE	GREEN START 1ST (SEC	END
11	860	2155	67	16.0	16.1	2.9 +	1.0	(54.7)	65	(15.0)	15		69.7	1	50	13
12	860	2155	67	16.0	16.1	2.9 +	1.0	(54.7)	65	(15.0)	15		69.7	1	50	13
13	40	3800f	12	16.0	43.4	0.4 +	0.1	(6.8)	94	(1.0)	1		7.9	1	37	44
14	10	1800	2	16.0	26.3	0.1 +	0.0	(1.0)	71	(0.2)	0		1.2	1	19	44
15	10	1900	4	7.0	39.6	0.1 +	0.0	(1.6)	103	(0.3)	0	(0.0)*	1.8	1	19	31
16	1830	4306	71	7.0	3.7	0.7 +	1.2	(26.5)	15	(7.5)	16	(0.2)*	55.1	1	50	13
21	189	1900	69	8.0	46.1	1.3 +	1.1	(34.4)	113	(5.8)	6	(0.0)*	43.6	2	9	21
22	1530	4286	54	8.0	1.8	0.2 +	0.6	(11.1)	3	(1.4)	1	(0.0)*	12.4	2	52	21
23	1620	4440	71	16.0	19.7	7.6 +	1.2	(125.8)	74	(32.3)	32		158.1	2	49	4
24	10	1800	1	16.0	12.7	0.0 +	0.0	(0.5)	47	(0.1)	0		0.6	2	48	4
25	10	1900	4	16.0	39.7	0.1 +	0.0	(1.6)	89	(0.2)	0		1.8	2	31	43
26	210	1800	81	16.0	70.7	2.2 +	1.9	(58.5)	127	(7.2)	7		65.7	2	31	43
30	10	1900	1	3.0	0.9	0.0 +	0.0	(0.0)	1	(0.0)	0		0.0			
31	210	715	29	16.0	3.6	0.0 +	0.2	(3.0)	0	(0.0)	0		3.0			
32	210	1900	11	16.0	1.1	0.0 +	0.1	(0.9)	1	(0.1)	0		0.9			
193	11	9000	1	6.0	39.4	0.1 +	0.0	(1.7)	92	(0.0)	0		1.7	1	18	26
196	11	9000	0	8.0	11.1	0.0 +	0.0	(0.5)	48	(0.0)	0		0.5	1	49	4
197	11	9000	2	8.0	41.8	0.1 +	0.0	(1.8)	95	(0.0)	0		1.8	1	20	26
198	1870	4306	43	16.0	0.7	0.0 +	0.4	(5.4)	1	(0.4)	0		5.9			
291	1540	2386	65	16.0	6.5	1.9 +	0.9	(39.3)	61	(25.5)	35		64.8			
293	50	9000	1	5.0	11.1	0.1 +	0.0	(2.2)	48	(0.0)	1		2.2	2	48	4
294	50	9000	6	5.0	39.8	0.5 +	0.0	(7.8)	92	(0.0)	1		7.9	2	33	40
295	50	9000	3	8.0	33.3	0.4 +	0.0	(6.6)	84	(0.0)	1		6.6	2	26	40
296	50	9000	6	6.0	38.6	0.5 +	0.0	(7.6)	91	(0.0)	1		7.6	2	13	21
299	189	200	95	16.0	120.1	1.6 +	4.7	(89.5)	170	(733.7)	9		823.2			

*** f - average saturation flow for flared link ***

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2166.5	80.0	27.1	23.8	14.5	(543.6) +	(845.7) +	(24.5) =	1413.8	TOTALS

ROUTE

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	CRUISE LITRES PER HOUR	DELAY LITRES PER HOUR	STOPS LITRES PER HOUR	TOTALS LITRES PER HOUR
FUEL CONSUMPTION PREDICTIONS	1888.0 +	44.0 +	385.4 =	2317.4

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 96

CYCLIC FLOW PROFILE GRAPHS

```
LINK    11 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I                         ^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
  2000+                        ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
  1500+                        ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
  1000+                        ^^^^^^^^^^^^
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
   500+@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     +.......==#=========#=====....1.........1.....
```

```
LINK    12 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I                         ^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
  2000+                        ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
  1500+                        ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
  1000+                        ^^^^^^^^^^^^
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
   500+@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     +.......==#=========#=====....1.........1.....
```

```
LINK    21 FED BY    11     0     0     0 M.M.E. 0.75
     I
     I
     I
     I
  2000+
     I      ^^^
     I      ^^^
     I      ^^^
     I      ^^^^
  1500+     ^^^^
     I      ^^^^
     I      ^^^^
     I      ^^^^
     I      ^^^^
  1000+    ^^^^^
     I     ^^^^^
     I     ^^^^^
     I     ^^^^^
     I     ^^^^^
   500+    ^^^^^                     11111111
     I     ^^^^^                   1111111111
     I     ^^^^^                 1111111111111
     I11111@@@@@@                1111111111111111
     I11111@@@@@@1               1111111111111111
     +====.....1.========#=========#=========#=====
```

```
LINK    22 FED BY    11    12    14     0 M.M.E. 0.74
     I
     I
     I
     I
  4000+
     I                                 @@@@@@@
     I                              @@@@@@@@@
     I                              @@@@@@@@@
     I                             @@@@@@@@@@
  3000+                            @@@@@@@@@@
     I                            @@@@@@@@@@@
     I                            @@@@@@@@@@@
     I                            @@@@@@@@@@@
     I                            @@@@@@@@@@@@
  2000+                           @@@@@@@@@@@@
     I                           @@@@@@@@@@@@@@
     I@@@@@@@@@@@                @@@@@@@@@@@@@@@
     I@@@@@@@@@@@                @@@@@@@@@@@@@@@
     I@@@@@@@@@@@              ^ @@@@@@@@@@@@@@@
  1000+@@@@@@@@@@@              ^ @@@@@@@@@@@@@@@
     I@@@@@@@@@@@@             ^ @@@@@@@@@@@@@@@
     I@@@@@@@@@@@@             ^ @@@@@@@@@@@@@@@
     I@@@@@@@@@@@@11           ^ @@@@@@@@@@@@@@@
     I@@@@@@@@@@@@1111         ^ @@@@@@@@@@@@@@@
     +.........1.========#======...1.........1.....
```

```
LINK    23 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
  4000+                        ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
  3000+                        ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                         ^^^^^^^^^^^^
     I                        ^^^^^^^^^^^^^
  2000+                       ^^^^^^^^^^^^^^
     I                        ^^^^^^^^^^^^^^
     I@@@111111111111111111111111@@@@@@@@@@@@@@@@@@@@
     I@@@111111111111111111111111@@@@@@@@@@@@@@@@@@@@
     I@@@111111111111111111111111@@@@@@@@@@@@@@@@@@@@
  1000+@@@111111111111111111111111@@@@@@@@@@@@@@@@@@@@
     I@@@@111111111111111111111111@@@@@@@@@@@@@@@@@@@@
     I@@@@111111111111111111111111@@@@@@@@@@@@@@@@@@@@
     I@@@@111111111111111111111111@@@@@@@@@@@@@@@@@@@@
     I@@@@111111111111111111111111@@@@@@@@@@@@@@@@@@@@
     +...======#=========#====.....1.........1.....
```

```
LINK    24 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I
     I
   500+
     I
     I
     I
     I
   375+
     I
     I
     I
     I
   250+
     I                                   ^
     I                                   ^
     I                                   ^
     I                                   ^
   125+                                  ^
     I                                   ^
     I                                   ^
     I                                   ^
     I                                   ^
     +...======#=========#====.....1.........1.....
```

```
LINK    16 FED BY    23    26     0     0 M.M.E. 0.73
     I
     I
     I                         ^^     @@@@@@@@
     I                         ^^    @@@@@@@@@
  4000+                        ^^   @@@@@@@@@@^
     I                         ^^   @@@@@@@@@@^
     I                         ^^  @@@@@@@@@@@^
     I                         ^^  @@@@@@@@@@@^
     I                         ^^  @@@@@@@@@@@@
  3000+                        ^^  @@@@@@@@@@@@
     I                         ^^ @@@@@@@@@@@@@
     I                         ^^ @@@@@@@@@@@@@
     I                         ^^^@@@@@@@@@@@@@@
     I                         ^^^@@@@@@@@@@@@@@
  2000+                        ^^^@@@@@@@@@@@@@@@
     I@                     1  ^^^@@@@@@@@@@@@@@@@
     I@@@@@@                11  ^^^@@@@@@@@@@@@@@@@
     I@@@@@@               1111 ^^^@@@@@@@@@@@@@@@@
     I@@@@@@@             11111 ^^@@@@@@@@@@@@@@@@@
  1000+@@@@@@@            11111 ^^@@@@@@@@@@@@@@@@@
     I@@@@@@@             111111^^@@@@@@@@@@@@@@@@@
     I@@@@@@@@            111111^^@@@@@@@@@@@@@@@@@
     I@@@@@@@@1          1111111^@@@@@@@@@@@@@@@@@@
     I@@@@@@@@11         1111111@@@@@@@@@@@@@@@@@@@
     +.......==#=========#=====....1.........1.....
```

```
LINK    15 FED BY    23     0     0     0 M.M.E. 0.91
     I
     I
     I
     I
   500+
     I
     I
     I          ^
     I          ^
   375+         ^
     I          ^
     I          ^
     I          ^
     I          ^
   250+         ^
     I          ^
     I          ^
     I          ^
     I          ^
   125+         ^
     I          ^
     I          ^
     I          ^
     I          ^                  11111111111111
     +=========1......===#=========#=========#=====
```

```
LINK    26 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I
     I
  2000+
     I
     I                 ^^^^
     I                 ^^^^
     I                 ^^^^
  1500+                ^^^^
     I                 ^^^^
     I                 ^^^^
     I                 ^^^^
     I                 ^^^^^
  1000+                ^^^^^
     I                ^^^^^^
     I                ^^^^^^
     I                ^^^^^^
     I                ^^^^^^
   500+               ^^^^^^
     I                ^^^^^^
     I                ^^^^^^
     I1111111111111111@@@@@@@111111111111111111111111
     I1111111111111111@@@@@@@111111111111111111111111
     +=========#=====....1..=======#=========#=====
```

```
LINK    14 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I
     I
   500+
     I
     I
     I
     I
   375+
     I
     I          ^
     I          ^
     I          ^
   250+         ^
     I          ^
     I          ^
     I          ^
     I          ^
   125+         ^
     I          ^
     I          ^
     I          ^
     +=========1.........1...======#=========#=====
```

```
LINK    15 FED BY    23     0     0     0 M.M.E. 0.91
     I
     I
     I
     I
   500+
     I
     I
     I          ^
     I          ^
   375+         ^
     I          ^
     I          ^
     I          ^
     I          ^
   250+         ^
     I          ^
     I          ^
     I          ^
     I          ^
   125+         ^
     I          ^
     I          ^
     I          ^
     I          ^                  11111111111111
     +=========1......===#=========#=========#=====
```

```
LINK    22 FED BY    11    12    14     0 M.M.E. 0.74
     I
     I
     I
     I
  4000+
     I                                       @@@@@@@
     I                                     @@@@@@@@@
     I                                     @@@@@@@@@
     I                                    @@@@@@@@@@
  3000+                                   @@@@@@@@@@
     I                                  @@@@@@@@@@@
     I                                  @@@@@@@@@@@
     I                                  @@@@@@@@@@@
     I                                  @@@@@@@@@@@@
  2000+                                 @@@@@@@@@@@@
     I                                @@@@@@@@@@@@@@@
     I@@@@@@@@@@@                     @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@                     @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@                   ^ @@@@@@@@@@@@@@@@
  1000+@@@@@@@@@@@                  ^ @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@                  ^ @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@                  ^ @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@11                ^ @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@1111              ^ @@@@@@@@@@@@@@@@
     +.........1.========#======...1.........1.....
```

PROGRAM TRANSYT FINISHED

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

[Printed at 15:17:39 on 16/08/2011]

T R A N S Y T 12

Traffic Network Study Tool

Analysis Program Release 5 (January 2007)

For sales and distribution information,
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Run with file:- "2031 PM PEAK + DEV.DAT" at 15:32 on 20110816

TRANSYT 12.0

New Double Signal Junction - A41/SouthWest Bicester/Bicester B Park

PARAMETERS CONTROLLING DIMENSIONS OF PROBLEM :

NUMBER OF NODES	=	2
NUMBER OF LINKS	=	25
NUMBER OF OPTIMISED NODES	=	2
MAXIMUM NUMBER OF GRAPHIC PLOTS	=	16
NUMBER OF STEPS IN CYCLE	=	45
MAXIMUM NUMBER OF SHARED STOPLINES	=	0
MAXIMUM NUMBER OF TIMING POINTS	=	3
MAXIMUM LINKS AT ANY NODE	=	10

CORE REQUESTED = 7270 WORDS
CORE AVAILABLE = 96000 WORDS

DATA INPUT :-
~~~~ ~~~~~

CARD NO.	CARD TYPE	CYCLE TIME (SEC)	NO. OF STEPS PER CYCLE	TIME PERIOD 1-1200 MINS.	EFFECTIVE-GREEN DISPLACEMENTS START (SEC)	END (SEC)	EQUISAT SETTINGS 0=NO 1=YES	0=UNEQUAL FLOW CYCLE 1=EQUAL CYCLE	SCALE 10-200 %	CRUISE-SPEEDS SCALE 50-200 %	CARD32 0=TIMES 1=SPEEDS	OPTIMISE 0=NONE 1=O/SET 2=FULL	EXTRA COPIES FINAL OUTPUT	HILL-CLIMB OUTPUT 1=FULL	DELAY VALUE P PER PCU-H
(1)=	TITLE:- New Double Signal Junction - A41/SouthWest Bicester/Bicester B Park														
2)=	1	90	45	60	2	3	1	1	0	0	0	2	0	0	1420
CARD NO.	CARD TYPE	LIST OF NODES TO BE OPTIMISED													
3)=	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0

NODE CARDS: MINIMUM STAGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
4)=	10	1	14	22	18							
5)=	10	2	19	14	17							

NODE CARDS: PRECEDING INTERSTAGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
6)=	11	1	0	0	0							
7)=	11	2	0	0	0							

NODE CARDS: STAGE CHANGE TIMES (WORKING)

CARD NO.	CARD TYPE	NODE NO.	Sgl/Dbl Cycled	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
8)=	12	1	1	47	7	29							
9)=	12	2	1	41	3	20							

LINK CARDS: GIVEWAY DATA

CARD NO.	CARD TYPE	LINK NO.	PRIORITY LINKS LINK1 NO.	LINK2 NO.	LINK1 GIVEWAY COEFFS. ONLY % FLOW	A1 X100	A2 X100				LINK LENGTH	STOP WT.X100	MAX FLOW	DELAY WT.X100
10)=	30	31	30	0	0	22	0	0	0	0	0	200	0	715	0

LINK CARDS: FIXED DATA

CARD NO.	CARD TYPE	LINK NO.	EXIT NODE	FIRST GREEN START STAGE	LAG	END STAGE	LAG	SECOND GREEN START STAGE	LAG	END STAGE	LAG	LINK LENGTH	STOP WT.X100	SAT FLOW	DELAY WT.X100
11)=	31	11	1	1	6	2	9	0	0	0	0	200	0	2155	0
12)=	31	12	1	1	6	2	9	0	0	0	0	200	0	2155	0
13)=	31	13	1	3	11	1	0	0	0	0	0	200	0	1900	0
14)=	31	14	1	2	15	1	0	0	0	0	0	200	0	1800	0
15)=	31	15	1	2	15	3	5	0	0	0	0	87	0	1900	0
16)=	31	16	1	1	6	2	9	0	0	0	0	87	0	4306	0
17)=	31	21	2	2	5	3	0	0	0	0	0	100	0	1900	0
18)=	31	22	2	1	12	3	0	0	0	0	0	100	0	4286	0
19)=	31	23	2	1	9	2	0	0	0	0	0	200	0	4440	0
20)=	31	24	2	1	8	2	0	0	0	0	0	200	0	1800	0
21)=	31	25	2	3	10	1	3	0	0	0	0	200	0	1900	0
22)=	31	26	2	3	10	1	3	0	0	0	0	200	0	1800	0
23)=	31	30	0	0	0	0	0	0	0	0	0	35	0	1900	0
24)=	31	32	0	0	0	0	0	0	0	0	0	200	0	1900	0
25)=	31	193	1	2	14	3	0	0	0	0	0	7	0	9000	0
26)=	31	196	1	1	5	2	0	0	0	0	0	15	0	9000	0
27)=	31	197	1	2	16	3	0	0	0	0	0	8	0	9000	0
28)=	31	198	0	0	0	0	0	0	0	0	0	200	0	4306	0
29)=	31	291	0	0	0	0	0	0	0	0	0	200	0	2386	0
30)=	31	293	2	1	8	2	0	0	0	0	0	8	0	9000	0
31)=	31	294	2	3	12	1	0	0	0	0	0	6	0	9000	0
32)=	31	295	2	3	5	1	0	0	0	0	0	13	0	9000	0
33)=	31	296	2	2	9	3	0	0	0	0	0	7	0	9000	0
34)=	31	299	0	0	0	0	0	0	0	0	0	1800	0	200	0

LINK CARDS: FLOW DATA

CARD NO.	CARD TYPE	LINK NO.	TOTAL FLOW	UNIFORM FLOW	ENTRY 1 ..... LINK NO.	FLOW	CRUISE TIME	ENTRY 2 ..... LINK NO.	FLOW	CRUISE TIME	ENTRY 3 ..... LINK NO.	FLOW	CRUISE TIME	ENTRY 4 ..... LINK NO.	FLOW
35)=	32	11	765	0	0	0	16	0	0	0	0	0	0	0	0
36)=	32	12	765	0	0	0	16	0	0	0	0	0	0	0	0
37)=	32	13	160	0	0	0	16	0	0	0	0	0	0	0	0
38)=	32	14	10	0	0	0	16	0	0	0	0	0	0	0	0
39)=	32	15	10	0	23	10	7	0	0	0	0	0	0	0	0
40)=	32	16	1750	0	23	1550	7	26	200	7	0	0	0	0	0
41)=	32	21	200	0	11	200	8	0	0	0	0	0	0	0	0
42)=	32	22	1330	0	11	565	8	12	765	8	14	10	8	0	0
43)=	32	23	1550	0	0	0	16	0	0	0	0	0	0	0	0
44)=	32	24	10	0	0	0	16	0	0	0	0	0	0	0	0
45)=	32	25	10	0	0	0	16	0	0	0	0	0	0	0	0
46)=	32	26	200	0	0	0	16	0	0	0	0	0	0	0	0
47)=	32	30	10	0	15	10	3	0	0	0	0	0	0	0	0
48)=	32	31	30	0	0	0	16	0	0	0	0	0	0	0	0
49)=	32	32	30	0	30	10	16	31	210	16	0	0	0	0	0
50)=	32	193	11	0	0	0	6	0	0	0	0	0	0	0	0
51)=	32	196	11	0	0	0	8	0	0	0	0	0	0	0	0
52)=	32	197	11	0	0	0	8	0	0	0	0	0	0	0	0
~~~~

53)=	32	198	1910	0	13	160	16	16	1750	16	0	0	0	0	0

54)=	32	291	1330	0	22	1330	16	25	10	16	0	0	0	0	0
55)=	32	293	50	0	0	0	5	0	0	0	0	0	0	0	0
56)=	32	294	50	0	0	0	5	0	0	0	0	0	0	0	0
57)=	32	295	50	0	0	0	8	0	0	0	0	0	0	0	0
58)=	32	296	50	0	0	0	6	0	0	0	0	0	0	0	0
59)=	32	299	200	0	21	200	16	24	10	16	0	0	0	0	0

LINK CARDS : FLARE SATURATION FLOW DATA

	CARD TYPE	LINK NO.	..LANE 1.. SAT. FLOW	CAPAC VEH.	..LANE 2.. SAT. FLOW	CAPAC VEH.	..LANE 3.. SAT. FLOW	CAPAC VEH.
60)=	33	13	1900	8	0	0	0	0

GRAPH PLOT CARDS

CARD NO.	CARD TYPE	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.	LINK NO.						
61)=	35	11	12	21	22	23	24	16	15	0	0	0	0	0	0
62)=	35	26	14	15	22	0	0	0	0	0	0	0	0	0	0

