W14129-TA01 **October 2014**

TRANSPORT ASSESSMENT

FOR

A RESIDENTIAL DEVELOPMENT

AT

WYKHAM PARK FARM, BANBURY

Jubb
Suite B, Ground Floor West
St James Court
St James Parade
Bristol
BS1 3LH

Tel: 0117 922 6266
Fax: 0117 922 6813
E-Mail: bristol@jubb.uk.com
WWW: www.jubb.uk.com

REPORT CONTROL SHEET

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Prepared by: S. Radford
BEng(Hons), MSc, MILT

Reviewed by: M. Hadley
BSc(Hons), DipTP, MBA, MRTPI

Authorised by: M. Grist
BSc(Hons), DipUD, MCIT, MIHT

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1.0 INTRODUCTION

1.1 Jubb have been commissioned, by Gallagher Estates, as Transport Consultant to advise on the transportation and highway issues associated with a proposed residential development situated on land at Wykham Park Farm to the south west of Banbury, east of the A361, Bloxham Road. Jubb are experienced practitioners in this field and have undertaken a wide variety of assessments on behalf of both public and private sector clients. The application site occupies a site of approx. 52 ha and is proposed for a development of up to 1,000 homes.

Figure 1 Site Location

1.2 Vehicular access to the site will be directly off Bloxham Road via a new 4 arm roundabout. Movements internal to the site will be managed to create a safe travel environment for all the road users, particularly facilitating easy access by foot and cycle. The proposed onsite parking provision is planned in compliance with the parking standards outlined in the Local Plan to avoid any potential over-spill on-street parking as a result of under provision.

1.3 In view of the proposed scale of development, a Transport Assessment has been developed to provide a robust transport study, to support the outline application, in compliance with relevant guidance. The structure of the report is set out below::

Section 2	Considers the proposal in light of national, regional and local policies;
Section 3	Examines the site location in terms of its accessibility by sustainable means of transport;
Section 4	Reviews the baseline condition of the local highway network;
Section 5	Predicts traffic growth for future year assessments;
Section 6	Details the development proposal and its associated parking and access arrangement;
Section 7	Quantifies and distributes the development trips generated by all means of transport modes
Section 8	Examines the development impact on the operational efficiency of the local highway network
Section 9	Reviews sustainable transport opportunities
Section 10	Presents the conclusion of the Transport Assessment

1.4 The report concludes that the development will have some impact on the existing highway network without any mitigation, but with improvements that are proposed, will in some instances reduce existing traffic delays, provide new enhanced pedestrian facilities, and deliver much needed and identified housing demand in the town.

2.0 TRANSPORT PLANNING POLICY

2.1 The policy framework surrounding the proposed development forms an integral part of this Transport Assessment. Within the context of national, regional and local policy, the following planning and transport policies have been reviewed:

- National Planning Policy Framework (2012)
- NPPF White Paper: Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (DfT, 2011)
- Planning Practice Guidance – Travel Plans, Transport Assessment and Statement in decision-taking (2014)
- Guidance on Transport Assessment (DfT, 2007)
- Manual for Streets
- Local Transport Plan 3 2011 – 2026
- Cherwell Local Plan (2014)

2.2 Current transport policies at the national, regional and local level are built around the central themes of long-term sustainable development, sustained investment in transport and improved accessibility at all levels. The key objective of the transport strategy for the development proposal is to deliver a sustainable and safe transport regime that supports the provision of new homes providing benefits to the wider community and improving the residential choice in an identified growth area.

National Planning Policy Framework

2.3 In March 2012, the Coalition Government published the National Planning Policy Framework in the bid to simplify the current planning system and allow the localism agenda to be delivered. The document replaces the Planning Policy Guidance and Planning Policy Statements with a "clear, tightly focused document setting out national priorities and rules".

2.4 The document states that "*the purpose of the planning system is to contribute to the achievement of sustainable development. Sustainable development means development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is central to the economic, environmental and social success of the country and is the core principle underpinning planning*".

2.5 NPPF outlines that Local Planning Authorities should plan positively for new development and approves all individual proposals where certain criteria are met, as is felt to be the case with this application.

2.6 In relation to transport developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;

- Give priority to pedestrian and cyclist movements, and have access to high quality public transport facilities;
- Create safe and secure layouts;
- Incorporate facilities of charging plug in vehicles;
- Consider the needs of people with disabilities by all modes; and
- Have a Travel Plan

White Paper: Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen

2.7 The White Paper: Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen was published by the Department for Transport in January 2011. It forms part of the overall strategy to tackle carbon emission and sets out the Government's vision for a transport system that is not only an engine for economic growth but also a force to provide a greener, safer and improved quality of life in our communities. The paper informed the development of the latest Local Transport Plans (LTP3 2011-2026) and documented the change in emphasis from the Coalition Government to make decision making both localised and schemes cost effective.

2.8 The White Paper highlights the importance of a sustainable local transport system in the nation's economy and people's day to day life. It points out "*effective sustainable local transport is delivered through solutions developed for the places they serve, tailored for the specific needs and behaviour patterns of individual community*".

Planning Practice Guidance – Travel Plans, Transport Assessment and Statement in decision-taking (2014)

2.9 The "Planning Practice Guidance – Travel Plans, Transport Assessment and Statement in decision-taking" was published in March 2014. It sets out the overarching principles on Travel Plans, Transport Assessments and Statements in the planning process and emphasises their importance in promoting and delivering sustainable development.

2.10 The document states that Travel Plans, Transport Assessments or Statements are required for all development that will have a material impact on the local and strategic highway network. The development of these documents is an iterative process as each may influence the other and should be:

- commensurate with the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- established at the earliest practicable possible stage of a development proposal;
- tailored to particular local circumstances and developed in close consultation with the Local Planning Authority/ Highway Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies.

Guidance on Transport Assessment

2.11 "*Guidance on Transport Assessment*", published by the DfT in May 2007, presents a detailed approach for stakeholders on:

- When a TA is necessary;
- What level of assessment is required; and
- Best practice for compiling such a report.

2.12 The guidance establishes the methods to certify that any proposals conform to up to date national policies and follows the vision of central Government on future transportation. The document emphasises that when preparing a TA the following considerations should be taken into account:

(i) Encouraging sustainable access
- Reducing the need to travel, especially by car;
- Improving sustainable transport choices – making it easier and safer for people to access jobs, shopping, leisure facilities and services etc. by public transport, walking and cycling;
- The accessibility of the location;
- Other measures which may assist in influencing travel behaviour, i.e. achieving reductions in car usage by measures such as car sharing.