LINK DATA: QUEUE CONSTRAINTS

CARD NO.	CARD TYPE	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE	QUEUE WEIGHT	LINK NO.	LIMIT QUEUE
63)=	38	15	7	9000	16	10	9000	21	5	9000	22	10	9000	0	0

*****END OF SUBROUTINE TINPUT****

90 SECOND CYCLE 45 STEPS

INITIAL SETTINGS
- (SECONDS)

NODE NO	NUMBER OF STAGES	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 8	STAGE 9	STAGE 10
1	3	47	7	29							
2	3	41	3	21							

LINK NUMBER	FLOW INTO LINK (PCU/H)	SAT FLOW (PCU/H)	DEGREE OF SAT (%)	MEAN TIMES PER PCU CRUISE (SEC)	DELAY (SEC)	DELAY UNIFORM (U+R+O=MEAN Q) (PCU-H/H)	DELAY RANDOM+ OVERSAT (PCU-H/H)	DELAY COST OF DELAY ($/H)	STOPS MEAN STOPS /PCU (%)	STOPS COST OF STOPS ($/H)	QUEUE MEAN MAX. (PCU)	QUEUE AVERAGE EXCESS (PCU)	PERFORMANCE INDEX. WEIGHTED SUM OF ( ) VALUES ($/H)	EXIT NODE	GREEN START 1ST (SEC	END
11	765	2155	59	16.0	14.6	2.4 +	0.7	(43.9)	60	(12.4)	12		56.3	1	53	16
12	765	2155	59	16.0	14.6	2.4 +	0.7	(43.9)	60	(12.4)	12		56.3	1	53	16
13	160	3800f	47	16.0	49.2	1.7 +	0.4	(31.0)	102	(4.4)	4		35.4	1	40	47
14	10	1800	2	16.0	27.0	0.1 +	0.0	(1.1)	72	(0.2)	0		1.3	1	22	47
15	9	1900	3	7.0	46.1	0.1 +	0.0	(1.6)	100	(0.3)	0	(0.0)*	1.9	1	22	34
16	1750	4306	68	7.0	3.6	0.7 +	1.0	(24.6)	15	(7.3)	16	(0.2)*	51.9	1	53	16
21	200	1900	68	8.0	43.4	1.4 +	1.0	(34.2)	110	(5.9)	6	(0.1)*	45.4	2	8	21
22	1330	4286	47	8.0	2.3	0.4 +	0.4	(12.2)	5	(2.0)	2	(0.0)*	14.1	2	53	21
23	1550	4440	71	16.0	21.0	7.8 +	1.2	(128.1)	76	(31.8)	31		159.9	2	50	3
24	10	1800	1	16.0	13.3	0.0 +	0.0	(0.5)	48	(0.1)	0		0.7	2	49	3
25	10	1900	3	16.0	38.4	0.1 +	0.0	(1.5)	88	(0.2)	0		1.8	2	31	44
26	200	1800	71	16.0	57.9	2.0 +	1.2	(45.7)	114	(6.1)	6		51.8	2	31	44
30	9	1900	0	3.0	1.0	0.0 +	0.0	(0.0)	1	(0.0)	0		0.0			
31	30	715	4	16.0	2.6	0.0 +	0.0	(0.3)	0	(0.0)	0		0.3			
32	30	1900	2	16.0	1.0	0.0 +	0.0	(0.1)	1	(0.0)	0		0.1			
193	11	9000	1	6.0	38.5	0.1 +	0.0	(1.7)	91	(0.0)	0		1.7	1	21	29
196	11	9000	0	8.0	11.6	0.0 +	0.0	(0.5)	49	(0.0)	0		0.5	1	52	7
197	11	9000	2	8.0	40.9	0.1 +	0.0	(1.8)	94	(0.0)	0		1.8	1	23	29
198	1910	4306	44	16.0	0.8	0.0 +	0.4	(5.7)	1	(0.4)	0		6.1			
291	1330	2386	56	16.0	3.8	0.8 +	0.6	(20.0)	40	(14.3)	24		34.3			
293	50	9000	1	5.0	11.6	0.2 +	0.0	(2.3)	49	(0.0)	1		2.3	2	49	3
294	50	9000	6	5.0	38.6	0.5 +	0.0	(7.6)	91	(0.0)	1		7.6	2	33	41
295	50	9000	3	8.0	32.4	0.4 +	0.0	(6.4)	83	(0.0)	1		6.4	2	26	41
296	50	9000	5	6.0	38.3	0.5 +	0.0	(7.6)	91	(0.0)	1		7.6	2	12	21
299	200	200	100	16.0	162.8	1.9 +	7.2	(128.4)	197	(894.6)	12		1023.0			

*** f - average saturation flow for flared link ***

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2022.5	77.0	26.3	23.5	15.2	(550.8) +	(992.4) +	(25.2) =	1568.4	TOTALS

****

	CRUISE LITRES PER HOUR		DELAY LITRES PER HOUR		STOPS LITRES PER HOUR		TOTALS LITRES PER HOUR
FUEL CONSUMPTION PREDICTIONS	1973.6	+	44.6	+	452.2	=	2470.4

NO. OF ENTRIES TO SUBPT = 1
NO. OF LINKS RECALCULATED= 25

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13
- (SECONDS)

1	3	47	7	29
2	3	41	3	21

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2022.5	77.0	26.3	23.5	15.2	(550.8) +	(992.4) +	(25.2) =	1568.4	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 96

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36
- (SECONDS)

1	3	47	7	29
2	3	41	3	21

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2022.5	77.0	26.3	23.5	15.2	(550.8) +	(992.4) +	(25.2) =	1568.4	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 98

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1
- (SECONDS)

1	3	47	7	29
2	3	41	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2022.5	76.8	26.3	23.1	15.5	(548.2) +	(986.0) +	(24.7) =	1558.8	TOTALS

NO. OF ENTRIES TO SUBPT = 11
NO. OF LINKS RECALCULATED= 172

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13
- (SECONDS)

1	3	47	7	29
2	3	41	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)	TOTAL COST OF STOPS ($/H)	PENALTY FOR EXCESS QUEUES ($/H)	TOTAL PERFORMANCE INDEX ($/H)	
2022.5	76.8	26.3	23.1	15.5	(548.2) +	(986.0) +	(24.7) =	1558.8	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 97

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13 36
- (SECONDS)

1	3	47	7	29
2	3	41	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
2022.5	76.8	26.3	23.1	15.5	(548.2)	+	(986.0)	+	(24.7)	=	1558.8	TOTALS

NO. OF ENTRIES TO SUBPT = 5
NO. OF LINKS RECALCULATED= 102

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13 36 1
- (SECONDS)

1	3	46	6	28
2	3	41	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
2022.5	76.7	26.4	23.0	15.5	(546.7)	+	(985.4)	+	(24.8)	=	1556.9	TOTALS

NO. OF ENTRIES TO SUBPT = 6
NO. OF LINKS RECALCULATED= 106

90 SECOND CYCLE 45 STEPS

INTERMEDIATE SETTINGS - INCREMENTS SO FAR :- 13 36 -1 13 36 1 -1
- (SECONDS)

1	3	46	6	28
2	3	40	4	22

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
2022.5	77.0	26.2	22.8	16.1	(551.5)	+	(985.6)	+	(13.3)	=	1550.4	TOTALS

NO. OF ENTRIES TO SUBPT = 9
NO. OF LINKS RECALCULATED= 147

90 SECOND CYCLE 45 STEPS

FINAL SETTINGS OBTAINED WITH INCREMENTS :- 13 36 -1 13 36 1 -1 1
- (SECONDS)

NODE NO	NUMBER OF STAGES	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	STAGE 8	STAGE 9	STAGE 10
1	3	45	5	27							
2	3	40	4	22							

LINK NUMBER	FLOW INTO LINK (PCU/H)	SAT FLOW (PCU/H)	DEGREE OF SAT (%)	MEAN TIMES PER PCU CRUISE (SEC)	DELAY (SEC)	DELAY UNIFORM (U+R+O=MEAN Q) (PCU-H/H)	DELAY RANDOM+ OVERSAT (PCU-H/H)	COST OF DELAY ($/H)	STOPS MEAN STOPS /PCU (%)	STOPS COST OF STOPS ($/H)	QUEUE MEAN MAX. (PCU)	QUEUE AVERAGE EXCESS (PCU)	PERFORMANCE INDEX. WEIGHTED SUM OF ( ) VALUES ($/H)	EXIT NODE	GREEN START 1ST (SEC	END
11	765	2155	59	16.0	14.6	2.4 +	0.7	(43.9)	60	(12.4)	12		56.3	1	51	14
12	765	2155	59	16.0	14.6	2.4 +	0.7	(43.9)	60	(12.4)	12		56.3	1	51	14
13	160	3800f	47	16.0	49.2	1.7 +	0.4	(31.0)	102	(4.4)	4		35.4	1	38	45
14	10	1800	2	16.0	27.0	0.1 +	0.0	(1.1)	72	(0.2)	0		1.3	1	20	45
15	9	1900	3	7.0	44.6	0.1 +	0.0	(1.6)	99	(0.3)	0	(0.0)*	1.9	1	20	32
16	1750	4306	68	7.0	3.4	0.6 +	1.0	(23.2)	14	(6.7)	13	(0.1)*	38.4	1	51	14
21	200	1900	68	8.0	44.3	1.4 +	1.0	(35.0)	111	(6.0)	6	(0.1)*	46.3	2	9	22
22	1330	4286	46	8.0	1.7	0.2 +	0.4	(8.7)	3	(1.2)	1	(0.0)*	9.9	2	52	22
23	1550	4440	68	16.0	19.0	7.1 +	1.1	(116.3)	72	(30.1)	30		146.4	2	49	4
24	10	1800	1	16.0	12.7	0.0 +	0.0	(0.5)	47	(0.1)	0		0.6	2	48	4
25	10	1900	4	16.0	42.1	0.1 +	0.0	(1.7)	92	(0.2)	0		1.9	2	32	43
26	200	1800	83	16.0	78.5	2.1 +	2.2	(61.9)	133	(7.2)	7		69.1	2	32	43
30	9	1900	0	3.0	1.0	0.0 +	0.0	(0.0)	1	(0.0)	0		0.0			
31	30	715	4	16.0	2.6	0.0 +	0.0	(0.3)	0	(0.0)	0		0.3			
32	30	1900	2	16.0	1.0	0.0 +	0.0	(0.1)	1	(0.0)	0		0.1			
193	11	9000	1	6.0	38.5	0.1 +	0.0	(1.7)	91	(0.0)	0		1.7	1	19	27
196	11	9000	0	8.0	11.6	0.0 +	0.0	(0.5)	49	(0.0)	0		0.5	1	50	5
197	11	9000	2	8.0	40.9	0.1 +	0.0	(1.8)	94	(0.0)	0		1.8	1	21	27
198	1910	4306	44	16.0	0.8	0.0 +	0.4	(5.7)	1	(0.4)	0		6.1			
291	1330	2386	56	16.0	3.8	0.8 +	0.6	(19.8)	40	(14.2)	24		34.0			
293	50	9000	1	5.0	11.1	0.1 +	0.0	(2.2)	48	(0.0)	1		2.2	2	48	4
294	50	9000	7	5.0	42.0	0.5 +	0.0	(8.3)	95	(0.0)	1		8.3	2	34	40
295	50	9000	4	8.0	33.4	0.4 +	0.0	(6.6)	84	(0.0)	1		6.6	2	27	40
296	50	9000	5	6.0	37.5	0.5 +	0.0	(7.4)	90	(0.0)	1		7.4	2	13	22
299	200	200	100	16.0	162.1	1.8 +	7.2	(127.8)	196	(889.5)	12		1017.3			

*** f - average saturation flow for flared link ***

TOTAL DISTANCE TRAVELLED (PCU-KM/H)	TOTAL TIME SPENT (PCU-H/H)	MEAN JOURNEY SPEED (KM/H)	TOTAL UNIFORM DELAY (PCU-H/H)	TOTAL RANDOM+ OVERSAT DELAY (PCU-H/H)	TOTAL COST OF DELAY ($/H)		TOTAL COST OF STOPS ($/H)		PENALTY FOR EXCESS QUEUES ($/H)		TOTAL PERFORMANCE INDEX ($/H)	
2022.5	77.0	26.3	22.7	16.1	(550.9)	+	(985.4)	+	(13.8)	=	1550.1	TOTALS

ROUTE

	CRUISE LITRES PER HOUR		DELAY LITRES PER HOUR		STOPS LITRES PER HOUR		TOTALS LITRES PER HOUR
FUEL CONSUMPTION PREDICTIONS	1973.6	+	44.6	+	449.0	=	2467.2

NO. OF ENTRIES TO SUBPT = 6
NO. OF LINKS RECALCULATED= 116

CYCLIC FLOW PROFILE GRAPHS

```
LINK    11 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
  2000+                         ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
  1500+                         ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^^
     I                          ^^^^^^^^^^
     I                         ^^^^^^^^^^^
  1000+                        ^^^^^^^^^^^
     I                         ^^^^^^^^^^^
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
   500+@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@
     I@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@
     I@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@
     I@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@
     +........=#=========#=====....1.........1.....
```

```
LINK    12 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
  2000+                         ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
     I                          ^^^^^^^^^
  1500+                         ^^^^^^^^^
     I                          ^^^^^^^^^
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  1000+                        ^^^^^^^^^^^
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   500+@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@@
     I@@@@@@@@@111111111111111111@@@@@@@@@@@@@@@@@
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     +........=#=========#=====....1.........1.....
```

```
LINK    21 FED BY    11     0     0     0 M.M.E. 0.75
     I
     I
     I
     I
  2000+
     I      ^^^^
     I      ^^^^
     I      ^^^^
     I      ^^^^
  1500+     ^^^^
     I      ^^^^
     I      ^^^^
     I      ^^^^
     I      ^^^^
  1000+    ^^^^^
     I     ^^^^^
     I     ^^^^^
     I     ^^^^^
     I     ^^^^^                      1111
   500+    ^^^^^                  111111111
     I     ^^^^^                  111111111
     I     ^^^^^^                111111111111
     I11111@@@@@@@              111111111111111
     I111111@@@@@@@1           1111111111111111
     +====.....1..=======#=========#=========#=====
```

```
LINK    22 FED BY    11    12    14     0 M.M.E. 0.73
     I
     I
     I
     I
  4000+
     I                                        @@
     I                                   @@@@@@
     I                                  @@@@@@@
     I                                  @@@@@@@
  3000+                                @@@@@@@@@
     I                                 @@@@@@@@@
     I                                 @@@@@@@@@
     I                                 @@@@@@@@@
     I                                @@@@@@@@@@@
  2000+                               @@@@@@@@@@@
     I                                @@@@@@@@@@@@
     I                                @@@@@@@@@@@@
     I@@@@@@@@@@@@                    @@@@@@@@@@@@@@@
     I@@@@@@@@@@@@                ^  @@@@@@@@@@@@@@@
  1000+@@@@@@@@@@@@               ^ @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@                ^ @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@@1              ^ @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@@1              ^ @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@@@111           ^ @@@@@@@@@@@@@@@@
     +.........1..=======#======...1.........1.....
```

```
LINK    23 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I                         ^^^^^^^^^^^
     I                         ^^^^^^^^^^^
 4000+                         ^^^^^^^^^^^
     I                         ^^^^^^^^^^^
     I                         ^^^^^^^^^^^
     I                         ^^^^^^^^^^^
     I                         ^^^^^^^^^^^
 3000+                         ^^^^^^^^^^^
     I                         ^^^^^^^^^^^
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 2000+                        ^^^^^^^^^^^^^
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     I@@@@111111111111111111111111@@@@@@@@@@@@@@@@@@@
     +...======#=========#====.....1.........1.....
```

```
LINK    24 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I
     I
  500+
     I
     I
     I
     I
  375+
     I
     I
     I
     I
  250+
     I                                   ^
     I                                   ^
     I                                   ^
     I                                   ^
  125+                                   ^
     I                                   ^
     I                                   ^
     I                                   ^
     I                                   ^
     +...======#=========#====.....1.........1.....
```

```
LINK    16 FED BY    23    26     0     0 M.M.E. 0.74
     I
     I
     I                         ^     @@@@@@@
     I                         ^    @@@@@@@@^
 4000+                         ^^  @@@@@@@@@^
     I                         ^^  @@@@@@@@@^
     I                         ^^ @@@@@@@@@@^
     I                         ^^ @@@@@@@@@@
     I                         ^^ @@@@@@@@@@
 3000+                         ^^ @@@@@@@@@@
     I                         ^^@@@@@@@@@@@
     I                         ^^@@@@@@@@@@@@
     I                         ^^@@@@@@@@@@@@
     I                        ^^^@@@@@@@@@@@@
 2000+                        ^^^@@@@@@@@@@@@@
     I                        ^^^@@@@@@@@@@@@@@
     I@@@@@@                111 ^^^@@@@@@@@@@@@@@@@
     I@@@@@@               1111 ^^^@@@@@@@@@@@@@@@@
     I@@@@@@@              1111 ^^@@@@@@@@@@@@@@@@@
 1000+@@@@@@@              11111^^@@@@@@@@@@@@@@@@@
     I@@@@@@@             111111^^@@@@@@@@@@@@@@@@@
     I@@@@@@@@            111111^^@@@@@@@@@@@@@@@@@
     I@@@@@@@@1           111111@^@@@@@@@@@@@@@@@@@
     I@@@@@@@@@1          111111@@@@@@@@@@@@@@@@@@
     +........=#=========#=====....1.........1.....
```

```
LINK    15 FED BY    23     0     0     0 M.M.E. 0.88
     I
     I
     I
     I
  500+
     I
     I
     I
     I           ^
     I           ^
  375+           ^
     I           ^
     I           ^
     I           ^
     I           ^
  250+           ^
     I           ^
     I           ^
     I           ^
     I           ^
  125+           ^
     I           ^
     I           ^
     I           ^
     I           ^                 1111111111111
     +=========#.......==#=========#=========#=====
```

```
LINK    26 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I
     I
  2000+
     I
     I                 ^^^^
     I                 ^^^^
     I                 ^^^^^
  1500+                ^^^^^
     I                 ^^^^^
     I                 ^^^^^
     I                 ^^^^^
     I                 ^^^^^
  1000+                ^^^^^
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     I                 ^^^^^
     I                 ^^^^^
   500+                ^^^^^
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     I                 ^^^^^
     I1111111111111111111@@@@@@111111111111111111111111
     I1111111111111111111@@@@@@111111111111111111111111
     +=========#======...1..=======#=========#=====
```

```
LINK    14 FED BY     0     0     0     0 M.M.E. 0.00
     I
     I
     I
     I
   500+
     I
     I
     I
     I
   375+
     I
     I           ^
     I           ^
     I           ^
   250+          ^
     I           ^
     I           ^
     I           ^
     I           ^
   125+          ^
     I           ^
     I           ^
     I           ^
     I           ^
     +=========#.........1...======#=========#=====
```

```
LINK    15 FED BY    23     0     0     0 M.M.E. 0.88
     I
     I
     I
     I
   500+
     I
     I
     I           ^
     I           ^
   375+          ^
     I           ^
     I           ^
     I           ^
     I           ^
   250+          ^
     I           ^
     I           ^
     I           ^
     I           ^
   125+          ^
     I           ^
     I           ^
     I           ^
     I           ^                 1111111111111
     +=========#.......==#=========#=========#=====
```

```
LINK    22 FED BY    11    12    14     0 M.M.E. 0.73
     I
     I
     I
     I
  4000+
     I                                        @@
     I                                    @@@@@@
     I                                   @@@@@@@
     I                                   @@@@@@@
  3000+                                 @@@@@@@@@
     I                                  @@@@@@@@@
     I                                  @@@@@@@@@
     I                                  @@@@@@@@@
     I                                 @@@@@@@@@@@
  2000+                                @@@@@@@@@@@
     I                                 @@@@@@@@@@@@
     I                                 @@@@@@@@@@@@@
     I                                 @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@                   ^  @@@@@@@@@@@@@@@@
     I@@@@@@@@@@@                   ^
  1000+@@@@@@@@@@@@                 ^ @@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@                  ^ @@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@1                 ^ @@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@1                 ^ @@@@@@@@@@@@@@@@@
     I@@@@@@@@@@@@@111              ^ @@@@@@@@@@@@@@@@@
     +.........1..=======#======...1.........1.....
```

PROGRAM TRANSYT FINISHED

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

[Printed at 15:32:42 on 16/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
Summer 2011\6 - A41 B4030\A41 B4030 - AM.vai"
(drive-on-the-left) at 14:13:56 on Tuesday, 6 September 2011

FILE PROPERTIES

RUN TITLE: Oxford Road (A41)/Boundary Way (A41)/ Services Access - AM
LOCATION: Bicester
DATE: 16/02/11
CLIENT: MoD
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - B4030 Oxford Road
ARM B - A41 Boundary Way
ARM C - A41 Oxford Road
ARM D - PFS Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.50	7.50	0.00	25.00	60.00	50.0	0.617	35.617
ARM B	3.75	3.75	0.00	25.00	60.00	44.0	0.442	18.203
ARM C	7.10	11.00	37.00	50.00	60.00	39.0	0.787	50.487
ARM D	8.00	9.00	2.00	13.00	60.00	49.0	0.638	38.436

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM C: Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	13.55	20.33	13.55
ARM B	15.00	45.00	75.00	4.59	6.88	4.59
ARM C	15.00	45.00	75.00	23.59	35.38	23.59
ARM D	15.00	45.00	75.00	3.44	5.16	3.44

DEMAND SET TITLE: 2031 Base - AM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000	0.415	0.544	0.041
		0.0	450.0	590.0	44.0
		(0.0)	(2.0)	(5.1)	(3.9)
	ARM B	0.654	0.000	0.000	0.346
		240.0	0.0	0.0	127.0
		(4.2)	(0.0)	(0.0)	(13.4)
	ARM C	0.371	0.551	0.000	0.078
		700.0	1040.0	0.0	147.0
		(2.9)	(9.6)	(0.0)	(11.6)
	ARM D	0.229	0.309	0.462	0.000
		63.0	85.0	127.0	0.0
		(27.0)	(20.0)	(13.4)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	13.55	24.06	0.563		0.0	1.3	18.2		0.09
ARM B	4.59	12.81	0.358		0.0	0.6	7.9		0.12
ARM C	23.59	43.06	0.548		0.0	1.2	17.5		0.05
ARM D	3.44	18.28	0.188		0.0	0.2	3.4		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	16.18	22.05	0.734		1.3	2.7	36.9		0.17
ARM B	5.48	12.01	0.456		0.6	0.8	11.9		0.15
ARM C	28.17	42.27	0.666		1.2	2.0	28.6		0.07
ARM D	4.10	15.51	0.265		0.2	0.4	5.2		0.09

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	19.82	19.34	1.025		2.7	21.0	201.9		0.84
ARM B	6.71	11.18	0.600		0.8	1.4	20.4		0.22
ARM C	34.50	41.24	0.837		2.0	4.8	66.2		0.14
ARM D	5.03	11.78	0.427		0.4	0.7	10.5		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	19.82	19.26	1.029		21.0	33.2	408.9		1.59
ARM B	6.71	11.07	0.606		1.4	1.5	22.3		0.23
ARM C	34.50	41.20	0.837		4.8	5.0	74.0		0.15
ARM D	5.03	11.67	0.431		0.7	0.7	11.1		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	16.18	21.94	0.738		33.2	3.0	136.0		0.42
ARM B	5.48	11.47	0.478		1.5	0.9	14.7		0.17
ARM C	28.17	42.16	0.668		5.0	2.0	32.2		0.07
ARM D	4.10	15.36	0.267		0.7	0.4	5.7		0.09

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	13.55	24.00	0.565		3.0	1.3	20.7		0.10
ARM B	4.59	12.76	0.360		0.9	0.6	8.8		0.12
ARM C	23.59	43.01	0.548		2.0	1.2	18.8		0.05
ARM D	3.44	18.19	0.189		0.4	0.2	3.6		0.07

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.3	*
08.15	2.7	***
08.30	21.0	**********
08.45	33.2	**********
09.00	3.0	***
09.15	1.3	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.8	*
08.30	1.4	*
08.45	1.5	**
09.00	0.9	*
09.15	0.6	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.2	*
08.15	2.0	**
08.30	4.8	*****
08.45	5.0	*****
09.00	2.0	**
09.15	1.2	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.2	
08.15	0.4	
08.30	0.7	*
08.45	0.7	*
09.00	0.4	
09.15	0.2	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1486.4	990.9	822.6	0.55	822.7	0.55
B	503.2	335.5	86.0	0.17	86.0	0.17
C	2587.5	1725.0	237.3	0.09	237.3	0.09
D	377.1	251.4	39.5	0.10	39.5	0.10
ALL	4954.2	3302.8	1185.5	0.24	1185.6	0.24

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

END OF JOB

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

[Printed at 14:14:19 on 06/09/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
Summer 2011\6 - A41 B4030\A41 B4030 - PM.vai"
(drive-on-the-left) at 14:18:58 on Tuesday, 6 September 2011

FILE PROPERTIES

RUN TITLE: Oxford Road (A41)/Boundary Way (A41)/ Services Access - PM
LOCATION: Bicester
DATE: 16/02/11
CLIENT: MoD
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - B4030 Oxford Road
ARM B - A41 Boundary Way
ARM C - A41 Oxford Road
ARM D - PFS Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.50	7.50	0.00	25.00	60.00	50.0	0.617	35.617
ARM B	3.75	3.75	0.00	25.00	60.00	44.0	0.442	18.203
ARM C	7.10	11.00	37.00	50.00	60.00	39.0	0.787	50.487
ARM D	8.00	9.00	2.00	13.00	60.00	49.0	0.638	38.436

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM C: Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	8.60	12.90	8.60
ARM B	15.00	45.00	75.00	7.04	10.56	7.04
ARM C	15.00	45.00	75.00	23.16	34.74	23.16
ARM D	15.00	45.00	75.00	3.95	5.93	3.95

DEMAND SET TITLE: 2031 Base - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	ARM A	0.000	0.203	0.698	0.099
		0.0	140.0	480.0	68.0
		(0.0)	(7.1)	(0.0)	(25.0)
	ARM B	0.817	0.000	0.000	0.183
		460.0	0.0	0.0	103.0
		(0.0)	(0.0)	(0.0)	(16.5)
	ARM C	0.264	0.675	0.000	0.061
		490.0	1250.0	0.0	113.0
		(2.0)	(8.0)	(0.0)	(15.0)
	ARM D	0.320	0.405	0.275	0.000
		101.0	128.0	87.0	0.0
		(16.8)	(13.3)	(19.5)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	8.60	22.45	0.383		0.0	0.6	9.0		0.07
ARM B	7.04	14.10	0.499		0.0	1.0	13.9		0.14
ARM C	23.16	41.19	0.562		0.0	1.3	18.5		0.05
ARM D	3.95	17.32	0.228		0.0	0.3	4.3		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	10.27	20.13	0.510		0.6	1.0	14.9		0.10
ARM B	8.40	13.40	0.627		1.0	1.6	23.0		0.20
ARM C	27.66	39.98	0.692		1.3	2.2	31.8		0.08
ARM D	4.72	14.22	0.332		0.3	0.5	7.2		0.10

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	12.58	17.08	0.736		1.0	2.7	36.3		0.21
ARM B	10.29	12.48	0.825		1.6	4.1	52.8		0.40
ARM C	33.87	38.44	0.881		2.2	6.7	87.4		0.19
ARM D	5.78	10.16	0.569		0.5	1.3	17.8		0.22

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	12.58	16.94	0.742		2.7	2.8	41.0		0.23
ARM B	10.29	12.44	0.828		4.1	4.4	64.3		0.45
ARM C	33.87	38.32	0.884		6.7	7.1	104.4		0.22
ARM D	5.78	9.95	0.581		1.3	1.4	19.9		0.24

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	10.27	19.94	0.515		2.8	1.1	17.0		0.11
ARM B	8.40	13.34	0.630		4.4	1.8	29.2		0.22
ARM C	27.66	39.80	0.695		7.1	2.3	37.7		0.09
ARM D	4.72	13.91	0.339		1.4	0.5	8.1		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	8.60	22.37	0.384		1.1	0.6	9.7		0.07
ARM B	7.04	14.07	0.500		1.8	1.0	16.0		0.14
ARM C	23.16	41.09	0.564		2.3	1.3	20.1		0.06
ARM D	3.95	17.18	0.230		0.5	0.3	4.6		0.08

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	1.0	*
17.30	2.7	***
17.45	2.8	***
18.00	1.1	*
18.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.0	*
17.15	1.6	**
17.30	4.1	****
17.45	4.4	****
18.00	1.8	**
18.15	1.0	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.3	*
17.15	2.2	**
17.30	6.7	*******
17.45	7.1	*******
18.00	2.3	**
18.15	1.3	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	
17.30	1.3	*
17.45	1.4	*
18.00	0.5	*
18.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	943.4	628.9	127.9	0.14	127.9	0.14
B	772.0	514.7	199.3	0.26	199.3	0.26
C	2540.9	1693.9	299.9	0.12	299.9	0.12
D	433.3	288.9	61.9	0.14	61.9	0.14
ALL	4689.5	3126.4	689.0	0.15	689.0	0.15

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

END OF JOB

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
Summer 2011\6 - A41 B4030\A41 B4030 - AM.vai"
(drive-on-the-left) at 14:16:40 on Tuesday, 6 September 2011

FILE PROPERTIES

RUN TITLE: Oxford Road (A41)/Boundary Way (A41)/ Services Access - AM
LOCATION: Bicester
DATE: 16/02/11
CLIENT: MoD
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - B4030 Oxford Road
ARM B - A41 Boundary Way
ARM C - A41 Oxford Road
ARM D - PFS Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.50	7.50	0.00	25.00	60.00	50.0	0.617	35.617
ARM B	3.75	3.75	0.00	25.00	60.00	44.0	0.442	18.203
ARM C	7.10	11.00	37.00	50.00	60.00	39.0	0.787	50.487
ARM D	8.00	9.00	2.00	13.00	60.00	49.0	0.638	38.436

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM C: Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 + Dev - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	14.30	21.45	14.30
ARM B	15.00	45.00	75.00	5.84	8.76	5.84
ARM C	15.00	45.00	75.00	23.71	35.57	23.71
ARM D	15.00	45.00	75.00	3.44	5.16	3.44

DEMAND SET TITLE: 2031 + Dev - AM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000	0.446	0.516	0.038
		0.0	510.0	590.0	44.0
		(0.0)	(3.9)	(3.4)	(38.6)
	ARM B	0.728	0.000	0.000	0.272
		340.0	0.0	0.0	127.0
		(8.8)	(0.0)	(0.0)	(13.4)
	ARM C	0.374	0.548	0.000	0.077
		710.0	1040.0	0.0	147.0
		(4.2)	(10.6)	(0.0)	(11.6)
	ARM D	0.229	0.309	0.462	0.000
		63.0	85.0	127.0	0.0
		(27.0)	(20.0)	(13.4)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	14.30	23.71	0.603		0.0	1.5	21.3		0.10
ARM B	5.84	12.48	0.468		0.0	0.9	12.2		0.15
ARM C	23.71	41.45	0.572		0.0	1.3	19.3		0.06
ARM D	3.44	17.29	0.199		0.0	0.2	3.6		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	17.08	21.71	0.787		1.5	3.5	47.2		0.20
ARM B	6.97	11.69	0.596		0.9	1.4	20.2		0.21
ARM C	28.32	40.43	0.700		1.3	2.3	33.0		0.08
ARM D	4.10	14.32	0.287		0.2	0.4	5.8		0.10

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	20.91	19.05	1.098		3.5	36.8	320.5		1.28
ARM B	8.54	11.09	0.770		1.4	3.0	40.4		0.36
ARM C	34.68	39.16	0.886		2.3	6.9	90.4		0.20
ARM D	5.03	10.40	0.483		0.4	0.9	13.0		0.18

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	20.91	18.94	1.104		36.8	67.2	781.4		2.86
ARM B	8.54	11.04	0.773		3.0	3.2	47.2		0.39
ARM C	34.68	39.07	0.887		6.9	7.4	108.2		0.22
ARM D	5.03	10.22	0.492		0.9	1.0	14.1		0.19

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	17.08	21.54	0.793		67.2	5.8	541.7		1.81
ARM B	6.97	10.69	0.652		3.2	2.0	31.8		0.28
ARM C	28.32	40.16	0.705		7.4	2.4	39.7		0.09
ARM D	4.10	14.06	0.292		1.0	0.4	6.5		0.10

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	14.30	23.64	0.605		5.8	1.6	25.8		0.11
ARM B	5.84	12.38	0.471		2.0	0.9	14.4		0.16
ARM C	23.71	41.34	0.574		2.4	1.4	21.0		0.06
ARM D	3.44	17.15	0.200		0.4	0.3	3.9		0.07

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.5	*
08.15	3.5	***
08.30	36.8	**********
08.45	67.2	**********
09.00	5.8	******
09.15	1.6	**

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.4	*
08.30	3.0	***
08.45	3.2	***
09.00	2.0	**
09.15	0.9	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.3	*
08.15	2.3	**
08.30	6.9	*******
08.45	7.4	*******
09.00	2.4	**
09.15	1.4	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.2	
08.15	0.4	
08.30	0.9	*
08.45	1.0	*
09.00	0.4	
09.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1568.7	1045.8	1738.0	1.11	1738.0	1.11
B	640.4	426.9	166.3	0.26	166.3	0.26
C	2601.2	1734.1	311.5	0.12	311.5	0.12
D	377.1	251.4	46.8	0.12	46.8	0.12
ALL	5187.3	3458.2	2262.6	0.44	2262.7	0.44

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

END OF JOB

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

[Printed at 14:17:01 on 06/09/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
Summer 2011\6 - A41 B4030\A41 B4030 - PM.vai"
(drive-on-the-left) at 14:20:48 on Tuesday, 6 September 2011

FILE PROPERTIES

RUN TITLE: Oxford Road (A41)/Boundary Way (A41)/ Services Access - PM
LOCATION: Bicester
DATE: 16/02/11
CLIENT: MoD
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - B4030 Oxford Road
ARM B - A41 Boundary Way
ARM C - A41 Oxford Road
ARM D - PFS Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.50	7.50	0.00	25.00	60.00	50.0	0.617	35.617
ARM B	3.75	3.75	0.00	25.00	60.00	44.0	0.442	18.203
ARM C	7.10	11.00	37.00	50.00	60.00	39.0	0.787	50.487
ARM D	8.00	9.00	2.00	13.00	60.00	49.0	0.638	38.436

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM C: Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 + Dev - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.73	14.59	9.73
ARM B	15.00	45.00	75.00	7.41	11.12	7.41
ARM C	15.00	45.00	75.00	23.54	35.31	23.54
ARM D	15.00	45.00	75.00	3.95	5.93	3.95

DEMAND SET TITLE: 2031 + Dev - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	ARM A	0.000	0.283	0.630	0.087
		0.0	220.0	490.0	68.0
		(0.0)	(13.6)	(0.0)	(25.0)
	ARM B	0.826	0.000	0.000	0.174
		490.0	0.0	0.0	103.0
		(0.0)	(0.0)	(0.0)	(16.5)
	ARM C	0.281	0.659	0.000	0.060
		530.0	1240.0	0.0	113.0
		(1.9)	(8.1)	(0.0)	(15.0)
	ARM D	0.320	0.405	0.275	0.000
		101.0	128.0	87.0	0.0
		(16.8)	(13.3)	(19.5)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.73	22.07	0.441		0.0	0.8	11.3		0.08
ARM B	7.41	14.07	0.527		0.0	1.1	15.4		0.15
ARM C	23.54	40.94	0.575		0.0	1.3	19.5		0.06
ARM D	3.95	16.90	0.234		0.0	0.3	4.4		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	11.61	19.82	0.586		0.8	1.4	19.9		0.12
ARM B	8.85	13.36	0.662		1.1	1.9	26.4		0.22
ARM C	28.11	39.69	0.708		1.3	2.4	34.2		0.09
ARM D	4.72	13.73	0.344		0.3	0.5	7.5		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	14.22	16.86	0.843		1.4	4.7	60.4		0.33
ARM B	10.84	12.45	0.871		1.9	5.4	66.6		0.49
ARM C	34.42	38.12	0.903		2.4	8.0	102.2		0.23
ARM D	5.78	9.61	0.601		0.5	1.4	20.0		0.25

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	14.22	16.70	0.851		4.7	5.2	75.4		0.39
ARM B	10.84	12.38	0.876		5.4	6.1	86.8		0.60
ARM C	34.42	37.96	0.907		8.0	8.8	127.7		0.27
ARM D	5.78	9.34	0.618		1.4	1.6	22.9		0.28

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	11.61	19.58	0.593		5.2	1.5	24.7		0.13
ARM B	8.85	13.26	0.668		6.1	2.1	36.4		0.26
ARM C	28.11	39.42	0.713		8.8	2.5	42.3		0.10
ARM D	4.72	13.31	0.354		1.6	0.6	8.8		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	9.73	21.99	0.442		1.5	0.8	12.4		0.08
ARM B	7.41	14.04	0.528		2.1	1.1	18.1		0.15
ARM C	23.54	40.83	0.576		2.5	1.4	21.2		0.06
ARM D	3.95	16.75	0.236		0.6	0.3	4.8		0.08

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.4	*
17.30	4.7	*****
17.45	5.2	*****
18.00	1.5	*
18.15	0.8	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.1	*
17.15	1.9	**
17.30	5.4	*****
17.45	6.1	******
18.00	2.1	**
18.15	1.1	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.3	*
17.15	2.4	**
17.30	8.0	********
17.45	8.8	*********
18.00	2.5	***
18.15	1.4	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	*
17.30	1.4	*
17.45	1.6	**
18.00	0.6	*
18.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1066.8	711.2	204.2	0.19	204.2	0.19
B	813.1	542.1	249.7	0.31	249.8	0.31
C	2582.0	1721.3	347.1	0.13	347.1	0.13
D	433.3	288.9	68.4	0.16	68.4	0.16
ALL	4895.2	3263.5	869.4	0.18	869.5	0.18

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

END OF JOB

[Printed at 14:22:05 on 06/09/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
Summer 2011\6 - A41 B4030\Mitigation\Do minimum\A41 B4030 - AM.vai"
(drive-on-the-left) at 14:27:48 on Tuesday, 6 September 2011

FILE PROPERTIES

RUN TITLE: Oxford Road (A41)/Boundary Way (A41)/ Services Access - AM
LOCATION: Bicester
DATE: 16/02/11
CLIENT: MoD
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - B4030 Oxford Road
ARM B - A41 Boundary Way
ARM C - A41 Oxford Road
ARM D - PFS Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.50	11.00	25.00	25.00	60.00	50.0	0.736	47.096
ARM B	3.75	3.75	0.00	25.00	60.00	44.0	0.442	18.203
ARM C	7.10	12.00	37.00	50.00	60.00	39.0	0.814	53.134
ARM D	8.00	9.00	2.00	13.00	60.00	49.0	0.638	38.436

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM C: Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 + Dev - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	14.30	21.45	14.30
ARM B	15.00	45.00	75.00	5.84	8.76	5.84
ARM C	15.00	45.00	75.00	23.71	35.57	23.71
ARM D	15.00	45.00	75.00	3.44	5.16	3.44

DEMAND SET TITLE: 2031 + Dev - AM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000	0.446	0.516	0.038
		0.0	510.0	590.0	44.0
		(0.0)	(3.9)	(3.4)	(38.6)
	ARM B	0.728	0.000	0.000	0.272
		340.0	0.0	0.0	127.0
		(8.8)	(0.0)	(0.0)	(13.4)
	ARM C	0.374	0.548	0.000	0.077
		710.0	1040.0	0.0	147.0
		(4.2)	(10.6)	(0.0)	(11.6)
	ARM D	0.229	0.309	0.462	0.000
		63.0	85.0	127.0	0.0
		(27.0)	(20.0)	(13.4)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	14.30	32.66	0.438		0.0	0.8	11.3		0.05
ARM B	5.84	12.47	0.468		0.0	0.9	12.3		0.15
ARM C	23.71	43.71	0.542		0.0	1.2	17.2		0.05
ARM D	3.44	17.29	0.199		0.0	0.2	3.6		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	17.08	30.27	0.564		0.8	1.3	18.6		0.08
ARM B	6.97	11.67	0.597		0.9	1.4	20.3		0.21
ARM C	28.32	42.65	0.664		1.2	1.9	28.3		0.07
ARM D	4.10	14.32	0.287		0.2	0.4	5.8		0.10