(ii) Managing the existing network
- Making the best possible use of existing transport infrastructure;
- Managing access to the highway network.

(iii) Mitigating residual impacts
- Through improvements to the local public transport network, and walking and cycling facilities;
- Through minor physical improvements to existing roads;
- Through provision of new or expanded roads.

Manual for Streets

2.13 "Manual for Streets", launched in March 2007, supersedes "Design Bulletin 32", first published in 1977 and its company guide "Places, Streets and Movement" providing new advice for the design of residential streets in England and Wales. A second iteration "Manual for Streets 2: Wider Application of Principles" was subsequently published in October 2010.

2.14 The overarching theme of the MfS is to increase the quality of life through good design which creates people-orientated streets. It highlights the importance of interactions between all road users and states that:

> "***Streets should not be designed just to accommodate the movement of motor vehicles. It is important that designers place a high priority on meeting the***

needs of pedestrians, cyclists and public transport users, so that growth in these modes of travel is encouraged"

2.15 The scheme will be developed in accordance with these principles, but as an outline application much of this level of detail is to follow.

Oxfordshire Local Transport Plan 3 2011 – 2026

2.16 The Local Transport Plan 3 2011 to 2026 has been developed in response to the changes in priorities and policies of the Coalition Government with the aim to deliver a transport strategy that of greater efficiency and better use of resources to meet economic, environmental and social challenges.

2.17 The plan seeks to provide an affordable, low carbon, accessible, integrated, efficient and reliable transport network to achieve a more competitive economy and better connected, more active and healthy communities. The nine overarching objectives for the plan are:

- Improve the condition of local roads, footways and cycleways, including resilience to climate change
- Reduce congestion
- Reduce casualties and the dangers associated with travel
- Improve accessibility to work, education and services
- Secure infrastructure and services to support development
- Reduce carbon emissions from transport
- Improve air quality, reduce other environmental impacts and enhance the street environment
- Develop and increase the use of high quality, welcoming public transport; and
- Develop and increase cycling and walking for local journeys, recreation and health

The Non-Statutory Cherwell District Local Plan (2004)

2.18 The NSCLP was approved in 2011 as interim planning policy for development control purposes until its replacement by the LDF. Relevant transport policies in the NSCLP include:

- TR3 – A Transport Assessment and Travel Plan must accompany development proposals likely to generate significant levels of traffic;
- TR4 – Before proposals for development are permitted the Council will need to be satisfied that all appropriate mitigation measures required to support that development are identified within an implementation programme. Such measures will include highway improvements, traffic management measures, improved public transport and / or facilities, and measures to improve pedestrian and cycle accessibility;

- TR9 – All new development shall provide cycle parking to Oxfordshire County Council standards;
- TR11 – Development likely to attract vehicular traffic will be required to:
  - (i) Accommodate within the site the necessary highway safety requirements relating to access, turning and servicing;
  - (ii) Include appropriate measures to minimise the visual impact of vehicles and parking areas;
  - (iii) Comply with maximum standards for car parking;
  - (iv) Provide parking for people with disabilities in accordance with the Council's standards;
  - (v) Provide cycle parking in accordance with the Council's standards.

2.19 The Proposed Development meets the requirements of the saved policies of the NSCLP.

Draft Cherwell Local Plan (2014)

2.20 The Cherwell Local Plan is currently at examination stage. The Examination in Public commenced in June 2014, and was formally suspended to allow Cherwell District Council to make modifications to the Plan to identify further land for housing.

2.21 The relevant policies draft Local Plan policies are set out below:

Policy SLE 4 - Improved Transport and Connections

The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.
We will support key transport proposals including:

- Transport Improvements at Banbury and Bicester in accordance with the County Council's Local Transport Plan and Movement Studies….

Policy ESD 1 - Mitigating and Adapting to Climate Change

Measures will be taken to mitigate the impact of development within the district on climate change. At a strategic level, this will include:

- Distributing growth to the most sustainable locations
- Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars…….

2.22 The proposed development, through the provision of footways / cycleways linked to the existing network and the diversion of a local bus service along with a Travel Plan increases the opportunities for future residents to undertake journeys by alternative modes to the private car.

2.23 The recent publication of proposed modifications includes for the allocation of this site under Policy Banbury 17 – South of Salt Way – East for the development of 68 hectares for a new neighbourhood of up to 1,345 dwellings with associated facilities and infrastructure provision is sought for:

Infrastructure Needs

- Education – land for a primary school.
- Open Space – to include general greenspace, play space, allotments and sports provision
- Community – on-site provision including community and/or local retail facilities;
- Access and movement – Principal access to be created off the Bloxham Road (A361). The layout should also allow for a route for any future east-west link to join White Post Road for local traffic should that may be identified in the movement strategy of the Banbury Master Plan.
- A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures.

2.24 Furthermore the scheme has to consider the following highway/access related items.

- A layout that maximises the potential for walkable neighbourhoods and allows for integration with land that comprises the South West Banbury area and existing communities in Banbury
- A linked network of cycle and footways to provide access into Banbury;
- Layout of development that enables a high degree of integration and connectivity with existing development
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities,
- New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel
- A new footpath bridleway to be provided running from east to west along the southern boundary of the development area, incorporating links with existing footpaths to form a new circular route around the development linking back to Salt Way
- Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops including the provision of a bus route through the site and new bus stops on the site.
- Provision of a transport assessment and Travel Plan including to maximise connectivity with existing development, including linkages with and improvements to existing public transport
- Retention of Public Rights of Way and a layout that affords good access to the countryside

Summary

2.25 The design philosophy of the proposed development will echo Central and Local Government's vision to promote a sustainable transport regime with particular emphasis on priority measures for pedestrians, cyclists and public transport users. Movements internal to the site will be designed to create a safe travel environment for all the road users, particularly facilitating easy access by foot and cycle.

2.26 Measures and initiatives in the form of highway enhancements, traffic management and travel planning are also proposed to support the delivery of a sustainable development, promote the usage of Active Travel where appropriate.

3.0 SITE ACCESSBILITY AUDIT

3.1 Current National and Local planning policies highlight the importance of integrating land-use, transport and planning decisions to address the needs of the future and present communities to create developments with good access to local infrastructure and supported by quality public transport services. This section examines the level of accessibility by all means of transport to the application site.

Site Location

3.2 Banbury is an important urban centre and employment area in North Oxfordshire with a population of approx. 40,000. The lies to the west of the M40 (Birmingham-London) motorway and lies some 20 miles from Oxford.

3.3 The application site is situated on the A361 on the south west of the town, under 2 km from the town centre and lies within close proximity to a wide range of compatible and supportive 'day to day' services offering a range of opportunities for people to travel to and from the site other than by car.

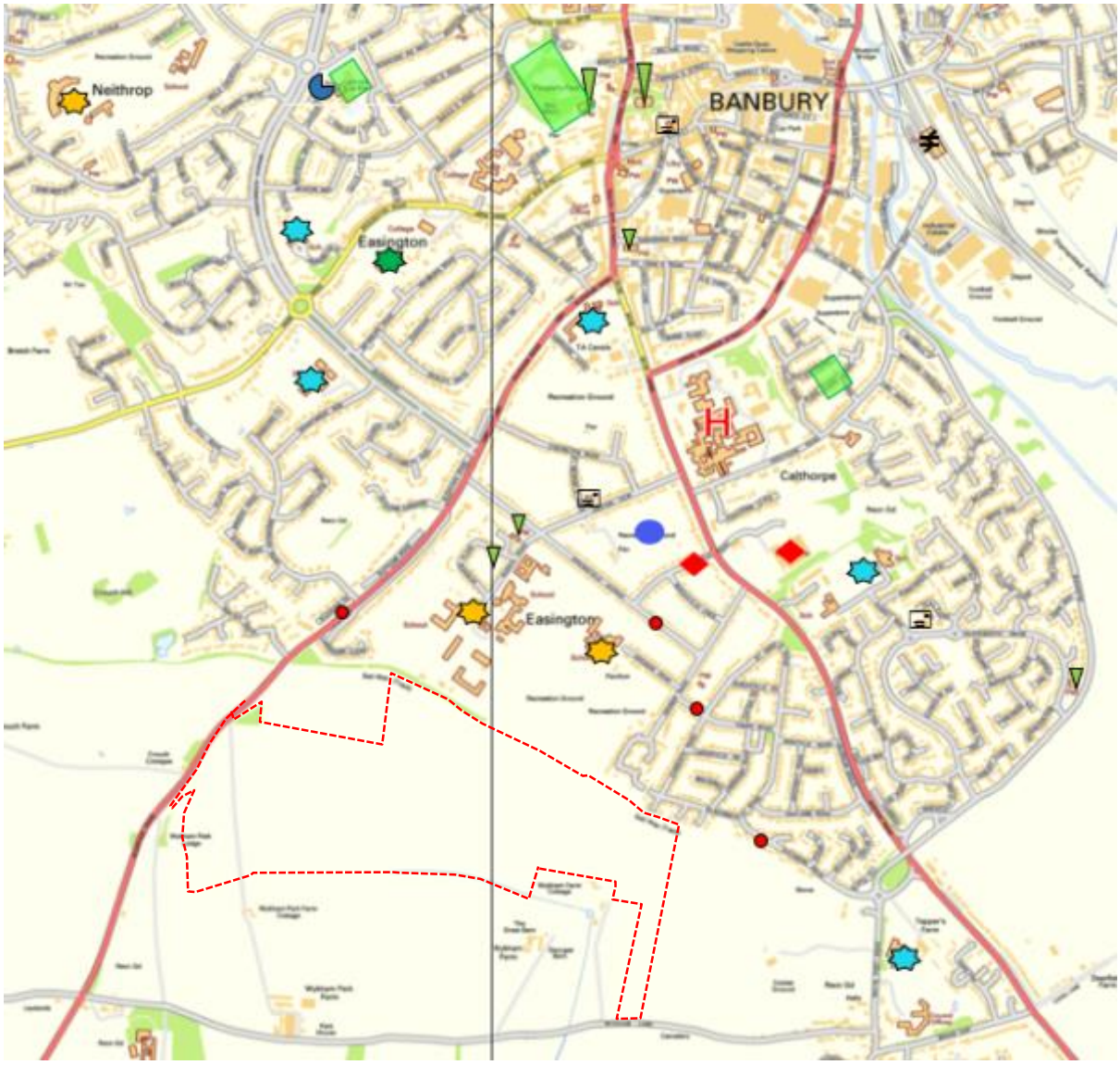
3.4 The proximity of the site to local facilities is summarised in **Table 3.1** along with the estimated journey time by different means of travel and depicted in Local Movements Plan (**Figure 2**). It should be noted that:

- All the above distances are approximately measured from the centre of the development site along a suitable walking route to the nearby facilities; and

- The estimated walking and cycling times are approximated using a walking speed of 80m/min (abstracted from *IHT Guidelines for: Providing for Journeys of Foot*) and a cycle speed of 240m/min.

Facility	Location	Distance	Journey Time
Primary School	Queensway Primary School, Brantwood Rise, OX16 9NH John's Roman Catholic Primary School, Avocet Way, Chatsworth Drive, OX16 9YA	1.2mi 1.4 mi	24 mins 8 mins
Secondary School	Banbury Academy, Ruskin Road, OX16 9HY Blessed George Napier Catholic School Addison Road, OX16 9DG	1.2 mi 1.0 mi	24 minutes 20 minutes
Independent School	Tudor Hall School, Wykham Park, OX16 9UR	0.6 mi	10 mins
Doctors/Health	Hightown Surgery, Hightown Gardens, OX16 9DB Horton General Hospital, Oxford Rd, OX16 9AL	1.7 mi 1.7 mi	35 minutes 35 minutes
Dentist	Church Street, Bloxham, Banbury, OX15 4ES	1.5 mi	22 minutes
Leisure/ Recreational	Banbury Library, Marlborough Rd, OX16 5DB Easington Sports & Social Club, Addison Road, OX16 9DH Woodgreen Leisure Centre, Woodgreen Avenue, OX16 0HS	2.1 mi 1.4 mi 2.0 mi	24 mins 10 mins 14 mins
Supermarket	Sainsbury's, Oxford Road, OX16 9XA Tesco, Lockheed Close OX16 1LX Morrisons, Swan Close Road, OX16 5AQ	1.6 mi 3.0 mi 2.1 mi	11 mins 20 mins 14 mins
Local Store	Wykham Park Farm, Wykham Lane, OX16 9UP	0.5 mi	8 mins
Post Office	Easington, 25 Horton View, OX16 9HW	1.2 mi	12 mins
Nearby Bus Stop	Bloxham Road Sycamore Drive (future internal to site)	0.6 mi	7 minutes
Railway Station	Banbury	2.5 mi	17 minutes
Future			
Convenience Store	On site	Within 0.5mi	8 minutes or less
Primary School			