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	20.91	27.07	0.773		1.3	3.2	44.9		0.16
ARM B	8.54	10.60	0.805		1.4	3.6	46.7		0.43
ARM C	34.68	41.30	0.840		1.9	4.9	67.4		0.14
ARM D	5.03	10.37	0.485		0.4	0.9	13.0		0.18

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	20.91	26.97	0.775		3.2	3.4	49.8		0.16
ARM B	8.54	10.57	0.808		3.6	3.9	56.7		0.48
ARM C	34.68	41.19	0.842		4.9	5.1	76.1		0.15
ARM D	5.03	10.21	0.492		0.9	1.0	14.1		0.19

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	17.08	30.13	0.567		3.4	1.3	20.8		0.08
ARM B	6.97	11.62	0.600		3.9	1.6	25.7		0.23
ARM C	28.32	42.48	0.667		5.1	2.0	32.1		0.07
ARM D	4.10	14.09	0.291		1.0	0.4	6.4		0.10

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	14.30	32.59	0.439		1.3	0.8	12.1		0.05
ARM B	5.84	12.44	0.469		1.6	0.9	14.2		0.15
ARM C	23.71	43.63	0.544		2.0	1.2	18.4		0.05
ARM D	3.44	17.17	0.200		0.4	0.3	3.9		0.07

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.3	*
08.30	3.2	***
08.45	3.4	***
09.00	1.3	*
09.15	0.8	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.4	*
08.30	3.6	****
08.45	3.9	****
09.00	1.6	**
09.15	0.9	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.2	*
08.15	1.9	**
08.30	4.9	*****
08.45	5.1	*****
09.00	2.0	**
09.15	1.2	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.2	
08.15	0.4	
08.30	0.9	*
08.45	1.0	*
09.00	0.4	
09.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1568.7	1045.8	157.4	0.10	157.5	0.10
B	640.4	426.9	175.8	0.27	175.8	0.27
C	2601.2	1734.1	239.5	0.09	239.5	0.09
D	377.1	251.4	46.9	0.12	46.9	0.12
ALL	5187.3	3458.2	619.6	0.12	619.7	0.12

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

END OF JOB

[Printed at 14:28:05 on 06/09/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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RG40 3GA,UK

Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
Summer 2011\6 - A41 B4030\Mitigation\Do minimum\A41 B4030 - PM.vai"
(drive-on-the-left) at 14:29:45 on Tuesday, 6 September 2011

FILE PROPERTIES

RUN TITLE: Oxford Road (A41)/Boundary Way (A41)/ Services Access - PM
LOCATION: Bicester
DATE: 16/02/11
CLIENT: MoD
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - B4030 Oxford Road
ARM B - A41 Boundary Way
ARM C - A41 Oxford Road
ARM D - PFS Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.50	11.00	25.00	25.00	60.00	50.0	0.736	47.096
ARM B	3.75	3.75	0.00	25.00	60.00	44.0	0.442	18.203
ARM C	7.10	12.00	37.00	50.00	60.00	39.0	0.814	53.134
ARM D	8.00	9.00	2.00	13.00	60.00	49.0	0.638	38.436

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM C: Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 + Dev - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.73	14.59	9.73
ARM B	15.00	45.00	75.00	7.41	11.12	7.41
ARM C	15.00	45.00	75.00	23.54	35.31	23.54
ARM D	15.00	45.00	75.00	3.95	5.93	3.95

DEMAND SET TITLE: 2031 + Dev - PM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	ARM A	0.000	0.283	0.630	0.087
		0.0	220.0	490.0	68.0
		(0.0)	(13.6)	(0.0)	(25.0)
	ARM B	0.826	0.000	0.000	0.174
		490.0	0.0	0.0	103.0
		(0.0)	(0.0)	(0.0)	(16.5)
	ARM C	0.281	0.659	0.000	0.060
		530.0	1240.0	0.0	113.0
		(1.9)	(8.1)	(0.0)	(15.0)
	ARM D	0.320	0.405	0.275	0.000
		101.0	128.0	87.0	0.0
		(16.8)	(13.3)	(19.5)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.73	30.67	0.317		0.0	0.5	6.8		0.05
ARM B	7.41	14.07	0.527		0.0	1.1	15.4		0.15
ARM C	23.54	43.20	0.545		0.0	1.2	17.3		0.05
ARM D	3.95	16.90	0.234		0.0	0.3	4.4		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	11.61	27.97	0.415		0.5	0.7	10.4		0.06
ARM B	8.85	13.35	0.663		1.1	1.9	26.4		0.22
ARM C	28.11	41.90	0.671		1.2	2.0	29.1		0.07
ARM D	4.72	13.72	0.344		0.3	0.5	7.5		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	14.22	24.40	0.583		0.7	1.4	19.8		0.10
ARM B	10.84	12.39	0.875		1.9	5.5	67.8		0.50
ARM C	34.42	40.27	0.855		2.0	5.5	73.8		0.16
ARM D	5.78	9.54	0.605		0.5	1.5	20.3		0.26

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	14.22	24.26	0.586		1.4	1.4	20.9		0.10
ARM B	10.84	12.37	0.876		5.5	6.1	88.1		0.60
ARM C	34.42	40.11	0.858		5.5	5.8	85.1		0.17
ARM D	5.78	9.34	0.619		1.5	1.6	23.1		0.28

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	11.61	27.78	0.418		1.4	0.7	11.1		0.06
ARM B	8.85	13.32	0.664		6.1	2.1	35.9		0.25
ARM C	28.11	41.64	0.675		5.8	2.1	33.6		0.08
ARM D	4.72	13.41	0.352		1.6	0.5	8.7		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	9.73	30.58	0.318		0.7	0.5	7.1		0.05
ARM B	7.41	14.04	0.528		2.1	1.1	18.0		0.15
ARM C	23.54	43.09	0.546		2.1	1.2	18.7		0.05
ARM D	3.95	16.76	0.236		0.5	0.3	4.8		0.08

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.7	*
17.30	1.4	*
17.45	1.4	*
18.00	0.7	*
18.15	0.5	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.1	*
17.15	1.9	**
17.30	5.5	******
17.45	6.1	******
18.00	2.1	**
18.15	1.1	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.2	*
17.15	2.0	**
17.30	5.5	*****
17.45	5.8	******
18.00	2.1	**
18.15	1.2	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	*
17.30	1.5	*
17.45	1.6	**
18.00	0.5	*
18.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1066.8	711.2	76.2	0.07	76.2	0.07
B	813.1	542.1	251.7	0.31	251.8	0.31
C	2582.0	1721.3	257.6	0.10	257.6	0.10
D	433.3	288.9	68.7	0.16	68.7	0.16
ALL	4895.2	3263.5	654.2	0.13	654.3	0.13

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

END OF JOB

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

[Printed at 14:30:39 on 06/09/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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RG40 3GA,UK

Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\7 - B4030 Pingle Drive\Oxford Road Pingle Drive - AM.vai"
(drive-on-the-left) at 14:22:05 on Friday, 12 August 2011

FILE PROPERTIES
****

RUN TITLE: Oxford Road/Pingle Drive
LOCATION: Bicester
DATE: 05/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA
****
ARM A - Oxford Road (N)
ARM B - Pingle Drive
ARM C - Oxford Road (S)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.25	9.00	22.00	60.00	46.50	31.0	0.765	39.895
ARM B	3.50	10.00	10.00	40.00	48.00	28.0	0.636	29.222
ARM C	7.00	8.60	13.50	45.00	47.00	33.0	0.783	41.899

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	13.00	19.50	13.00
ARM B	15.00	45.00	75.00	2.25	3.38	2.25
ARM C	15.00	45.00	75.00	11.63	17.44	11.63

DEMAND SET TITLE: 2031 Base - AM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.125	0.875
		0.0	130.0	910.0
		(0.0)	(7.7)	(3.3)
	ARM B	0.278	0.000	0.722
		50.0	0.0	130.0
		(0.0)	(0.0)	(7.7)
	ARM C	0.688	0.312	0.000
		640.0	290.0	0.0
		(3.1)	(3.5)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	13.00	35.66	0.365		0.0	0.6	8.4		0.04
ARM B	2.25	20.62	0.109		0.0	0.1	1.8		0.05
ARM C	11.63	40.12	0.290		0.0	0.4	6.0		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	15.52	35.12	0.442		0.6	0.8	11.6		0.05
ARM B	2.69	19.23	0.140		0.1	0.2	2.4		0.06
ARM C	13.88	40.02	0.347		0.4	0.5	7.8		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	19.01	34.38	0.553		0.8	1.2	17.9		0.06
ARM B	3.29	17.34	0.190		0.2	0.2	3.4		0.07
ARM C	17.00	39.90	0.426		0.5	0.7	10.9		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	19.01	34.37	0.553		1.2	1.2	18.4		0.07
ARM B	3.29	17.33	0.190		0.2	0.2	3.5		0.07
ARM C	17.00	39.90	0.426		0.7	0.7	11.1		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	15.52	35.11	0.442		1.2	0.8	12.2		0.05
ARM B	2.69	19.21	0.140		0.2	0.2	2.5		0.06
ARM C	13.88	40.02	0.347		0.7	0.5	8.1		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	13.00	35.65	0.365		0.8	0.6	8.8		0.04
ARM B	2.25	20.59	0.109		0.2	0.1	1.9		0.05
ARM C	11.63	40.12	0.290		0.5	0.4	6.2		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.8	*
08.30	1.2	*
08.45	1.2	*
09.00	0.8	*
09.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.5	*
08.30	0.7	*
08.45	0.7	*
09.00	0.5	*
09.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1426.1	950.7	77.4	0.05	77.4	0.05
B	246.8	164.5	15.5	0.06	15.5	0.06
C	1275.2	850.2	50.2	0.04	50.2	0.04
ALL	2948.1	1965.4	143.0	0.05	143.0	0.05

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

END OF JOB

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

[Printed at 14:22:13 on 12/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\7 - B4030 Pingle Drive\Oxford Road Pingle Drive - PM.vai"
(drive-on-the-left) at 14:27:45 on Friday, 12 August 2011

FILE PROPERTIES

RUN TITLE: Oxford Road/Pingle Drive
LOCATION: Bicester
DATE: 05/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - Oxford Road (N)
ARM B - Pingle Drive
ARM C - Oxford Road (S)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.25	9.00	22.00	60.00	46.50	31.0	0.765	39.895
ARM B	3.50	10.00	10.00	40.00	48.00	28.0	0.636	29.222
ARM C	7.00	8.60	13.50	45.00	47.00	33.0	0.783	41.899

V = approach half-width
E = entry width
L = effective flare length
R = entry radius
D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	10.63	15.94	10.63
ARM B	15.00	45.00	75.00	4.88	7.31	4.88
ARM C	15.00	45.00	75.00	11.88	17.81	11.88

DEMAND SET TITLE: 2031 Base - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.553	0.447
		0.0	470.0	380.0
		(0.0)	(0.0)	(2.6)
	ARM B	0.359	0.000	0.641
		140.0	0.0	250.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.842	0.158	0.000
		800.0	150.0	0.0
		(0.0)	(6.7)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	10.63	37.93	0.280		0.0	0.4	5.7		0.04
ARM B	4.88	26.13	0.187		0.0	0.2	3.4		0.05
ARM C	11.88	40.11	0.296		0.0	0.4	6.2		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	12.69	37.63	0.337		0.4	0.5	7.5		0.04
ARM B	5.82	25.52	0.228		0.2	0.3	4.4		0.05
ARM C	14.18	39.84	0.356		0.4	0.6	8.2		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	15.54	37.23	0.417		0.5	0.7	10.5		0.05
ARM B	7.13	24.69	0.289		0.3	0.4	6.0		0.06
ARM C	17.37	39.48	0.440		0.6	0.8	11.5		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	15.54	37.22	0.417		0.7	0.7	10.7		0.05
ARM B	7.13	24.69	0.289		0.4	0.4	6.1		0.06
ARM C	17.37	39.48	0.440		0.8	0.8	11.7		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	12.69	37.63	0.337		0.7	0.5	7.8		0.04
ARM B	5.82	25.52	0.228		0.4	0.3	4.5		0.05
ARM C	14.18	39.84	0.356		0.8	0.6	8.4		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	10.63	37.92	0.280		0.5	0.4	5.9		0.04
ARM B	4.88	26.12	0.187		0.3	0.2	3.5		0.05
ARM C	11.88	40.10	0.296		0.6	0.4	6.4		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	*
17.30	0.7	*
17.45	0.7	*
18.00	0.5	*
18.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	0.8	*
17.45	0.8	*
18.00	0.6	*
18.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1165.5	777.0	48.2	0.04	48.2	0.04
B	534.8	356.5	27.8	0.05	27.8	0.05
C	1302.7	868.4	52.5	0.04	52.5	0.04
ALL	3003.0	2002.0	128.4	0.04	128.4	0.04

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

END OF JOB

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

[Printed at 14:27:57 on 12/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\7 - B4030 Pingle Drive\Oxford Road Pingle Drive - AM.vai"
(drive-on-the-left) at 14:22:39 on Friday, 12 August 2011

FILE PROPERTIES

RUN TITLE: Oxford Road/Pingle Drive
LOCATION: Bicester
DATE: 05/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - Oxford Road (N)
ARM B - Pingle Drive
ARM C - Oxford Road (S)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.25	9.00	22.00	60.00	46.50	31.0	0.765	39.895
ARM B	3.50	10.00	10.00	40.00	48.00	28.0	0.636	29.222
ARM C	7.00	8.60	13.50	45.00	47.00	33.0	0.783	41.899

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 + Dev - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	13.75	20.63	13.75
ARM B	15.00	45.00	75.00	2.50	3.75	2.50
ARM C	15.00	45.00	75.00	13.13	19.69	13.13

DEMAND SET TITLE: 2031 + Dev - AM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.118	0.882
		0.0	130.0	970.0
		(0.0)	(7.7)	(3.1)
	ARM B	0.300	0.000	0.700
		60.0	0.0	140.0
		(0.0)	(0.0)	(7.1)
	ARM C	0.695	0.305	0.000
		730.0	320.0	0.0
		(5.5)	(3.1)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	13.75	35.45	0.388		0.0	0.6	9.3		0.05
ARM B	2.50	20.28	0.123		0.0	0.1	2.1		0.06
ARM C	13.13	39.43	0.333		0.0	0.5	7.3		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	16.42	34.86	0.471		0.6	0.9	13.0		0.05
ARM B	2.99	18.80	0.159		0.1	0.2	2.8		0.06
ARM C	15.67	39.32	0.399		0.5	0.7	9.8		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	20.11	34.04	0.591		0.9	1.4	20.8		0.07
ARM B	3.66	16.78	0.218		0.2	0.3	4.1		0.08
ARM C	19.19	39.17	0.490		0.7	1.0	14.0		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	20.11	34.04	0.591		1.4	1.4	21.5		0.07
ARM B	3.66	16.76	0.218		0.3	0.3	4.2		0.08
ARM C	19.19	39.17	0.490		1.0	1.0	14.3		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	16.42	34.85	0.471		1.4	0.9	13.8		0.05
ARM B	2.99	18.77	0.159		0.3	0.2	2.9		0.06
ARM C	15.67	39.32	0.399		1.0	0.7	10.2		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	13.75	35.44	0.388		0.9	0.6	9.7		0.05
ARM B	2.50	20.25	0.123		0.2	0.1	2.2		0.06
ARM C	13.13	39.43	0.333		0.7	0.5	7.6		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.9	*
08.30	1.4	*
08.45	1.4	*
09.00	0.9	*
09.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	
08.15	0.7	*
08.30	1.0	*
08.45	1.0	*
09.00	0.7	*
09.15	0.5	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1508.3	1005.6	88.0	0.06	88.0	0.06
B	274.2	182.8	18.1	0.07	18.1	0.07
C	1439.8	959.8	63.2	0.04	63.2	0.04
ALL	3222.3	2148.2	169.4	0.05	169.4	0.05

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

END OF JOB

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

[Printed at 14:22:51 on 12/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\7 - B4030 Pingle Drive\Oxford Road Pingle Drive - PM.vai"
(drive-on-the-left) at 14:28:24 on Friday, 12 August 2011

FILE PROPERTIES

RUN TITLE: Oxford Road/Pingle Drive
LOCATION: Bicester
DATE: 05/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - Oxford Road (N)
ARM B - Pingle Drive
ARM C - Oxford Road (S)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.25	9.00	22.00	60.00	46.50	31.0	0.765	39.895
ARM B	3.50	10.00	10.00	40.00	48.00	28.0	0.636	29.222
ARM C	7.00	8.60	13.50	45.00	47.00	33.0	0.783	41.899

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 + Dev - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS BEFORE IFALLING	RATE OF FLOW (VEH/MIN) AT TOP PEAK	AFTER PEAK	PEAK OF PEAK
ARM A	15.00	45.00	75.00	11.63	17.44	11.63
ARM B	15.00	45.00	75.00	4.88	7.31	4.88
ARM C	15.00	45.00	75.00	12.75	19.13	12.75

DEMAND SET TITLE: 2031 + Dev - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.505	0.495
		0.0	470.0	460.0
		(0.0)	(0.0)	(6.5)
	ARM B	0.359	0.000	0.641
		140.0	0.0	250.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.863	0.137	0.000
		880.0	140.0	0.0
		(0.0)	(7.1)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	11.63	37.27	0.312		0.0	0.5	6.7		0.04
ARM B	4.88	25.34	0.192		0.0	0.2	3.5		0.05
ARM C	12.75	40.14	0.318		0.0	0.5	6.8		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	13.88	36.99	0.375		0.5	0.6	8.8		0.04
ARM B	5.82	24.57	0.237		0.2	0.3	4.6		0.05
ARM C	15.22	39.88	0.382		0.5	0.6	9.1		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	17.00	36.62	0.464		0.6	0.9	12.7		0.05
ARM B	7.13	23.53	0.303		0.3	0.4	6.4		0.06
ARM C	18.65	39.51	0.472		0.6	0.9	13.1		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	17.00	36.62	0.464		0.9	0.9	12.9		0.05
ARM B	7.13	23.52	0.303		0.4	0.4	6.5		0.06
ARM C	18.65	39.51	0.472		0.9	0.9	13.3		0.05

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	13.88	36.99	0.375		0.9	0.6	9.2		0.04
ARM B	5.82	24.56	0.237		0.4	0.3	4.8		0.05
ARM C	15.22	39.87	0.382		0.9	0.6	9.5		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	11.63	37.26	0.312		0.6	0.5	6.9		0.04
ARM B	4.88	25.32	0.193		0.3	0.2	3.6		0.05
ARM C	12.75	40.14	0.318		0.6	0.5	7.1		0.04

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.5	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.5	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1275.2	850.2	57.2	0.04	57.2	0.04
B	534.8	356.5	29.3	0.05	29.3	0.05
C	1398.6	932.4	58.9	0.04	58.9	0.04
ALL	3208.6	2139.1	145.5	0.05	145.5	0.05

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

END OF JOB

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

[Printed at 14:28:42 on 12/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Email: softwarebureau@trl.co.uk
Web: www.trlsoftware.co.uk

Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\8 - B4030 Middleton Stoney Rd Roundabout\Kings End Oxford Rd Middleton Stoney Rd - AM.vai"
(drive-on-the-left) at 14:27:03 on Wednesday, 10 August 2011

FILE PROPERTIES

RUN TITLE: King's End/Oxford Road/Middleton Stoney Road
LOCATION: Bicester
DATE: 05/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - King's End
ARM B - Oxford Road
ARM C - Middleton Stoney Road

MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL

ROAD SURFACE CONDITION: NORMAL

ARM	V (m)	E (m)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.30	4.60	17.50	3.00	13.70	12.25	0.00	0.578	15.777
ARM B	4.50	6.80	33.00	4.50	12.50	5.50	0.00	0.673	21.484
ARM C	3.50	7.00	28.50	3.50	12.70	5.80	0.00	0.655	21.129

V = approach half-width
E = entry width
Lm = effective flare length
Vm = minimum approach half-width
A = distance between arms
K = entry corner kerb line
G = gradient over 50m

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	10.38	15.56	10.38
ARM B	15.00	45.00	75.00	8.75	13.13	8.75
ARM C	15.00	45.00	75.00	11.63	17.44	11.63

DEMAND SET TITLE: 2031 Base - AM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.651	0.349
		0.0	540.0	290.0
		(0.0)	(3.7)	(6.9)
	ARM B	0.814	0.000	0.186
		570.0	0.0	130.0
		(3.5)	(0.0)	(7.7)
	ARM C	0.441	0.559	0.000
		410.0	520.0	0.0
		(4.9)	(3.9)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00								
ARM A	10.38	11.39	0.911		0.0	6.8	76.4	0.57
ARM B	8.75	18.21	0.480		0.0	0.9	13.1	0.10
ARM C	11.63	15.65	0.743		0.0	2.7	36.4	0.23

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15								
ARM A	12.39	10.75	1.152		6.8	33.6	309.2	2.18
ARM B	10.45	18.04	0.579		0.9	1.3	19.4	0.13
ARM C	13.88	14.74	0.942		2.7	9.2	105.8	0.63

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30								
ARM A	15.17	10.75	1.412		33.6	100.2	1003.8	6.42
ARM B	12.80	18.01	0.710		1.3	2.4	33.0	0.19
ARM C	17.00	13.51	1.258		9.2	62.6	542.8	2.88

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45								
ARM A	15.17	10.74	1.413		100.2	166.8	2002.1	12.77
ARM B	12.80	18.01	0.710		2.4	2.4	35.8	0.19
ARM C	17.00	13.48	1.261		62.6	115.5	1336.2	6.59

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00								
ARM A	12.39	10.39	1.193		166.8	196.8	2726.6	17.71
ARM B	10.45	18.10	0.577		2.4	1.4	22.0	0.13
ARM C	13.88	14.69	0.945		115.5	105.4	1656.7	7.48

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15								
ARM A	10.38	10.10	1.027		196.8	201.0	2983.5	19.82
ARM B	8.75	18.17	0.482		1.4	0.9	14.6	0.11
ARM C	11.63	15.60	0.745		105.4	47.9	1149.2	5.00

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	6.8	*******
08.15	33.6	**********
08.30	100.2	**********
08.45	166.8	**********
09.00	196.8	**********
09.15	201.0	**********

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.3	*
08.30	2.4	**
08.45	2.4	**
09.00	1.4	*
09.15	0.9	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	2.7	***
08.15	9.2	*********
08.30	62.6	**********
08.45	115.5	**********
09.00	105.4	**********
09.15	47.9	**********

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1138.1	758.7	9101.6	8.00	11101.6	9.75
B	959.8	639.9	137.8	0.14	137.9	0.14
C	1275.2	850.2	4827.0	3.79	4900.5	3.84
ALL	3373.2	2248.8	14066.5	4.17	16139.9	4.78

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

END OF JOB

[Printed at 14:27:52 on 10/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\8 - B4030 Middleton Stoney Rd Roundabout\Kings End Oxford Rd Middleton Stoney Rd - PM.vai"
(drive-on-the-left) at 16:16:05 on Wednesday, 10 August 2011

FILE PROPERTIES

RUN TITLE: King's End/Oxford Road/Middleton Stoney Road
LOCATION: Bicester
DATE: 05/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - King's End
ARM B - Oxford Road
ARM C - Middleton Stoney Road

MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL

ROAD SURFACE CONDITION: NORMAL

ARM	V (m)	E (m)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.30	4.60	17.50	3.00	13.70	12.25	0.00	0.578	15.777
ARM B	4.50	6.80	33.00	4.50	12.50	5.50	0.00	0.673	21.484
ARM C	3.50	7.00	28.50	3.50	12.70	5.80	0.00	0.655	21.129

V = approach half-width
E = entry width
Lm = effective flare length
Vm = minimum approach half-width
A = distance between arms
K = entry corner kerb line
G = gradient over 50m

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	11.00	16.50	11.00
ARM B	15.00	45.00	75.00	11.75	17.63	11.75
ARM C	15.00	45.00	75.00	9.25	13.88	9.25

DEMAND SET TITLE: 2031 Base - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.568	0.432
		0.0	500.0	380.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.830	0.000	0.170
		780.0	0.0	160.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.514	0.486	0.000
		380.0	360.0	0.0
		(0.0)	(2.8)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00								
ARM A	11.00	13.14	0.837		0.0	4.4	54.6	0.38
ARM B	11.75	18.37	0.640		0.0	1.7	24.2	0.15
ARM C	9.25	14.61	0.633		0.0	1.7	23.2	0.18

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15								
ARM A	13.14	12.63	1.040		4.4	18.9	187.2	1.22
ARM B	14.03	17.94	0.782		1.7	3.3	45.6	0.24
ARM C	11.05	13.38	0.826		1.7	4.1	53.7	0.38

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30								
ARM A	16.09	12.40	1.298		18.9	74.6	702.5	3.99
ARM B	17.18	17.89	0.961		3.3	11.5	129.5	0.62
ARM C	13.53	11.92	1.135		4.1	31.7	279.3	1.80

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45								
ARM A	16.09	12.40	1.298		74.6	130.1	1535.4	8.48
ARM B	17.18	17.88	0.961		11.5	14.4	196.6	0.88
ARM C	13.53	11.73	1.153		31.7	59.1	681.5	4.02

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00								
ARM A	13.14	12.10	1.086		130.1	145.7	2068.6	11.39
ARM B	14.03	17.97	0.781		14.4	3.9	81.1	0.36
ARM C	11.05	12.94	0.853		59.1	33.9	697.4	3.67

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15								
ARM A	11.00	12.49	0.881		145.7	124.7	2028.2	10.91
ARM B	11.75	17.88	0.657		3.9	2.0	31.7	0.17
ARM C	9.25	14.48	0.639		33.9	1.9	135.7	0.59

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	4.4	****
17.15	18.9	**********
17.30	74.6	**********
17.45	130.1	**********
18.00	145.7	**********
18.15	124.7	**********

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.7	**
17.15	3.3	***
17.30	11.5	**********
17.45	14.4	**********
18.00	3.9	****
18.15	2.0	**

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.7	**
17.15	4.1	****
17.30	31.7	**********
17.45	59.1	**********
18.00	33.9	**********
18.15	1.9	**

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1206.7	804.4	6576.6	5.45	7199.1	5.97
B	1288.9	859.3	508.6	0.39	508.7	0.39
C	1014.7	676.5	1870.8	1.84	1870.9	1.84
ALL	3510.3	2340.2	8956.0	2.55	9578.8	2.73

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

[Printed at 16:18:29 on 10/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\8 - B4030 Middleton Stoney Rd Roundabout\Kings End Oxford Rd Middleton Stoney Rd - AM.vai"
(drive-on-the-left) at 14:28:54 on Wednesday, 10 August 2011

FILE PROPERTIES

RUN TITLE: King's End/Oxford Road/Middleton Stoney Road
LOCATION: Bicester
DATE: 05/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - King's End
ARM B - Oxford Road
ARM C - Middleton Stoney Road

MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL

ROAD SURFACE CONDITION: NORMAL

ARM	V (m)	E (m)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.30	4.60	17.50	3.00	13.70	12.25	0.00	0.578	15.777
ARM B	4.50	6.80	33.00	4.50	12.50	5.50	0.00	0.673	21.484
ARM C	3.50	7.00	28.50	3.50	12.70	5.80	0.00	0.655	21.129

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K = entry corner kerb line
G = gradient over 50m

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base+Dev - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	10.00	15.00	10.00
ARM B	15.00	45.00	75.00	9.75	14.63	9.75
ARM C	15.00	45.00	75.00	11.75	17.63	11.75

DEMAND SET TITLE: 2031 Base+Dev - AM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.675	0.325
		0.0	540.0	260.0
		(0.0)	(3.7)	(7.7)
	ARM B	0.744	0.000	0.256
		580.0	0.0	200.0
		(3.5)	(0.0)	(10.0)
	ARM C	0.383	0.617	0.000
		360.0	580.0	0.0
		(5.6)	(3.5)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00								
ARM A	10.00	10.96	0.912		0.0	6.8	75.8	0.59
ARM B	9.75	18.29	0.533		0.0	1.1	16.0	0.12
ARM C	11.75	15.58	0.754		0.0	2.9	38.2	0.24

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15								
ARM A	11.94	10.27	1.162		6.8	33.9	310.6	2.29
ARM B	11.64	18.16	0.641		1.1	1.7	24.8	0.15
ARM C	14.03	14.65	0.958		2.9	10.5	116.7	0.69

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30								
ARM A	14.62	10.33	1.416		33.9	98.5	992.9	6.61
ARM B	14.26	18.12	0.787		1.7	3.4	46.8	0.24
ARM C	17.18	13.42	1.280		10.5	67.8	590.1	3.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45								
ARM A	14.62	10.33	1.416		98.5	162.9	1960.4	13.04
ARM B	14.26	18.11	0.787		3.4	3.6	52.7	0.26
ARM C	17.18	13.37	1.285		67.8	125.1	1446.9	7.17

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00								
ARM A	11.94	9.94	1.201		162.9	192.9	2668.7	18.14
ARM B	11.64	18.20	0.640		3.6	1.8	29.1	0.16
ARM C	14.03	14.57	0.963		125.1	118.7	1828.6	8.30

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15								
ARM A	10.00	9.62	1.040		192.9	198.8	2937.4	20.49
ARM B	9.75	18.27	0.534		1.8	1.2	18.2	0.12
ARM C	11.75	15.52	0.757		118.7	64.0	1370.6	5.97

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	6.8	*******
08.15	33.9	**********
08.30	98.5	**********
08.45	162.9	**********
09.00	192.9	**********
09.15	198.8	**********

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.1	*
08.15	1.7	**
08.30	3.4	***
08.45	3.6	****
09.00	1.8	**
09.15	1.2	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	2.9	***
08.15	10.5	**********
08.30	67.8	**********
08.45	125.1	**********
09.00	118.7	**********
09.15	64.0	**********

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1097.0	731.3	8945.8	8.16	10999.9	10.03
B	1069.5	713.0	187.6	0.18	187.6	0.18
C	1288.9	859.3	5391.1	4.18	5523.3	4.29
ALL	3455.5	2303.6	14524.5	4.20	16710.8	4.84

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

END OF JOB

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
program advice and maintenance, contact:

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RG40 3GA,UK

Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\8 - B4030 Middleton Stoney Rd Roundabout\Kings End Oxford Rd Middleton Stoney Rd - PM.vai"
(drive-on-the-left) at 16:24:52 on Wednesday, 10 August 2011

FILE PROPERTIES

RUN TITLE: King's End/Oxford Road/Middleton Stoney Road
LOCATION: Bicester
DATE: 05/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - King's End
ARM B - Oxford Road
ARM C - Middleton Stoney Road

MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL

ROAD SURFACE CONDITION: NORMAL

ARM	V (m)	E (m)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.30	4.60	17.50	3.00	13.70	12.25	0.00	0.578	15.777
ARM B	4.50	6.80	33.00	4.50	12.50	5.50	0.00	0.673	21.484
ARM C	3.50	7.00	28.50	3.50	12.70	5.80	0.00	0.655	21.129

V = approach half-width
E = entry width
Lm = effective flare length
Vm = minimum approach half-width
A = distance between arms
K = entry corner kerb line
G = gradient over 50m

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base+Dev - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	11.00	16.50	11.00
ARM B	15.00	45.00	75.00	12.63	18.94	12.63
ARM C	15.00	45.00	75.00	9.38	14.06	9.38

DEMAND SET TITLE: 2031 Base+Dev - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.580	0.420
		0.0	510.0	370.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.842	0.000	0.158
		850.0	0.0	160.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.440	0.560	0.000
		330.0	420.0	0.0
		(0.0)	(7.1)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00								
ARM A	11.00	12.58	0.875		0.0	5.5	65.1	0.45
ARM B	12.63	18.47	0.683		0.0	2.1	28.8	0.16
ARM C	9.38	13.70	0.684		0.0	2.1	28.1	0.22

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15								
ARM A	13.14	12.00	1.094		5.5	26.4	249.0	1.63
ARM B	15.08	18.16	0.830		2.1	4.4	58.2	0.30
ARM C	11.19	12.41	0.902		2.1	6.6	78.7	0.57

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30								
ARM A	16.09	11.97	1.344		26.4	88.5	862.7	4.99
ARM B	18.46	18.10	1.020		4.4	19.9	199.9	0.91
ARM C	13.71	11.07	1.238		6.6	47.6	411.6	2.73

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45								
ARM A	16.09	12.01	1.340		88.5	149.7	1786.6	10.12
ARM B	18.46	18.08	1.021		19.9	29.9	376.0	1.58
ARM C	13.71	10.88	1.260		47.6	90.2	1033.6	6.42

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00								
ARM A	13.14	11.84	1.109		149.7	169.2	2391.7	13.98
ARM B	15.08	18.13	0.831		29.9	5.9	207.2	0.90
ARM C	11.19	11.48	0.975		90.2	87.8	1334.9	7.54

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	CROSSING USE PER MIN	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15								
ARM A	11.00	11.15	0.987		169.2	167.9	2528.0	15.21
ARM B	12.63	18.35	0.688		5.9	2.3	38.2	0.19
ARM C	9.38	13.50	0.694		87.8	28.2	870.0	4.41

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	5.5	*****
17.15	26.4	**********
17.30	88.5	**********
17.45	149.7	**********
18.00	169.2	**********
18.15	167.9	**********

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	2.1	**
17.15	4.4	****
17.30	19.9	**********
17.45	29.9	**********
18.00	5.9	******
18.15	2.3	**

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	2.1	**
17.15	6.6	*******
17.30	47.6	**********
17.45	90.2	**********
18.00	87.8	**********
18.15	28.2	**********

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	QUEUEING DELAY (MIN)	QUEUEING DELAY (MIN/VEH)	INCLUSIVE QUEUEING DELAY (MIN)	INCLUSIVE QUEUEING DELAY (MIN/VEH)
A	1206.7	804.4	7883.2	6.53	9147.3	7.58
B	1384.9	923.3	908.3	0.66	908.4	0.66
C	1028.4	685.6	3756.9	3.65	3786.3	3.68
ALL	3620.0	2413.3	12548.3	3.47	13842.1	3.82

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

END OF JOB

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

[Printed at 16:25:17 on 10/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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RG40 3GA,UK

Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\9 - A41 Gravenhill Rd B41001 A4421\B4100 A4421 A41 Gravenhill Road - AM.vai"
(drive-on-the-left) at 12:29:57 on Monday, 15 August 2011

FILE PROPERTIES

RUN TITLE: B4100/A4421/A41/Gravenhill Road - AM
LOCATION: Bicester
DATE: 16/02/11
CLIENT: MoD
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - B4100 London Road
ARM B - A4421
ARM C - A41 (East)
ARM D - Gravenhill Road North
ARM E - A41 (West)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.10	7.10	0.00	45.00	70.00	47.0	0.558	34.714
ARM B	7.10	8.20	6.50	30.00	70.00	56.0	0.565	36.542
ARM C	5.00	8.50	30.00	40.00	70.00	45.0	0.581	37.068
ARM D	3.25	7.00	15.00	45.00	70.00	45.0	0.480	26.263
ARM E	3.50	9.00	32.00	35.00	70.00	51.0	0.544	33.747

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM E: Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	7.50	11.25	7.50
ARM B	15.00	45.00	75.00	7.25	10.88	7.25
ARM C	15.00	45.00	75.00	18.63	27.94	18.63
ARM D	15.00	45.00	75.00	1.13	1.69	1.13
ARM E	15.00	45.00	75.00	18.63	27.94	18.63

DEMAND SET TITLE: 2031 Base - AM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D	ARM E
07.45 - 09.15	ARM A	0.000	0.383	0.350	0.033	0.233
		0.0	230.0	210.0	20.0	140.0
		(0.0)	(0.0)	(9.5)	(0.0)	(7.1)
	ARM B	0.017	0.000	0.259	0.034	0.690
		10.0	0.0	150.0	20.0	400.0
		(0.0)	(0.0)	(13.3)	(0.0)	(2.5)
	ARM C	0.181	0.242	0.000	0.007	0.570
		270.0	360.0	0.0	10.0	850.0
		(3.7)	(19.4)	(0.0)	(0.0)	(11.8)
	ARM D	0.111	0.444	0.111	0.000	0.333
		10.0	40.0	10.0	0.0	30.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM E	0.067	0.369	0.530	0.034	0.000
		100.0	550.0	790.0	50.0	0.0
		(10.0)	(5.5)	(11.4)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	7.50	19.95	0.376		0.0	0.6	8.7		0.08
ARM B	7.25	25.81	0.281		0.0	0.4	5.7		0.05
ARM C	18.63	28.81	0.646		0.0	1.8	25.6		0.10
ARM D	1.13	12.96	0.087		0.0	0.1	1.4		0.08
ARM E	18.63	26.18	0.711		0.0	2.4	33.4		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	8.96	17.44	0.513		0.6	1.0	15.0		0.12
ARM B	8.66	24.10	0.359		0.4	0.6	8.2		0.06
ARM C	22.24	27.97	0.795		1.8	3.7	50.7		0.17
ARM D	1.34	10.36	0.130		0.1	0.1	2.2		0.11
ARM E	22.24	25.24	0.881		2.4	6.4	82.0		0.28

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	10.97	15.67	0.700		1.0	2.2	30.9		0.21
ARM B	10.60	22.70	0.467		0.6	0.9	12.7		0.08
ARM C	27.24	26.89	1.013		3.7	23.0	227.1		0.68
ARM D	1.65	7.38	0.223		0.1	0.3	4.1		0.17
ARM E	27.24	24.20	1.125		6.4	55.5	476.9		1.46

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	10.97	15.56	0.705		2.2	2.3	34.3		0.22
ARM B	10.60	22.65	0.468		0.9	0.9	13.1		0.08
ARM C	27.24	26.87	1.014		23.0	34.3	433.1		1.22
ARM D	1.65	7.09	0.232		0.3	0.3	4.4		0.18
ARM E	27.24	24.08	1.131		55.5	103.3	1191.8		3.40

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	8.96	15.75	0.569		2.3	1.3	21.3		0.15
ARM B	8.66	23.22	0.373		0.9	0.6	9.2		0.07
ARM C	22.24	27.91	0.797		34.3	4.2	159.5		0.41
ARM D	1.34	9.20	0.146		0.3	0.2	2.7		0.13
ARM E	22.24	24.73	0.899		103.3	69.6	1297.2		3.53

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	7.50	17.41	0.431		1.3	0.8	11.9		0.10
ARM B	7.25	24.23	0.299		0.6	0.4	6.6		0.06
ARM C	18.63	28.70	0.649		4.2	1.9	29.9		0.10
ARM D	1.13	12.79	0.088		0.2	0.1	1.5		0.09
ARM E	18.63	26.11	0.713		69.6	2.7	356.0		0.88

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	1.0	*
08.30	2.2	**
08.45	2.3	**
09.00	1.3	*
09.15	0.8	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.6	*
08.30	0.9	*
08.45	0.9	*
09.00	0.6	*
09.15	0.4	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.8	**
08.15	3.7	****
08.30	23.0	**********
08.45	34.3	**********
09.00	4.2	****
09.15	1.9	**

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.1

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	2.4	**
08.15	6.4	******
08.30	55.5	**********
08.45	103.3	**********
09.00	69.6	**********
09.15	2.7	***

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	822.7	548.5	122.1	0.15	122.2	0.15
B	795.3	530.2	55.4	0.07	55.4	0.07
C	2043.1	1362.1	925.9	0.45	925.9	0.45
D	123.4	82.3	16.2	0.13	16.2	0.13
E	2043.1	1362.1	3437.3	1.68	3437.4	1.68
ALL	5827.6	3885.1	4556.9	0.78	4557.1	0.78

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

END OF JOB

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\9 - A41 Gravenhill Rd B41001 A4421\B4100 A4421 A41 Gravenhill Road - PM.vai"
(drive-on-the-left) at 12:47:18 on Monday, 15 August 2011

FILE PROPERTIES

RUN TITLE: B4100/A4421/A41/Gravenhill Road - PM
LOCATION: Bicester
DATE: 16/02/11
CLIENT: MoD
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - B4100 London Road
ARM B - A4421
ARM C - A41 (East)
ARM D - Gravenhill Road North
ARM E - A41 (West)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.10	7.10	0.00	45.00	70.00	47.0	0.558	34.714
ARM B	7.10	8.20	6.50	30.00	70.00	56.0	0.565	36.542
ARM C	5.00	8.50	30.00	40.00	70.00	45.0	0.581	37.068
ARM D	3.25	7.00	15.00	45.00	70.00	45.0	0.480	26.263
ARM E	3.50	9.00	32.00	35.00	70.00	51.0	0.544	33.747