Table 1: Local Services and Facilities



	Application Site	H	Hospital
	Primary School		Place or Worship
	Secondary School		Medical Practice
	College		Library
	Superstore		Station
	Bus Stops		Recreational Facilities
	Post Office		

Figure 2 Local Facilities and Services

Walking

3.5 It has been acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace car trips, particularly under 2 kilometres. With a large number of local amenities and services accessible within 1.5km travel distance, the residents of the development will have a wide range of facilities available within walking distance.

3.6 Dropped kerbs and a pedestrian refuges are provided on Bloxham Road in the vicinity of the Salt Way Cycle route and the Browning Road junction. A Zebra crossing facility with refuge is provided between Springfield Avenue and Queensway and a Pelican crossing is provided in the vicinity of the Harriers View junction. The Salt way provides a high quality strategic walking route right next to the site which can be used by residents walking to key facilities in the area.

3.7 Pedestrian phases are provided within the signalised junctions on Oxford Road at the Hightown Road, Horton View and South Bar Street junctions. Dropped kerbs and a pedestrian refuge are provided within the signalised junction of Oxford Road / Upper Windsor Street. Elsewhere the town has a typical network of urban footpaths as would be expected from a town of its size and age.

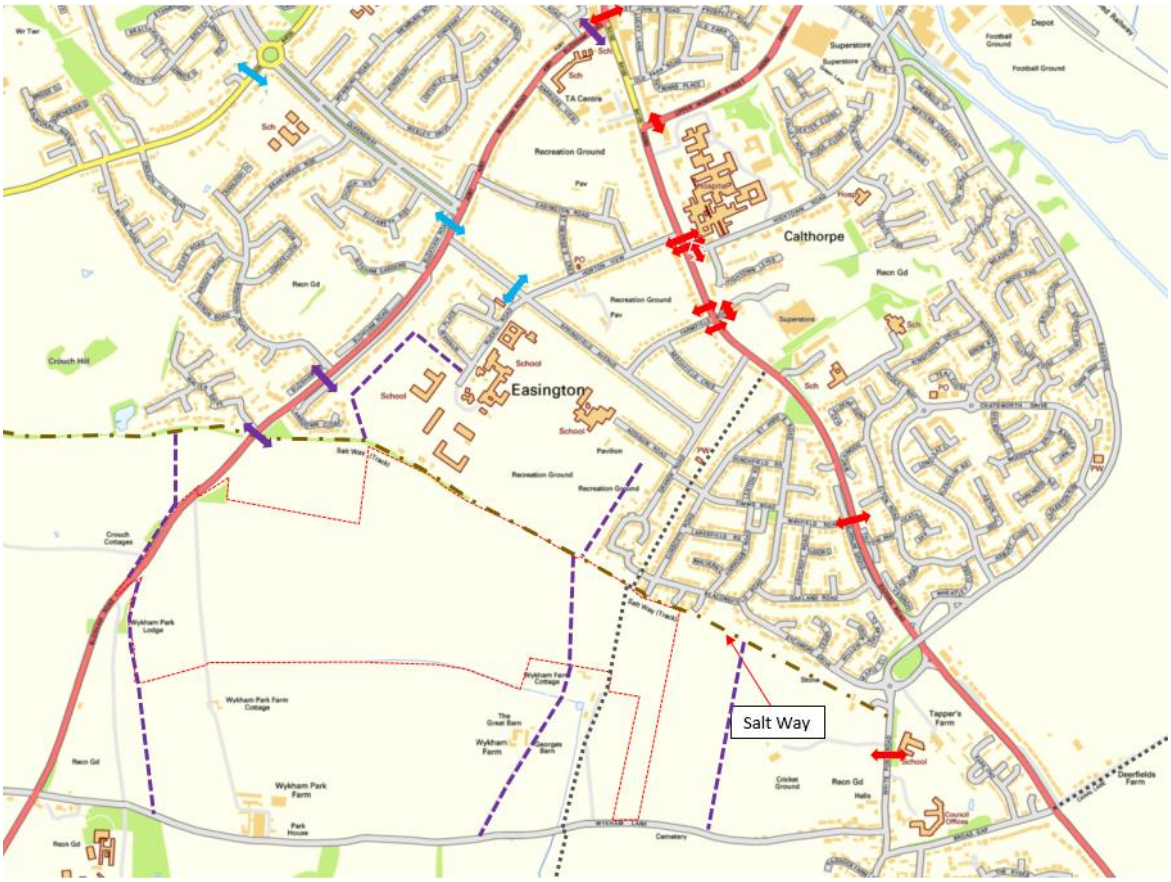


Figure 3 Pedestrian Facilities

Cycling

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

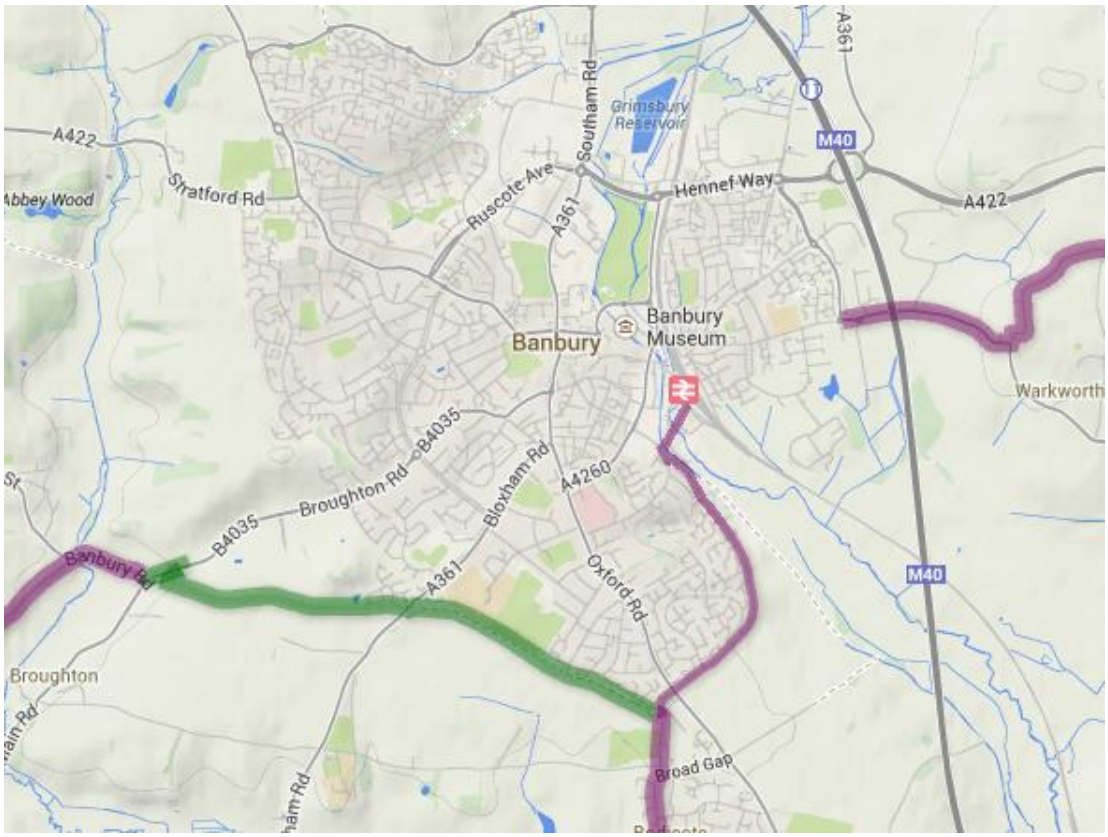


Figure 4 National Cycle Network

Travel by Bus

3.9 The nearest bus stops are located on Bloxham Road served by the route 488/489 operated by Stagecoach offering hourly services to Banbury, Monday to Saturday between 06:30-19:05. In addition the B1 service can be found on Timms Road/Sycamore Drive in the residential estate to the north east of the development site.

3.10 The bus services which utilise these stops are summarised below in **Table 3.2** along with a brief route description and the associated operating frequency (**Appendix B**). The table indicates the general level of provision however, some additional service buses are added or routes varied slightly to accommodate peak period, school journey destination demands and enhanced summer services.

No./ Operator	Service Route	Mon -Fri		Sat		Sun	
		First /Last	Per day	First /Last	Per day	First /Last	Per day
488 / 489 Stagecoach	Banbury – Chipping Norton	0630 1912	Hourly	0642 1912	Hourly	N/A	
	Return	0643 1948		0753 1948			
B1 Stagecoach	Banbury – Easington (circular)	0701 1823	Half Hourly	0711 1812	Half Hourly	1046 1646	Two hourly

Table 3.2 Bus Timetable

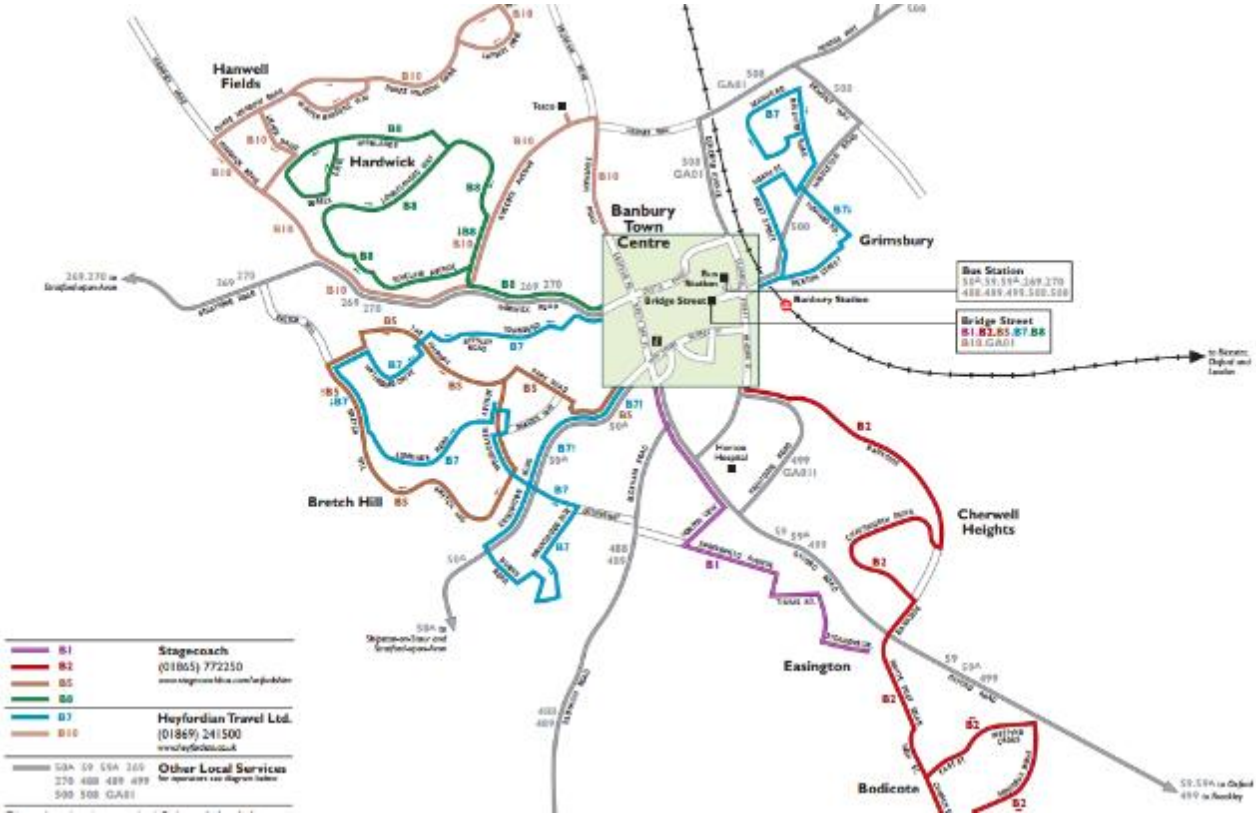


Figure 5 Local Bus Routes

3.11 The approximate travel time of bus journey from the development site to the key destinations are summarised below (as timetabled) :

- Town Centre 7-10 minutes
- Chipping Norton 50 minutes

3.12 It is known that significant improvements are planned in conjunction with developer funding from residential development south of Banbury, and such enhancements are discussed later in this report. In addition to these services, there are a number of services which run from Banbury Centre to the following destinations – Stratford-upon-Avon, Shipston-on-Stour, Chipping Norton, Oxford, Brackley and Eydon enabling commuting and leisure journeys to be undertaken by bus. Bus timetables are attached in Appendix B. National Express run coaches from Banbury to Gatwick, Heathrow, Birmingham, Wolverhampton and Oxford.