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM E: Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	7.63	11.44	7.63
ARM B	15.00	45.00	75.00	11.00	16.50	11.00
ARM C	15.00	45.00	75.00	17.75	26.63	17.75
ARM D	15.00	45.00	75.00	2.63	3.94	2.63
ARM E	15.00	45.00	75.00	17.38	26.06	17.38

DEMAND SET TITLE: 2031 Base - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D	ARM E
16.45 - 18.15	ARM A	0.000	0.164	0.541	0.000	0.295
		0.0	100.0	330.0	0.0	180.0
		(0.0)	(0.0)	(6.1)	(0.0)	(0.0)
	ARM B	0.227	0.000	0.273	0.000	0.500
		200.0	0.0	240.0	0.0	440.0
		(0.0)	(0.0)	(4.2)	(0.0)	(0.0)
	ARM C	0.183	0.289	0.000	0.000	0.528
		260.0	410.0	0.0	0.0	750.0
		(0.0)	(2.4)	(0.0)	(0.0)	(4.0)
	ARM D	0.048	0.238	0.238	0.000	0.476
		10.0	50.0	50.0	0.0	100.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM E	0.022	0.367	0.612	0.000	0.000
		30.0	510.0	850.0	0.0	0.0
		(0.0)	(2.0)	(12.9)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	7.63	20.20	0.377		0.0	0.6	8.7		0.08
ARM B	11.00	25.45	0.432		0.0	0.8	11.0		0.07
ARM C	17.75	30.29	0.586		0.0	1.4	20.1		0.08
ARM D	2.63	12.65	0.208		0.0	0.3	3.8		0.10
ARM E	17.38	24.90	0.698		0.0	2.2	31.4		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	9.10	17.64	0.516		0.6	1.0	15.1		0.12
ARM B	13.14	23.40	0.561		0.8	1.3	18.3		0.10
ARM C	21.20	29.15	0.727		1.4	2.6	36.6		0.12
ARM D	3.13	9.98	0.314		0.3	0.5	6.5		0.15
ARM E	20.75	23.69	0.876		2.2	6.1	78.2		0.29

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	11.15	15.94	0.700		1.0	2.2	30.9		0.20
ARM B	16.09	21.77	0.739		1.3	2.7	37.7		0.17
ARM C	25.96	27.63	0.939		2.6	10.7	125.0		0.38
ARM D	3.84	6.56	0.585		0.5	1.3	18.1		0.35
ARM E	25.41	22.16	1.147		6.1	57.9	491.7		1.63

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	11.15	15.83	0.704		2.2	2.3	34.3		0.21
ARM B	16.09	21.71	0.741		2.7	2.8	41.4		0.18
ARM C	25.96	27.58	0.941		10.7	12.5	175.7		0.51
ARM D	3.84	6.32	0.608		1.3	1.5	21.5		0.40
ARM E	25.41	22.03	1.153		57.9	108.9	1251.7		3.86

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	9.10	15.91	0.572		2.3	1.4	21.6		0.15
ARM B	13.14	22.27	0.590		2.8	1.5	23.0		0.11
ARM C	21.20	29.09	0.729		12.5	2.8	51.9		0.15
ARM D	3.13	9.57	0.328		1.5	0.5	7.9		0.16
ARM E	20.75	23.48	0.884		108.9	71.1	1350.0		3.87

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	7.63	17.45	0.437		1.4	0.8	12.2		0.10
ARM B	11.00	23.58	0.466		1.5	0.9	13.7		0.08
ARM C	17.75	30.24	0.587		2.8	1.4	22.4		0.08
ARM D	2.63	12.52	0.210		0.5	0.3	4.1		0.10
ARM E	17.38	24.84	0.700		71.1	2.5	369.0		0.97

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	1.0	*
17.30	2.2	**
17.45	2.3	**
18.00	1.4	*
18.15	0.8	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.3	*
17.30	2.7	***
17.45	2.8	***
18.00	1.5	*
18.15	0.9	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.4	*
17.15	2.6	***
17.30	10.7	**********
17.45	12.5	**********
18.00	2.8	***
18.15	1.4	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	
17.30	1.3	*
17.45	1.5	*
18.00	0.5	
18.15	0.3	

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	2.2	**
17.15	6.1	******
17.30	57.9	**********
17.45	108.9	**********
18.00	71.1	**********
18.15	2.5	**

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	836.4	557.6	123.0	0.15	123.0	0.15
B	1206.7	804.4	145.0	0.12	145.0	0.12
C	1947.1	1298.1	431.7	0.22	431.8	0.22
D	288.0	192.0	62.0	0.22	62.0	0.22
E	1906.0	1270.7	3572.0	1.87	3572.1	1.87
ALL	6184.2	4122.8	4333.7	0.70	4333.9	0.70

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

END OF JOB

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\9 - A41 Gravenhill Rd B41001 A4421\B4100 A4421 A41 Gravenhill Road - AM.vai"
(drive-on-the-left) at 12:30:33 on Monday, 15 August 2011

FILE PROPERTIES

RUN TITLE: B4100/A4421/A41/Gravenhill Road - AM
LOCATION: Bicester
DATE: 16/02/11
CLIENT: MoD
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - B4100 London Road
ARM B - A4421
ARM C - A41 (East)
ARM D - Gravenhill Road North
ARM E - A41 (West)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.10	7.10	0.00	45.00	70.00	47.0	0.558	34.714
ARM B	7.10	8.20	6.50	30.00	70.00	56.0	0.565	36.542
ARM C	5.00	8.50	30.00	40.00	70.00	45.0	0.581	37.068
ARM D	3.25	7.00	15.00	45.00	70.00	45.0	0.480	26.263
ARM E	3.50	9.00	32.00	35.00	70.00	51.0	0.544	33.747

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM E: Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 + Dev - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.13	13.69	9.13
ARM B	15.00	45.00	75.00	8.00	12.00	8.00
ARM C	15.00	45.00	75.00	18.63	27.94	18.63
ARM D	15.00	45.00	75.00	7.63	11.44	7.63
ARM E	15.00	45.00	75.00	19.38	29.06	19.38

DEMAND SET TITLE: 2031 + Dev - AM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D	ARM E
07.45 - 09.15	ARM A	0.000	0.356	0.384	0.082	0.178
		0.0	260.0	280.0	60.0	130.0
		(0.0)	(0.0)	(3.6)	(0.0)	(7.7)
	ARM B	0.016	0.000	0.313	0.094	0.578
		10.0	0.0	200.0	60.0	370.0
		(0.0)	(0.0)	(15.0)	(0.0)	(2.7)
	ARM C	0.188	0.235	0.000	0.013	0.564
		280.0	350.0	0.0	20.0	840.0
		(3.6)	(17.1)	(0.0)	(0.0)	(11.9)
	ARM D	0.164	0.361	0.115	0.000	0.361
		100.0	220.0	70.0	0.0	220.0
		(0.0)	(4.6)	(0.0)	(0.0)	(4.6)
	ARM E	0.058	0.323	0.561	0.058	0.000
		90.0	500.0	870.0	90.0	0.0
		(11.1)	(6.0)	(11.5)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	9.13	18.35	0.497		0.0	1.0	14.0		0.11
ARM B	8.00	23.74	0.337		0.0	0.5	7.4		0.06
ARM C	18.63	28.48	0.654		0.0	1.9	26.3		0.10
ARM D	7.63	12.89	0.591		0.0	1.4	19.5		0.18
ARM E	19.38	24.08	0.804		0.0	3.8	51.2		0.19

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	10.90	15.88	0.686		1.0	2.1	29.2		0.19
ARM B	9.55	21.99	0.434		0.5	0.8	11.1		0.08
ARM C	22.24	27.56	0.807		1.9	3.9	53.9		0.18
ARM D	9.10	10.45	0.871		1.4	5.2	62.9		0.56
ARM E	23.14	22.80	1.015		3.8	21.4	212.8		0.76

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	13.34	15.47	0.863		2.1	5.3	67.2		0.40
ARM B	11.70	21.13	0.554		0.8	1.2	17.7		0.11
ARM C	27.24	26.44	1.030		3.9	27.2	259.1		0.78
ARM D	11.15	7.81	1.428		5.2	56.2	463.7		4.28
ARM E	28.34	22.30	1.271		21.4	112.5	1006.2		3.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	13.34	15.46	0.863		5.3	5.7	83.1		0.45
ARM B	11.70	21.08	0.555		1.2	1.2	18.5		0.11
ARM C	27.24	26.40	1.032		27.2	43.4	532.0		1.49
ARM D	11.15	7.54	1.480		56.2	110.4	1249.6		10.46
ARM E	28.34	22.26	1.273		112.5	203.8	2372.1		7.21

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	10.90	15.35	0.710		5.7	2.6	42.8		0.25
ARM B	9.55	21.83	0.438		1.2	0.8	12.1		0.08
ARM C	22.24	27.50	0.809		43.4	4.7	234.3		0.62
ARM D	9.10	9.02	1.009		110.4	112.1	1668.9		10.98
ARM E	23.14	22.11	1.047		203.8	219.3	3173.3		9.62

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	9.13	15.21	0.600		2.6	1.5	24.5		0.17
ARM B	8.00	22.24	0.360		0.8	0.6	8.7		0.07
ARM C	18.63	28.34	0.657		4.7	2.0	31.2		0.11
ARM D	7.63	12.71	0.600		112.1	37.4	1121.3		6.00
ARM E	19.38	22.35	0.867		219.3	176.2	2966.6		8.90

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.0	*
08.15	2.1	**
08.30	5.3	*****
08.45	5.7	******
09.00	2.6	***
09.15	1.5	**

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	0.8	*
08.30	1.2	*
08.45	1.2	*
09.00	0.8	*
09.15	0.6	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.9	**
08.15	3.9	****
08.30	27.2	**********
08.45	43.4	**********
09.00	4.7	*****
09.15	2.0	**

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.4	*
08.15	5.2	*****
08.30	56.2	**********
08.45	110.4	**********
09.00	112.1	**********
09.15	37.4	**********

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	3.8	****
08.15	21.4	**********
08.30	112.5	**********
08.45	203.8	**********
09.00	219.3	**********
09.15	176.2	**********

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1001.0	667.3	260.8	0.26	260.9	0.26
B	877.6	585.1	75.5	0.09	75.5	0.09
C	2043.1	1362.1	1137.0	0.56	1137.0	0.56
D	836.4	557.6	4585.9	5.48	4641.0	5.55
E	2125.4	1416.9	9782.3	4.60	10476.8	4.93
ALL	6883.5	4589.0	15841.4	2.30	16591.3	2.41

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

END OF JOB

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\9 - A41 Gravenhill Rd B41001 A4421\B4100 A4421 A41 Gravenhill Road - PM.vai"
(drive-on-the-left) at 12:56:41 on Monday, 15 August 2011

FILE PROPERTIES

RUN TITLE: B4100/A4421/A41/Gravenhill Road - PM
LOCATION: Bicester
DATE: 16/02/11
CLIENT: MoD
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - B4100 London Road
ARM B - A4421
ARM C - A41 (East)
ARM D - Gravenhill Road North
ARM E - A41 (West)

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.10	7.10	0.00	45.00	70.00	47.0	0.558	34.714
ARM B	7.10	8.20	6.50	30.00	70.00	56.0	0.565	36.542
ARM C	5.00	8.50	30.00	40.00	70.00	45.0	0.581	37.068
ARM D	3.25	7.00	15.00	45.00	70.00	45.0	0.480	26.263
ARM E	3.50	9.00	32.00	35.00	70.00	51.0	0.544	33.747

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM E: Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 + Dev - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.50	14.25	9.50
ARM B	15.00	45.00	75.00	13.25	19.88	13.25
ARM C	15.00	45.00	75.00	18.75	28.13	18.75
ARM D	15.00	45.00	75.00	4.25	6.38	4.25
ARM E	15.00	45.00	75.00	18.13	27.19	18.13

DEMAND SET TITLE: 2031 + Dev - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D	ARM E
16.45 - 18.15	ARM A	0.000	0.145	0.447	0.132	0.276
		0.0	110.0	340.0	100.0	210.0
		(0.0)	(0.0)	(5.9)	(0.0)	(0.0)
	ARM B	0.179	0.000	0.264	0.189	0.368
		190.0	0.0	280.0	200.0	390.0
		(0.0)	(0.0)	(3.6)	(0.0)	(0.0)
	ARM C	0.180	0.273	0.000	0.033	0.513
		270.0	410.0	0.0	50.0	770.0
		(0.0)	(7.3)	(0.0)	(0.0)	(3.9)
	ARM D	0.118	0.235	0.176	0.000	0.471
		40.0	80.0	60.0	0.0	160.0
		(0.0)	(12.5)	(0.0)	(0.0)	(0.0)
	ARM E	0.014	0.297	0.586	0.103	0.000
		20.0	430.0	850.0	150.0	0.0
		(0.0)	(2.3)	(12.9)	(13.3)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.50	19.29	0.492		0.0	1.0	13.8		0.10
ARM B	13.25	23.30	0.569		0.0	1.3	18.6		0.10
ARM C	18.75	26.90	0.697		0.0	2.2	31.4		0.12
ARM D	4.25	12.21	0.348		0.0	0.5	7.6		0.12
ARM E	18.13	24.07	0.753		0.0	2.9	39.9		0.16

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	11.34	16.67	0.680		1.0	2.1	28.7		0.18
ARM B	15.82	20.93	0.756		1.3	2.9	40.6		0.19
ARM C	22.39	25.23	0.888		2.2	6.7	85.0		0.29
ARM D	5.07	9.68	0.524		0.5	1.1	15.1		0.21
ARM E	21.64	22.80	0.949		2.9	11.2	128.0		0.48

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	13.89	15.76	0.882		2.1	6.0	74.6		0.43
ARM B	19.38	19.32	1.003		2.9	17.3	175.5		0.75
ARM C	27.42	23.53	1.166		6.7	67.7	568.1		1.76
ARM D	6.22	8.09	0.768		1.1	2.9	37.8		0.47
ARM E	26.51	21.97	1.207		11.2	80.6	693.7		2.26

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	13.89	15.72	0.884		6.0	6.7	95.9		0.51
ARM B	19.38	19.19	1.010		17.3	26.1	329.0		1.32
ARM C	27.42	23.32	1.176		67.7	129.5	1478.9		4.30
ARM D	6.22	7.99	0.778		2.9	3.2	46.5		0.55
ARM E	26.51	21.92	1.209		80.6	149.6	1727.1		5.34

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	11.34	15.78	0.719		6.7	2.7	45.9		0.25
ARM B	15.82	20.37	0.777		26.1	3.8	125.0		0.46
ARM C	22.39	24.44	0.916		129.5	101.5	1732.3		4.73
ARM D	5.07	8.22	0.618		3.2	1.7	27.8		0.34
ARM E	21.64	22.11	0.979		149.6	144.8	2208.2		6.68

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	9.50	15.63	0.608		2.7	1.6	25.3		0.17
ARM B	13.25	21.32	0.622		3.8	1.7	26.8		0.13
ARM C	18.75	26.49	0.708		101.5	2.8	693.5		1.83
ARM D	4.25	8.97	0.474		1.7	0.9	14.7		0.22
ARM E	18.13	22.45	0.807		144.8	82.3	1702.9		5.11

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.0	*
17.15	2.1	**
17.30	6.0	******
17.45	6.7	*******
18.00	2.7	***
18.15	1.6	**

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.3	*
17.15	2.9	***
17.30	17.3	**********
17.45	26.1	**********
18.00	3.8	****
18.15	1.7	**

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	2.2	**
17.15	6.7	*******
17.30	67.7	**********
17.45	129.5	**********
18.00	101.5	**********
18.15	2.8	***

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	1.1	*
17.30	2.9	***
17.45	3.2	***
18.00	1.7	**
18.15	0.9	*

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	2.9	***
17.15	11.2	**********
17.30	80.6	**********
17.45	149.6	**********
18.00	144.8	**********
18.15	82.3	**********

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1042.1	694.7	284.0	0.27	284.1	0.27
B	1453.5	969.0	715.5	0.49	715.6	0.49
C	2056.8	1371.2	4589.1	2.23	4589.3	2.23
D	466.2	310.8	149.5	0.32	149.5	0.32
E	1988.3	1325.5	6499.8	3.27	6650.5	3.34
ALL	7006.9	4671.3	12237.9	1.75	12388.9	1.77

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

END OF JOB

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\10 - A4421 Peregrine Way\A4421 Peregrine Way - AM.vai"
(drive-on-the-left) at 12:43:51 on Wednesday, 10 August 2011

FILE PROPERTIES

RUN TITLE: A4421/Peregrine Way
LOCATION: Bicester
DATE: 30/06/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - A4421 (E)
ARM B - A4421 (W)
ARM C - Peregrine Way

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.00	8.00	5.50	32.50	49.50	30.0	0.699	35.626
ARM B	7.30	9.70	9.00	45.00	49.50	37.0	0.785	43.529
ARM C	3.00	7.30	9.00	37.50	49.50	33.0	0.565	24.031

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	7.88	11.81	7.88
ARM B	15.00	45.00	75.00	14.25	21.38	14.25
ARM C	15.00	45.00	75.00	2.13	3.19	2.13

DEMAND SET TITLE: 2031 Base - AM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.794	0.206
		0.0	500.0	130.0
		(0.0)	(4.0)	(7.7)
	ARM B	0.561	0.000	0.439
		640.0	0.0	500.0
		(12.5)	(0.0)	(4.0)
	ARM C	0.529	0.471	0.000
		90.0	80.0	0.0
		(0.0)	(12.5)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	7.88	33.26	0.237		0.0	0.3	4.6		0.04
ARM B	14.25	38.76	0.368		0.0	0.6	8.5		0.04
ARM C	2.13	17.90	0.119		0.0	0.1	2.0		0.06

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	9.40	33.11	0.284		0.3	0.4	5.9		0.04
ARM B	17.02	38.51	0.442		0.6	0.8	11.6		0.05
ARM C	2.54	16.96	0.150		0.1	0.2	2.6		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	11.52	32.91	0.350		0.4	0.5	7.9		0.05
ARM B	20.84	38.17	0.546		0.8	1.2	17.5		0.06
ARM C	3.11	15.68	0.198		0.2	0.2	3.6		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	11.52	32.91	0.350		0.5	0.5	8.0		0.05
ARM B	20.84	38.17	0.546		1.2	1.2	17.9		0.06
ARM C	3.11	15.67	0.198		0.2	0.2	3.7		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	9.40	33.11	0.284		0.5	0.4	6.1		0.04
ARM B	17.02	38.51	0.442		1.2	0.8	12.2		0.05
ARM C	2.54	16.95	0.150		0.2	0.2	2.7		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	7.88	33.25	0.237		0.4	0.3	4.7		0.04
ARM B	14.25	38.76	0.368		0.8	0.6	8.9		0.04
ARM C	2.13	17.89	0.119		0.2	0.1	2.1		0.06

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.5	*
08.45	0.5	*
09.00	0.4	
09.15	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.8	*
08.30	1.2	*
08.45	1.2	*
09.00	0.8	*
09.15	0.6	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	863.9	575.9	37.2	0.04	37.2	0.04
B	1563.2	1042.1	76.6	0.05	76.6	0.05
C	233.1	155.4	16.6	0.07	16.6	0.07
ALL	2660.1	1773.4	130.4	0.05	130.4	0.05

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

END OF JOB

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

[Printed at 12:44:04 on 10/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\10 - A4421 Peregrine Way\A4421 Peregrine Way - PM.vai"
(drive-on-the-left) at 14:05:12 on Wednesday, 10 August 2011

FILE PROPERTIES

RUN TITLE: A4421/Peregrine Way
LOCATION: Bicester
DATE: 30/06/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - A4421 (E)
ARM B - A4421 (W)
ARM C - Peregrine Way

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.00	8.00	5.50	32.50	49.50	30.0	0.699	35.626
ARM B	7.30	9.70	9.00	45.00	49.50	37.0	0.785	43.529
ARM C	3.00	7.30	9.00	37.50	49.50	33.0	0.565	24.031

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	11.25	16.88	11.25
ARM B	15.00	45.00	75.00	13.25	19.88	13.25
ARM C	15.00	45.00	75.00	4.50	6.75	4.50