Travel by Rail

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

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

Service Route	Station	Mon -Fri		Sat		Sun	
		First /Last	Freq/No	First /Last	Freq	First /Last	Freq
Hereford/Worcester – Oxford/London	Charlbury	0606 2345	≈Hourly 22	0705 2214	≈Hourly 14	1028 2225	≈Hourly 11
	Shipton	0740 1820	Irregular 2	0759 2206	Irregular 3	-	-
London/Oxford – Hereford/Worcester	Charlbury	0710 2311	≈Hourly 20	0641 2307	≈Hourly 14	0934 2312	≈Hourly 12
	Shipton	1805 2318	Irregular 3	1446 2314	Irregular 4	-	-

Table 3.3 Rail Timetable

4.0 STUDY HIGHWAY NETWORK

Travel by Car

4.1 The proposed site is located to the east of Bloxham Road, classified as the A361 which runs between the centre of Banbury 10 miles south to Chipping Norton. Past the site the speed limit is 60mph, becoming 30mph as it enters the built up urban area of Banbury. Vehicular access to the proposed development will be directly from Bloxham Road. As a rural inter-urban route this road is typically 7.0m in width and as it passes the application site.

4.2 The current application to the west of Bloxham Road (Barwood) proposes to move the existing 30mph limit south, which is incorporated within the planned access junction.

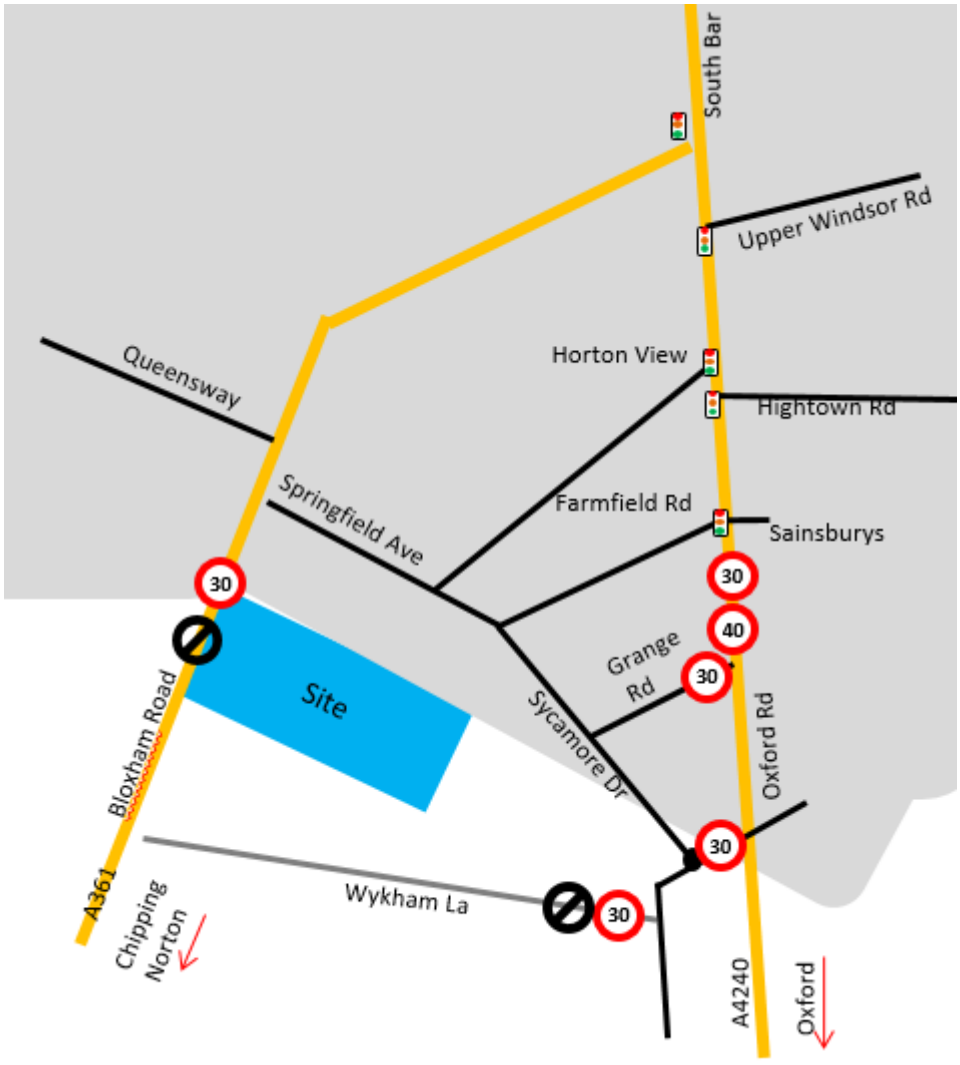


Figure 6: Highway Schematic

Highway Safety

4.3 In order to fully understand the operation of the existing network and thus assess the potential impact of the proposed development, the safety level and operational efficiency of the adjoining highway has been reviewed.

4.4 Personal Injury Accident (PIA) records were sourced along the surrounding road network to cover a five year period from 01/07/09- 31/05/14 (**Appendix C**). There have been a total of 59 Personal Injury Accidents recorded in the identified study area that included the principal routes of the A361 (Bloxham Road) and A4020 (Oxford Road) and the junctions along these route. Within this study area there was 1 fatal, 12 serious and 46 slight collisions recorded resulting in casualties. A summary of the recorded incidents is tabulated below:

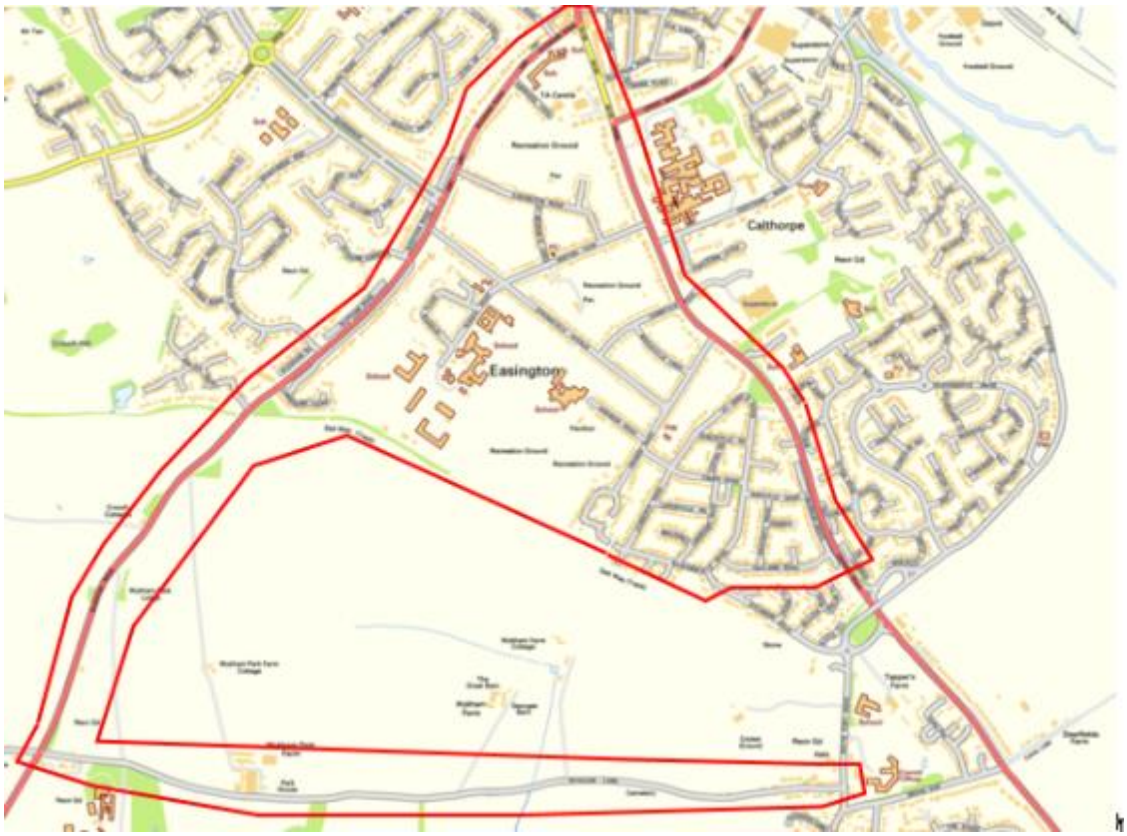


Figure 7 Collision Study Area

Year	Fatal	Serious	Slight	Total
2009 (6 months)			5	5
2010			8	8
2011		3	11	14
2012		3	9	12
2013	1	5	13	19
2014 (6 months)		1		1
Total	**1**	**12**	**46**	**59**

Table 4.1: Accident Summary

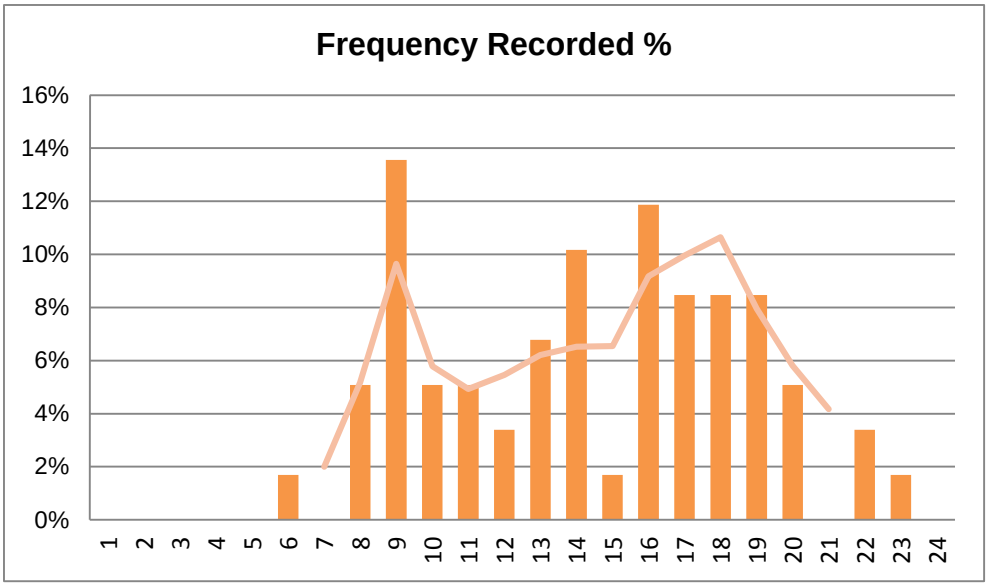
4.5 Of the above:

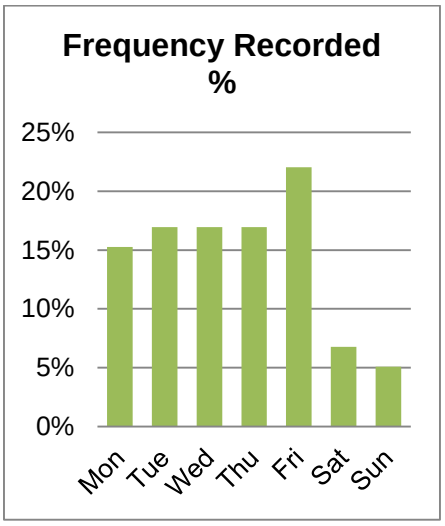
- The sole fatal accident occurred on Bloxham Road at the crossroads with Wykham Lane as an elderly passenger died in a collision with another vehicle when pulling out of the junction.
- Seven collisions involved pedestrians four of which were serious, at various locations throughout the study area, but clustered in the AM peak (3 between 8am-9am) or PM (3 between 17:30-18:30).
- Ten collisions involved cyclists five of which were serious again at various points around within the study area.
- Ten involved motorcyclists, all bar one involving a collision with another vehicle. One of these was recorded as serious. These were mainly concentrated along Oxford Road.