DEMAND SET TITLE: 2031 Base - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.733	0.267
		0.0	660.0	240.0
		(0.0)	(1.5)	(0.0)
	ARM B	0.736	0.000	0.264
		780.0	0.0	280.0
		(1.3)	(0.0)	(3.6)
	ARM C	0.389	0.611	0.000
		140.0	220.0	0.0
		(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	11.25	33.35	0.337		0.0	0.5	7.5		0.05
ARM B	13.25	40.41	0.328		0.0	0.5	7.2		0.04
ARM C	4.50	18.46	0.244		0.0	0.3	4.7		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	13.43	32.97	0.407		0.5	0.7	10.1		0.05
ARM B	15.82	39.96	0.396		0.5	0.7	9.7		0.04
ARM C	5.37	17.37	0.309		0.3	0.4	6.5		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	16.45	32.46	0.507		0.7	1.0	14.9		0.06
ARM B	19.38	39.34	0.493		0.7	1.0	14.2		0.05
ARM C	6.58	15.88	0.415		0.4	0.7	10.2		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	16.45	32.46	0.507		1.0	1.0	15.3		0.06
ARM B	19.38	39.34	0.493		1.0	1.0	14.5		0.05
ARM C	6.58	15.87	0.415		0.7	0.7	10.5		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	13.43	32.96	0.408		1.0	0.7	10.6		0.05
ARM B	15.82	39.95	0.396		1.0	0.7	10.0		0.04
ARM C	5.37	17.36	0.310		0.7	0.5	7.0		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	11.25	33.33	0.338		0.7	0.5	7.8		0.05
ARM B	13.25	40.40	0.328		0.7	0.5	7.4		0.04
ARM C	4.50	18.44	0.244		0.5	0.3	5.0		0.07

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.0	*
17.45	1.0	*
18.00	0.7	*
18.15	0.5	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.7	*
17.30	1.0	*
17.45	1.0	*
18.00	0.7	*
18.15	0.5	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.4	
17.30	0.7	*
17.45	0.7	*
18.00	0.5	
18.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1234.1	822.7	66.2	0.05	66.2	0.05
B	1453.5	969.0	63.0	0.04	63.0	0.04
C	493.6	329.1	43.8	0.09	43.8	0.09
ALL	3181.2	2120.8	173.0	0.05	173.0	0.05

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

END OF JOB

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

[Printed at 14:06:06 on 10/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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TRL Limited Tel: +44 (0) 1344 770018
Crowthorne House Fax: +44 (0) 1344 770864
Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\10 - A4421 Peregrine Way\A4421 Peregrine Way - AM.vai"
(drive-on-the-left) at 12:44:36 on Wednesday, 10 August 2011

FILE PROPERTIES

RUN TITLE: A4421/Peregrine Way
LOCATION: Bicester
DATE: 30/06/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - A4421 (E)
ARM B - A4421 (W)
ARM C - Peregrine Way

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.00	8.00	5.50	32.50	49.50	30.0	0.699	35.626
ARM B	7.30	9.70	9.00	45.00	49.50	37.0	0.785	43.529
ARM C	3.00	7.30	9.00	37.50	49.50	33.0	0.565	24.031

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base+Dev - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	8.50	12.75	8.50
ARM B	15.00	45.00	75.00	16.00	24.00	16.00
ARM C	15.00	45.00	75.00	2.25	3.38	2.25

DEMAND SET TITLE: 2031 Base+Dev - AM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.809	0.191
		0.0	550.0	130.0
		(0.0)	(7.3)	(7.7)
	ARM B	0.578	0.000	0.422
		740.0	0.0	540.0
		(10.8)	(0.0)	(3.7)
	ARM C	0.500	0.500	0.000
		90.0	90.0	0.0
		(0.0)	(11.1)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	8.50	32.37	0.263		0.0	0.4	5.2		0.04
ARM B	16.00	39.11	0.409		0.0	0.7	10.1		0.04
ARM C	2.25	17.29	0.130		0.0	0.1	2.2		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	10.15	32.21	0.315		0.4	0.5	6.8		0.05
ARM B	19.11	38.86	0.492		0.7	1.0	14.1		0.05
ARM C	2.69	16.22	0.166		0.1	0.2	2.9		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	12.43	31.99	0.389		0.5	0.6	9.3		0.05
ARM B	23.40	38.52	0.608		1.0	1.5	22.3		0.07
ARM C	3.29	14.75	0.223		0.2	0.3	4.2		0.09

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	12.43	31.99	0.389		0.6	0.6	9.5		0.05
ARM B	23.40	38.51	0.608		1.5	1.5	23.0		0.07
ARM C	3.29	14.74	0.223		0.3	0.3	4.3		0.09

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	10.15	32.20	0.315		0.6	0.5	7.0		0.05
ARM B	19.11	38.86	0.492		1.5	1.0	14.9		0.05
ARM C	2.69	16.20	0.166		0.3	0.2	3.1		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	8.50	32.36	0.263		0.5	0.4	5.4		0.04
ARM B	16.00	39.10	0.409		1.0	0.7	10.6		0.04
ARM C	2.25	17.27	0.130		0.2	0.2	2.3		0.07

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.5	
08.30	0.6	*
08.45	0.6	*
09.00	0.5	
09.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.7	*
08.15	1.0	*
08.30	1.5	**
08.45	1.5	**
09.00	1.0	*
09.15	0.7	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	932.4	621.6	43.3	0.05	43.3	0.05
B	1755.2	1170.1	95.2	0.05	95.2	0.05
C	246.8	164.5	18.9	0.08	18.9	0.08
ALL	2934.4	1956.3	157.4	0.05	157.4	0.05

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

END OF JOB

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

[Printed at 12:45:00 on 10/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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Nine Mile Ride Email: softwarebureau@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
June 2011\10 - A4421 Peregrine Way\A4421 Peregrine Way - PM.vai"
(drive-on-the-left) at 14:06:35 on Wednesday, 10 August 2011

FILE PROPERTIES

RUN TITLE: A4421/Peregrine Way
LOCATION: Bicester
DATE: 30/06/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - A4421 (E)
ARM B - A4421 (W)
ARM C - Peregrine Way

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	6.00	8.00	5.50	32.50	49.50	30.0	0.699	35.626
ARM B	7.30	9.70	9.00	45.00	49.50	37.0	0.785	43.529
ARM C	3.00	7.30	9.00	37.50	49.50	33.0	0.565	24.031

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 Base+Dev - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	13.38	20.06	13.38
ARM B	15.00	45.00	75.00	12.63	18.94	12.63
ARM C	15.00	45.00	75.00	4.63	6.94	4.63

DEMAND SET TITLE: 2031 Base+Dev - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.776	0.224
		0.0	830.0	240.0
		(0.0)	(1.2)	(0.0)
	ARM B	0.723	0.000	0.277
		730.0	0.0	280.0
		(6.9)	(0.0)	(3.6)
	ARM C	0.378	0.622	0.000
		140.0	230.0	0.0
		(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	13.38	33.31	0.401		0.0	0.7	9.8		0.05
ARM B	12.63	38.86	0.325		0.0	0.5	7.1		0.04
ARM C	4.63	18.53	0.250		0.0	0.3	4.8		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	15.97	32.92	0.485		0.7	0.9	13.7		0.06
ARM B	15.08	38.42	0.392		0.5	0.6	9.5		0.04
ARM C	5.52	17.45	0.316		0.3	0.5	6.7		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	19.56	32.39	0.604		0.9	1.5	21.9		0.08
ARM B	18.46	37.83	0.488		0.6	0.9	13.9		0.05
ARM C	6.76	15.98	0.423		0.5	0.7	10.5		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	19.56	32.38	0.604		1.5	1.5	22.7		0.08
ARM B	18.46	37.82	0.488		0.9	1.0	14.2		0.05
ARM C	6.76	15.97	0.424		0.7	0.7	10.9		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	15.97	32.91	0.485		1.5	0.9	14.6		0.06
ARM B	15.08	38.41	0.392		1.0	0.6	9.9		0.04
ARM C	5.52	17.44	0.317		0.7	0.5	7.2		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	13.38	33.30	0.402		0.9	0.7	10.3		0.05
ARM B	12.63	38.85	0.325		0.6	0.5	7.3		0.04
ARM C	4.63	18.51	0.250		0.5	0.3	5.1		0.07

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	0.9	*
17.30	1.5	**
17.45	1.5	**
18.00	0.9	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	0.9	*
17.45	1.0	*
18.00	0.6	*
18.15	0.5	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	
17.30	0.7	*
17.45	0.7	*
18.00	0.5	
18.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1467.2	978.1	93.0	0.06	93.0	0.06
B	1384.9	923.3	62.0	0.04	62.0	0.04
C	507.3	338.2	45.4	0.09	45.4	0.09
ALL	3359.5	2239.6	200.3	0.06	200.3	0.06

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

END OF JOB

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

[Printed at 14:06:52 on 10/08/2011]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

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TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

Run with file:-
"H:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
Summer 2011\11 - A41 Pioneer Rd\A41 Pioneer Road.vpi"
(drive-on-the-left) at 17:15:13 on Monday, 15 August 2011

RUN INFORMATION
****

RUN TITLE : A41/Pioneer Road
LOCATION : Bicester
DATE : 24/05/11
CLIENT : DIO
ENUMERATOR : YADAP [WE700848]
JOB NUMBER : 27808
STATUS : On-going
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

INPUT DATA

```
MAJOR ROAD (ARM C) --------------------- MAJOR ROAD (ARM A)
                                    I
                                    I
                                    I
                                    I
                                    I
                                    I
                              MINOR ROAD (ARM B)
```

ARM A IS A41 (South)
ARM B IS Pioneer Road
ARM C IS A41 (North)

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.50 M.
- VISIBILITY	(VC-B)226.00 M.
- BLOCKS TRAFFIC	NO
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 250.0 M.
- VISIBILITY TO RIGHT	(VB-A) 242.0 M.
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M.
WIDTH AT 5 M FROM JUNCTION	9.50 M.
WIDTH AT 10 M FROM JUNCTION	6.50 M.
WIDTH AT 15 M FROM JUNCTION	5.50 M.
WIDTH AT 20 M FROM JUNCTION	4.80 M.
- LENGTH OF FLARED SECTION	2 VEHS

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
804.57	0.30	0.30

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

TRAFFIC DEMAND DATA

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

Demand set: 2031 Base - AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	17.63	26.44	17.63
ARM B	15.00	45.00	75.00	2.38	3.56	2.38
ARM C	15.00	45.00	75.00	13.88	20.81	13.88

Demand set: 2031 Base - AM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000	0.000	1.000
		0.0	0.0	1410.0
		(0.0)	(0.0)	(12.8)
	ARM B	0.368	0.000	0.632
		70.0	0.0	120.0
		(0.0)	(0.0)	(8.3)
	ARM C	0.991	0.009	0.000
		1100.0	10.0	0.0
		(9.1)	(100.0)	(0.0)

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2031 Base - AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	1.51	6.68	0.225		0.00	0.29	4.1		0.19
B-A	0.88	2.49	0.353		0.00	0.51	6.8		0.60
C-A	13.80								
C-B	0.13	3.73	0.034		0.00	0.03	0.5		0.28
A-B	0.00								
A-C	17.69								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	1.80	1.16	1.544		0.29	11.08	90.4		18.06
B-A	1.05	0.69	1.511		0.51	6.92	59.0		20.36
C-A	16.48								
C-B	0.15	3.15	0.048		0.03	0.05	0.7		0.33
A-B	0.00								
A-C	21.13								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	2.20	0.00	***		11.08	44.11	414.0		45.87
B-A	1.28	0.00	***		6.92	26.18	248.2		46.69
C-A	20.19								
C-B	0.18	2.35	0.078		0.05	0.08	1.2		0.46
A-B	0.00								
A-C	25.87								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	2.20	0.00	***		44.11	77.14	909.4		34.83
B-A	1.28	0.00	***		26.18	45.45	537.3		35.15
C-A	20.19								
C-B	0.18	2.35	0.078		0.08	0.08	1.2		0.46
A-B	0.00								
A-C	25.87								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	1.80	1.18	1.529		77.14	86.48	1227.2		33.36
B-A	1.05	0.69	1.518		45.45	50.83	722.1		33.66
C-A	16.48								
C-B	0.15	3.15	0.048		0.08	0.05	0.8		0.33
A-B	0.00								
A-C	21.13								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	1.51	3.56	0.423		86.48	56.24	1070.4		20.35
B-A	0.88	2.09	0.420		50.83	33.25	630.6		20.62
C-A	13.80								
C-B	0.13	3.73	0.034		0.05	0.04	0.6		0.28
A-B	0.00								
A-C	17.69								

WARNING THE ENTRY CAPACITY OF AT LEAST ONE STREAM HAS BECOME ZERO DURING THE PERIOD MODELLED.
(AG23 REF. 8.4.2(i)).

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	11.1	**********
08.30	44.1	**********
08.45	77.1	**********
09.00	86.5	**********
09.15	56.2	**********

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	6.9	*******
08.30	26.2	**********
08.45	45.5	**********
09.00	50.8	**********
09.15	33.2	**********

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	165.2	110.1	3715.5	22.49	4159.3	25.18
B-A	96.3	64.2	2204.0	22.87	2468.4	25.62
C-A	1514.1	1009.4				
C-B	13.8	9.2	4.9	0.36	4.9	0.36
A-B	0.0	0.0				
A-C	1940.8	1293.8				
ALL	3730.1	2486.7	5924.4	1.59	6632.7	1.78

WARNING THE CAPACITY OF AT LEAST ONE STREAM HAS BECOME ZERO DURING THE PERIOD MODELLED.
* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
804.57	0.30	0.30

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

TRAFFIC DEMAND DATA

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

Demand set: 2031 Base - PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	17.63	26.44	17.63
ARM B	15.00	45.00	75.00	0.38	0.56	0.38
ARM C	15.00	45.00	75.00	18.25	27.38	18.25

Demand set: 2031 Base - PM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.000	1.000
		0.0	0.0	1410.0
		(0.0)	(0.0)	(2.8)
	ARM B	0.333	0.000	0.667
		10.0	0.0	20.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.986	0.014	0.000
		1440.0	20.0	0.0
		(8.3)	(0.0)	(0.0)

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2031 Base - PM
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.25	8.54	0.029		0.00	0.03	0.4		0.12
B-A	0.13	2.14	0.059		0.00	0.06	0.8		0.49
C-A	18.07								
C-B	0.25	7.99	0.031		0.00	0.03	0.5		0.13
A-B	0.00								
A-C	17.69								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.30	6.19	0.048		0.03	0.05	0.7		0.17
B-A	0.15	0.31	0.490		0.06	0.58	6.1		4.72
C-A	21.58								
C-B	0.30	6.93	0.043		0.03	0.04	0.7		0.15
A-B	0.00								
A-C	21.13								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.37	0.00	***		0.05	5.56	42.0		29.21
B-A	0.18	0.00	***		0.58	3.33	29.4		32.27
C-A	26.42								
C-B	0.37	5.48	0.067		0.04	0.07	1.0		0.20
A-B	0.00								
A-C	25.87								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.37	0.00	***		5.56	11.06	124.6		23.88
B-A	0.18	0.00	***		3.33	6.09	70.6		26.43
C-A	26.42								
C-B	0.37	5.48	0.067		0.07	0.07	1.1		0.20
A-B	0.00								
A-C	25.87								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.30	0.57	0.528		11.06	7.74	141.0		15.24
B-A	0.15	0.30	0.492		6.09	4.41	78.7		15.90
C-A	21.58								
C-B	0.30	6.93	0.043		0.07	0.05	0.7		0.15
A-B	0.00								
A-C	21.13								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.25	8.23	0.030		7.74	0.03	4.7		0.14
B-A	0.13	2.14	0.059		4.41	0.06	6.9		0.67
C-A	18.07								
C-B	0.25	7.99	0.031		0.05	0.03	0.5		0.13
A-B	0.00								
A-C	17.69								

WARNING THE ENTRY CAPACITY OF AT LEAST ONE STREAM HAS BECOME ZERO DURING THE PERIOD MODELLED.
(AG23 REF. 8.4.2(i)).

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.0	
17.15	0.1	
17.30	5.6	******
17.45	11.1	**********
18.00	7.7	********
18.15	0.0	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.6	*
17.30	3.3	***
17.45	6.1	******
18.00	4.4	****
18.15	0.1	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	27.5	18.4	313.6	11.39	313.6	11.39
B-A	13.8	9.2	192.6	13.99	192.6	13.99
C-A	1982.1	1321.4				
C-B	27.5	18.4	4.4	0.16	4.4	0.16
A-B	0.0	0.0				
A-C	1940.8	1293.8				
ALL	3991.6	2661.1	510.6	0.13	510.6	0.13

WARNING THE CAPACITY OF AT LEAST ONE STREAM HAS BECOME ZERO DURING THE PERIOD MODELLED.
* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
804.57	0.30	0.30

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

TRAFFIC DEMAND DATA

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

Demand set: 2031 + Dev - AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	17.88	26.81	17.88
ARM B	15.00	45.00	75.00	1.13	1.69	1.13
ARM C	15.00	45.00	75.00	16.63	24.94	16.63

Demand set: 2031 + Dev - AM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000	0.007	0.993
		0.0	10.0	1420.0
		(0.0)	(0.0)	(12.0)
	ARM B	0.111	0.000	0.889
		10.0	0.0	80.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.872	0.128	0.000
		1160.0	170.0	0.0
		(10.4)	(5.9)	(0.0)

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2031 + Dev - AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	1.00	8.29	0.121		0.00	0.14	2.0		0.14
B-A	0.13	1.30	0.097		0.00	0.10	1.3		0.84
C-A	14.56								
C-B	2.13	7.01	0.304		0.00	0.43	6.1		0.20
A-B	0.13								
A-C	17.82								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	1.20	0.00	***		0.14	18.12	136.9		54.14
B-A	0.15	0.00	***		0.10	2.35	18.4		55.35
C-A	17.38								
C-B	2.55	5.91	0.431		0.43	0.73	10.3		0.29
A-B	0.15								
A-C	21.28								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	1.47	0.00	***		18.12	40.14	436.9		42.39
B-A	0.18	0.00	***		2.35	5.10	55.9		43.53
C-A	21.29								
C-B	3.12	4.39	0.710		0.73	2.12	27.0		0.69
A-B	0.18								
A-C	26.06								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	1.47	0.00	***		40.14	62.16	767.2		30.95
B-A	0.18	0.00	***		5.10	7.85	97.2		32.05
C-A	21.29								
C-B	3.12	4.39	0.710		2.12	2.26	33.0		0.77
A-B	0.18								
A-C	26.06								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	1.20	0.00	***		62.16	80.14	1067.2		19.20
B-A	0.15	0.00	***		7.85	10.10	134.7		20.29
C-A	17.38								
C-B	2.55	5.91	0.431		2.26	0.78	13.2		0.31
A-B	0.15								
A-C	21.28								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	1.00	6.17	0.163		80.14	3.73	629.0		7.05
B-A	0.13	0.78	0.161		10.10	1.38	86.1		9.01
C-A	14.56								
C-B	2.13	7.01	0.304		0.78	0.45	7.0		0.21
A-B	0.13								
A-C	17.82								

WARNING THE ENTRY CAPACITY OF AT LEAST ONE STREAM HAS BECOME ZERO DURING THE PERIOD MODELLED.
(AG23 REF. 8.4.2(i)).

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.1	
08.15	18.1	**********
08.30	40.1	**********
08.45	62.2	**********
09.00	80.1	**********
09.15	3.7	****

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.1	
08.15	2.3	**
08.30	5.1	*****
08.45	7.9	********
09.00	10.1	**********
09.15	1.4	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.7	*
08.30	2.1	**
08.45	2.3	**
09.00	0.8	*
09.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	110.1	73.4	3039.2	27.60	3040.3	27.61
B-A	13.8	9.2	393.5	28.59	394.7	28.67
C-A	1596.7	1064.4				
C-B	234.0	156.0	96.6	0.41	96.6	0.41
A-B	13.8	9.2				
A-C	1954.5	1303.0				
ALL	3922.8	2615.2	3529.2	0.90	3531.6	0.90

WARNING THE CAPACITY OF AT LEAST ONE STREAM HAS BECOME ZERO DURING THE PERIOD MODELLED.
* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
804.57	0.30	0.30

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

TRAFFIC DEMAND DATA

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

Demand set: 2031 + Dev - PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	18.13	27.19	18.13
ARM B	15.00	45.00	75.00	2.13	3.19	2.13
ARM C	15.00	45.00	75.00	18.75	28.13	18.75

Demand set: 2031 + Dev - PM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.007	0.993
		0.0	10.0	1440.0
		(0.0)	(0.0)	(4.2)
	ARM B	0.412	0.000	0.588
		70.0	0.0	100.0
		(0.0)	(0.0)	(10.0)
	ARM C	0.953	0.047	0.000
		1430.0	70.0	0.0
		(8.4)	(0.0)	(0.0)

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2031 + Dev - PM
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	1.25	6.22	0.202		0.00	0.25	3.5		0.20
B-A	0.88	1.71	0.512		0.00	0.91	11.2		1.06
C-A	17.94								
C-B	0.88	7.76	0.113		0.00	0.13	1.8		0.14
A-B	0.13								
A-C	18.07								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	1.50	0.00	***		0.25	22.72	172.3		57.91
B-A	1.05	0.00	***		0.91	16.64	131.7		58.50
C-A	21.43								
C-B	1.05	6.66	0.157		0.13	0.18	2.7		0.18
A-B	0.15								
A-C	21.58								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.84	0.00	***		22.72	50.25	547.3		53.74
B-A	1.28	0.00	***		16.64	35.91	394.2		54.21
C-A	26.24								
C-B	1.28	5.14	0.250		0.18	0.33	4.6		0.26
A-B	0.18								
A-C	26.42								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.84	0.00	***		50.25	77.77	960.2		-999.00
B-A	1.28	0.00	***		35.91	55.18	683.2		-999.00
C-A	26.24								
C-B	1.28	5.14	0.250		0.33	0.33	4.9		0.26
A-B	0.18								
A-C	26.42								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	1.50	0.00	***		77.77	100.25	1335.2		-999.00
B-A	1.05	0.00	***		55.18	70.91	945.7		-999.00
C-A	21.43								
C-B	1.05	6.66	0.157		0.33	0.19	3.0		0.18
A-B	0.15								
A-C	21.58								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	1.25	2.31	0.543		100.25	84.75	1387.5		40.48
B-A	0.88	1.63	0.538		70.91	59.95	981.4		40.76
C-A	17.94								
C-B	0.88	7.76	0.113		0.19	0.13	2.0		0.15
A-B	0.13								
A-C	18.07								

WARNING THE ENTRY CAPACITY OF AT LEAST ONE STREAM HAS BECOME ZERO DURING THE PERIOD MODELLED.
(AG23 REF. 8.4.2(i)).

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	22.7	**********
17.30	50.2	**********
17.45	77.8	**********
18.00	100.2	**********
18.15	84.7	**********

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	16.6	**********
17.30	35.9	**********
17.45	55.2	**********
18.00	70.9	**********
18.15	59.9	**********

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	137.6	91.8	4405.9	32.01	5959.7	43.30
B-A	96.3	64.2	3147.3	32.67	4248.2	44.09
C-A	1968.3	1312.2				
C-B	96.3	64.2	19.0	0.20	19.0	0.20
A-B	13.8	9.2				
A-C	1982.1	1321.4				
ALL	4294.4	2863.0	7572.3	1.76	10226.9	2.38

WARNING THE CAPACITY OF AT LEAST ONE STREAM HAS BECOME ZERO DURING THE PERIOD MODELLED.
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* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

Printed at 17:20:02 on 15/08/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

For sales and distribution information,
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Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
Summer 2011\11 - A41 Pioneer Rd\Mitigation\A41 Pioneer Road (Mitigation) - AM.vai"
(drive-on-the-left) at 16:54:04 on Monday, 5 September 2011

FILE PROPERTIES

RUN TITLE: Pioneer Road/A41 - Mitigation Scheme
LOCATION: Bicester
DATE: 08/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - A41 (N)
ARM B - A41 (S)
ARM C - Pioneer Road

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.25	8.00	23.00	40.00	40.00	40.0	0.733	36.182
ARM B	5.25	8.00	22.00	30.00	40.00	45.0	0.713	35.130
ARM C	3.60	7.30	14.00	20.00	40.00	43.0	0.613	27.027

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031 + Development - AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	16.63	24.94	16.63
ARM B	15.00	45.00	75.00	17.88	26.81	17.88
ARM C	15.00	45.00	75.00	1.13	1.69	1.13

DEMAND SET TITLE: 2031 + Development - AM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.872	0.128
		0.0	1160.0	170.0
		(0.0)	(10.3)	(11.9)
	ARM B	0.993	0.000	0.007
		1420.0	0.0	10.0
		(4.9)	(0.0)	(0.0)
	ARM C	0.889	0.111	0.000
		80.0	10.0	0.0
		(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	16.63	32.66	0.509		0.0	1.0	15.0		0.06
ARM B	17.88	31.89	0.561		0.0	1.3	18.2		0.07
ARM C	1.13	15.67	0.072		0.0	0.1	1.1		0.07

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	19.85	32.64	0.608		1.0	1.5	22.3		0.08
ARM B	21.34	31.57	0.676		1.3	2.0	29.4		0.10
ARM C	1.34	13.44	0.100		0.1	0.1	1.6		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	24.31	32.62	0.745		1.5	2.8	40.2		0.12
ARM B	26.14	31.15	0.839		2.0	4.9	65.4		0.19
ARM C	1.65	10.47	0.157		0.1	0.2	2.7		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	24.31	32.62	0.745		2.8	2.9	43.0		0.12
ARM B	26.14	31.14	0.840		4.9	5.0	74.4		0.20
ARM C	1.65	10.35	0.159		0.2	0.2	2.8		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	19.85	32.64	0.608		2.9	1.6	24.5		0.08
ARM B	21.34	31.56	0.676		5.0	2.1	34.0		0.10
ARM C	1.34	13.28	0.101		0.2	0.1	1.7		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	16.63	32.66	0.509		1.6	1.0	16.1		0.06
ARM B	17.88	31.88	0.561		2.1	1.3	20.0		0.07
ARM C	1.13	15.58	0.072		0.1	0.1	1.2		0.07

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.0	*
08.15	1.5	**
08.30	2.8	***
08.45	2.9	***
09.00	1.6	**
09.15	1.0	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.3	*
08.15	2.0	**
08.30	4.9	*****
08.45	5.0	*****
09.00	2.1	**
09.15	1.3	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.2
08.45	0.2
09.00	0.1
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	1823.7	1215.8	161.0	0.09	161.0	0.09
B	1960.8	1307.2	241.5	0.12	241.5	0.12
C	123.4	82.3	11.2	0.09	11.2	0.09
ALL	3908.0	2605.3	413.6	0.11	413.7	0.11

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

END OF JOB

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

[Printed at 16:54:24 on 05/09/2011]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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RG40 3GA,UK

Run with file:-
"h:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
Summer 2011\11 - A41 Pioneer Rd\Mitigation\A41 Pioneer Road (Mitigation) - PM.vai"
(drive-on-the-left) at 16:55:54 on Monday, 5 September 2011

FILE PROPERTIES

RUN TITLE: Pioneer Road/A41 - Mitigation Scheme
LOCATION: Bicester
DATE: 08/07/11
CLIENT: DIO
ENUMERATOR: YADAP [WE700848]
JOB NUMBER: 27808
STATUS: On-going
DESCRIPTION:

INPUT DATA

ARM A - A41 (N)
ARM B - A41 (S)
ARM C - Pioneer Road

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	5.25	8.00	25.00	40.00	40.00	40.0	0.736	36.407
ARM B	5.25	8.00	22.00	30.00	40.00	45.0	0.713	35.130
ARM C	3.60	7.30	14.00	20.00	40.00	43.0	0.613	27.027

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: 2031+Dev - PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS IFALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	18.75	28.13	18.75
ARM B	15.00	45.00	75.00	18.13	27.19	18.13
ARM C	15.00	45.00	75.00	2.13	3.19	2.13

DEMAND SET TITLE: 2031+Dev - PM

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.953	0.047
		0.0	1430.0	70.0
		(0.0)	(8.3)	(0.0)
	ARM B	0.993	0.000	0.007
		1440.0	0.0	10.0
		(4.1)	(0.0)	(0.0)
	ARM C	0.588	0.412	0.000
		100.0	70.0	0.0
		(10.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	18.75	33.14	0.566		0.0	1.3	18.6		0.07
ARM B	18.13	33.16	0.547		0.0	1.2	17.3		0.07
ARM C	2.13	14.73	0.144		0.0	0.2	2.4		0.08

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	22.39	33.03	0.678		1.3	2.1	29.7		0.09
ARM B	21.64	33.04	0.655		1.2	1.9	27.0		0.09
ARM C	2.54	12.61	0.201		0.2	0.2	3.7		0.10

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	27.42	32.87	0.834		2.1	4.7	63.9		0.17
ARM B	26.51	32.88	0.806		1.9	4.0	54.6		0.15
ARM C	3.11	9.75	0.319		0.2	0.5	6.7		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	27.42	32.87	0.834		4.7	4.9	72.0		0.18
ARM B	26.51	32.88	0.806		4.0	4.1	60.2		0.16
ARM C	3.11	9.67	0.321		0.5	0.5	7.0		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	22.39	33.02	0.678		4.9	2.1	34.1		0.10
ARM B	21.64	33.03	0.655		4.1	1.9	30.4		0.09
ARM C	2.54	12.50	0.203		0.5	0.3	4.0		0.10

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	18.75	33.14	0.566		2.1	1.3	20.4		0.07
ARM B	18.13	33.15	0.547		1.9	1.2	18.8		0.07
ARM C	2.13	14.66	0.145		0.3	0.2	2.6		0.08

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.3	*
08.15	2.1	**
08.30	4.7	*****
08.45	4.9	*****
09.00	2.1	**
09.15	1.3	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.2	*
08.15	1.9	**
08.30	4.0	****
08.45	4.1	****
09.00	1.9	**
09.15	1.2	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.2
08.30	0.5
08.45	0.5
09.00	0.3
09.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	2056.8	1371.2	238.8	0.12	238.9	0.12
B	1988.3	1325.5	208.3	0.10	208.3	0.10
C	233.1	155.4	26.3	0.11	26.3	0.11
ALL	4278.2	2852.1	473.5	0.11	473.6	0.11

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

END OF JOB

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

[Printed at 16:56:26 on 05/09/2011]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

Run with file:-
"H:\MOD Projects\#MOD Subfiles\27808 LEA MOD Bicester Planning Support\Data\Transport\Junction Assessment\
Summer 2011\14 - Site Access Norris Road\Site Access and Norris Road.vpi"
(drive-on-the-left) at 12:11:08 on Friday, 2 September 2011

RUN INFORMATION
****

RUN TITLE : Site Access/Norris Road
LOCATION : Upper Arncott
DATE : 30/06/11
CLIENT : DIO
ENUMERATOR : YADAP [WE700848]
JOB NUMBER : 27808
STATUS : On-going
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

INPUT DATA

```
MAJOR ROAD (ARM C) --------------------- MAJOR ROAD (ARM A)
                                      I
                                      I
                                      I
                                      I
                                      I
                                      I
                                MINOR ROAD (ARM B)
```

ARM A IS Norris Road (S)
ARM B IS Site Access
ARM C IS Norris Road (N)

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.25 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B)107.00 M.
- BLOCKS TRAFFIC	YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 82.0 M.
- VISIBILITY TO RIGHT	(VB-A) 99.0 M.
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M.
WIDTH AT 5 M FROM JUNCTION	7.00 M.
WIDTH AT 10 M FROM JUNCTION	5.50 M.
WIDTH AT 15 M FROM JUNCTION	5.50 M.
WIDTH AT 20 M FROM JUNCTION	5.25 M.
- LENGTH OF FLARED SECTION	1 VEHS

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
635.93	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2031 Base - AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	2.76	4.14	2.76
ARM B	15.00	45.00	75.00	0.39	0.58	0.39
ARM C	15.00	45.00	75.00	4.53	6.79	4.53

Demand set: 2031 Base - AM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000	0.009	0.991
		0.0	2.0	219.0
		(0.0)	(0.0)	(0.9)
	ARM B	0.129	0.000	0.871
		4.0	0.0	27.0
		(25.0)	(0.0)	(29.6)
	ARM C	0.660	0.340	0.000
		239.0	123.0	0.0
		(2.9)	(4.9)	(0.0)

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2031 Base - AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.34	9.78	0.035		0.00	0.04	0.5		0.11
B-A	0.05	5.32	0.009		0.00	0.01	0.1		0.19
C-AB	1.54	9.48	0.163		0.00	0.20	3.0		0.13
A-B	0.03								
A-C	2.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.40	9.65	0.042		0.04	0.04	0.6		0.11
B-A	0.06	5.08	0.012		0.01	0.01	0.2		0.20
C-AB	1.84	9.36	0.197		0.20	0.26	3.9		0.13
A-B	0.03								
A-C	3.28								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.50	9.47	0.052		0.04	0.05	0.8		0.11
B-A	0.07	4.76	0.015		0.01	0.02	0.2		0.21
C-AB	2.26	9.19	0.245		0.26	0.36	5.4		0.14
A-B	0.04								
A-C	4.02								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.50	9.47	0.052		0.05	0.05	0.8		0.11
B-A	0.07	4.76	0.015		0.02	0.02	0.2		0.21
C-AB	2.26	9.19	0.245		0.36	0.36	5.4		0.14
A-B	0.04								
A-C	4.02								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.40	9.65	0.042		0.05	0.04	0.7		0.11
B-A	0.06	5.08	0.012		0.02	0.01	0.2		0.20
C-AB	1.84	9.36	0.197		0.36	0.27	4.0		0.13
A-B	0.03								
A-C	3.28								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.34	9.78	0.035		0.04	0.04	0.6		0.11
B-A	0.05	5.31	0.009		0.01	0.01	0.1		0.19
C-AB	1.54	9.48	0.163		0.27	0.21	3.1		0.13
A-B	0.03								
A-C	2.75								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.1
08.45	0.1
09.00	0.0
09.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.3
08.30	0.4
08.45	0.4
09.00	0.3
09.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	37.2	24.8	4.0	0.11	4.0	0.11
B-A	5.5	3.7	1.1	0.20	1.1	0.20
C-AB	169.3	112.9	24.8	0.15	24.8	0.15
A-B	2.8	1.8				
A-C	301.4	201.0				
ALL	845.1	563.4	30.0	0.04	30.0	0.04

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

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
635.93	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2031 Base - PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	3.39	5.08	3.39
ARM B	15.00	45.00	75.00	0.90	1.35	0.90
ARM C	15.00	45.00	75.00	2.70	4.05	2.70

Demand set: 2031 Base - PM

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 17.00		TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.004 1.0 (0.0)	0.996 270.0 (1.1)
	ARM B	0.042 3.0 (0.0)	0.000 0.0 (0.0)	0.958 69.0 (1.5)
	ARM C	0.972 210.0 (1.0)	0.028 6.0 (33.3)	0.000 0.0 (0.0)

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2031 Base - PM
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.87	12.49	0.069		0.00	0.07	1.1		0.09
B-A	0.04	6.89	0.005		0.00	0.01	0.1		0.15
C-AB	0.08	7.35	0.010		0.00	0.01	0.2		0.14
A-B	0.01								
A-C	3.39								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	1.03	12.29	0.084		0.07	0.09	1.3		0.09
B-A	0.04	6.67	0.007		0.01	0.01	0.1		0.15
C-AB	0.09	7.23	0.012		0.01	0.01	0.2		0.14
A-B	0.01								
A-C	4.05								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.27	12.01	0.105		0.09	0.12	1.7		0.09
B-A	0.06	6.38	0.009		0.01	0.01	0.1		0.16
C-AB	0.11	7.07	0.016		0.01	0.02	0.2		0.14
A-B	0.02								
A-C	4.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.27	12.01	0.105		0.12	0.12	1.8		0.09
B-A	0.06	6.38	0.009		0.01	0.01	0.1		0.16
C-AB	0.11	7.07	0.016		0.02	0.02	0.2		0.14
A-B	0.02								
A-C	4.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	1.03	12.29	0.084		0.12	0.09	1.4		0.09
B-A	0.04	6.67	0.007		0.01	0.01	0.1		0.15
C-AB	0.09	7.23	0.012		0.02	0.01	0.2		0.14
A-B	0.01								
A-C	4.05								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.87	12.49	0.069		0.09	0.07	1.1		0.09
B-A	0.04	6.89	0.005		0.01	0.01	0.1		0.15
C-AB	0.08	7.35	0.010		0.01	0.01	0.2		0.14
A-B	0.01								
A-C	3.39								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	95.0	63.3	8.5	0.09	8.5	0.09
B-A	4.1	2.8	0.6	0.15	0.6	0.15
C-AB	8.3	5.5	1.2	0.14	1.2	0.14
A-B	1.4	0.9				
A-C	371.6	247.8				
ALL	769.4	512.9	10.3	0.01	10.3	0.01

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

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
635.93	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2031 + Dev - AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	2.74	4.11	2.74
ARM B	15.00	45.00	75.00	0.08	0.11	0.08
ARM C	15.00	45.00	75.00	3.20	4.80	3.20

Demand set: 2031 + Dev - AM

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 08.00		TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 219.0 (1.0)
	ARM B	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 6.0 (100.0)
	ARM C	0.934 239.0 (2.9)	0.066 17.0 (100.0)	0.000 0.0 (0.0)

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2031 + Dev - AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.08	6.45	0.012		0.00	0.01	0.2		0.16
B-A	0.00	6.25	0.000		0.00	0.00	0.0		0.00
C-AB	0.21	4.98	0.043		0.00	0.05	0.7		0.21
A-B	0.00								
A-C	2.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.09	6.36	0.014		0.01	0.01	0.2		0.16
B-A	0.00	6.05	0.000		0.00	0.00	0.0		0.00
C-AB	0.25	4.91	0.052		0.05	0.06	0.8		0.21
A-B	0.00								
A-C	3.28								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.11	6.25	0.018		0.01	0.02	0.3		0.16
B-A	0.00	5.78	0.000		0.00	0.00	0.0		0.00
C-AB	0.31	4.83	0.065		0.06	0.07	1.1		0.22
A-B	0.00								
A-C	4.02								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.11	6.25	0.018		0.02	0.02	0.3		0.16
B-A	0.00	5.78	0.000		0.00	0.00	0.0		0.00
C-AB	0.31	4.83	0.065		0.07	0.07	1.1		0.22
A-B	0.00								
A-C	4.02								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.09	6.36	0.014		0.02	0.01	0.2		0.16
B-A	0.00	6.05	0.000		0.00	0.00	0.0		0.00
C-AB	0.25	4.91	0.052		0.07	0.06	0.9		0.21
A-B	0.00								
A-C	3.28								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.08	6.45	0.012		0.01	0.01	0.2		0.16
B-A	0.00	6.25	0.000		0.00	0.00	0.0		0.00
C-AB	0.21	4.98	0.043		0.06	0.05	0.7		0.21
A-B	0.00								
A-C	2.75								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	8.3	5.5	1.3	0.16	1.3	0.16
B-A	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	23.4	15.6	5.3	0.22	5.3	0.22
A-B	0.0	0.0				
A-C	301.4	201.0				
ALL	662.1	441.4	6.6	0.01	6.6	0.01

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

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
635.93	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2031 + Dev - PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	3.38	5.06	3.38
ARM B	15.00	45.00	75.00	0.14	0.21	0.14
ARM C	15.00	45.00	75.00	2.63	3.94	2.63

Demand set: 2031 + Dev - PM

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 17.00		TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 270.0 (1.1)
	ARM B	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 11.0 (100.0)
	ARM C	1.000 210.0 (1.0)	0.000 0.0 (0.0)	0.000 0.0 (0.0)

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2031 + Dev - PM
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.14	6.35	0.022		0.00	0.02	0.3		0.16
B-A	0.00	6.29	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	8.91	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	3.39								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.16	6.25	0.026		0.02	0.03	0.4		0.16
B-A	0.00	6.10	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	8.77	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	4.05								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.20	6.11	0.033		0.03	0.03	0.5		0.17
B-A	0.00	5.85	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	8.57	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	4.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.20	6.11	0.033		0.03	0.03	0.5		0.17
B-A	0.00	5.85	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	8.57	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	4.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.16	6.25	0.026		0.03	0.03	0.4		0.16
B-A	0.00	6.10	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	8.77	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	4.05								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.14	6.35	0.022		0.03	0.02	0.3		0.16
B-A	0.00	6.29	0.000		0.00	0.00	0.0		0.00
C-AB	0.00	8.91	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	3.39								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	15.1	10.1	2.5	0.16	2.5	0.16
B-A	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	0.0	0.0	0.0	0.00	0.0	0.00
A-B	0.0	0.0				
A-C	371.6	247.8				
ALL	675.8	450.6	2.5	0.00	2.5	0.00

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

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

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