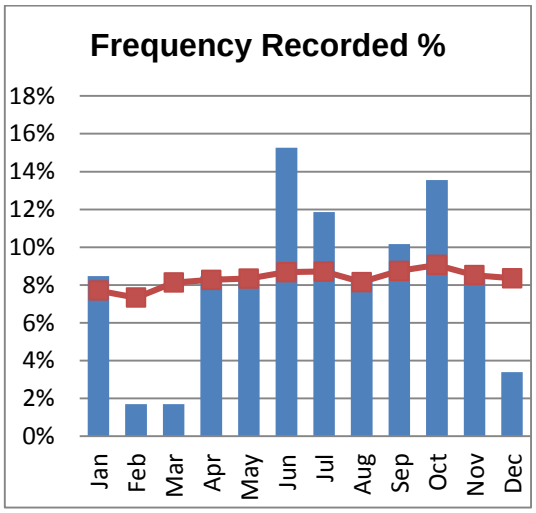
4.6 In looking at the location of the recorded incidents the following are the primary locations as noted in the Collision records. As would be expected the most common location for accidents is at Junctions.

Primary Road	Secondary Road (Junction with…)	Number
Bloxham Rd	Wykham Lane	6
Oxford Rd	Horton View	6
Oxford Rd	Farmfield Rd (Sainsbury's)	5
Wykham Lane		
Bloxham Rd	Springfield Ave	4
Bloxham Rd	Queensway	4
Bloxham Rd	Browning Rd	3
Bloxham Rd		3
Oxford Rd	Old Parr Rd	3
South Bar	Bloxham Rd	3

Location	Number
Priority Junction	23
Signalised junction	18
Pedestrian Crossing	4
Link	13
Roundabout	1







4.7 Based upon the recorded causations and the categorisations used in Road Casualty Great Britain, the following shows the main causations involved with failing to give way upon entering a junction including shunts when queuing. These appear reflective of the locations and junction types and do not appear to be as a consequence of undue congestion, or sub-standard road geometry and are attributed to driver behaviour/error e.g. failing to judge other person's path or speed. A further 21 other Contributory Factors were also identified.

Contributory Factor Class	Incidents
Driver/Rider Error or Reaction	32
Behaviour or Inexperience	8
Pedestrian Only Fault	6
Injudicious Action	5
Road Environment	3
Vision Affected	2
Impairment or Distraction	2

Most Common Contributory Factor	Incidents
Failed to Look Properly	33
Failed to judge another person's path of speed	14
Careless/reckless or in a hurry	11
Poor turn or manoeuvre	9
Failed to look properly (pedestrian)	6
Disobeyed Give Way or Stop Sign	4
Careless/reckless or in a hurry (pedestrian)	4

4.8 Development traffic would have a minor impact upon the amount of accidents due to the fact that most accidents are not directly caused by the volume of traffic but the driver's error or irresponsible driving behaviour. The existing accident pattern will not be negatively affected by the proposed development. Planned improvements could provide positive mitigation in particular improvements at signalised junctions, these are discussed later.

5.0 BASELINE TRAFFIC CONDITIONS

5.1 In order to examine the current operational efficiency of the adjoining highway, traffic surveys as used in the submitted planning application at OS Parcel 5700 South of Salt Way at Crouch Farm Bloxham Road Banbury Oxfordshire (planning application reference 12/00080/OUT), were used to establish a baseline, position. These surveys were carried out by PCC Traffic Information Consultancy on Thursday 6th October 2011 at the following junctions:

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

5.2 An additional traffic survey of the Bloxham Road / Wykham Lane junction was carried out by Axiom Traffic Limited on Thursday 20th September 2012.

5.3 Based on these surveys traditional peak periods of 08:00-09:00 and 17:00-18:00 were chosen as appropriate for assessment. TEMPRO database ver6.2 has been employed as an initial tool to estimate the primary growth factors and thus establish a baseline condition for year 2014.

5.4 In accordance with the methodology outlined within section 5.5 of WebTAG guidance note 3.15.2, the results are then fed into the National Transport Model (NTM 2009) to derive an adjusted local growth factor for Banbury Area. The resultant local growth rates are:

Period	Growth Factor	
	AM Peak	PM Peak
Year 2011 to 2014	1.0211	1.0217
Year 2012 to 2014	1.0139	1.0143

Table 5.1 Base Year Prediction

5.5 Further data has also been collated from DfT atc, and at other locations throughout the town to inform Noise and Air Quality Assessments and these are detailed in the respective Wardell Armstrong reports.

Future Baseline Traffic Conditions

5.6 A design year of 2027, has been identified as an appropriate timeline for the build out of the site and accords with the principles of DfT Guidance on Transport Assessment.

5.7 In view of this, growth adjustments are applied to base year traffic flow to reflect the rising traffic demand resulting from greater wealth, increased working population, increased employment potential, and increased car ownership amongst other factors.

5.8 The relevant Origin/Destination growth rates for Car Drivers have been derived using TEMPRO Dataset 6.2 for Banbury Urban Area. The factors have subsequently been adjusted in line with DfT Tempro User Guidance to account for National Transport Model (NTM 2009) using Rural Principal Roads to derive a local traffic growth from the 2014 base flow to a Design Year of 2027. These growth factors have been adjusted to take into account the College Fields Scheme which permitted in 2007, and this included within the Tempro baseline, has not yet been constructed, and thus its growth has been allowed for by direct distribution of traffic as per the scheme's associated Transport Assessment (see committed developments below).

Period	Growth Rate	
	AM	PM
Year 2014 to 2027	1.1608	1.1680

Table 5.2 Growth Factors

Committed Developments

5.9 In compliance with the DfT Guidance on Transport Assessment, committed developments that will impose a significant impact upon the local highway network are to be considered. Land East of Bloxham Road (12/00080/OUT), a residential development for up to 145 dwellings, to the immediate north of the site, has been included within future baseline scenarios. Furthermore the approved development known as College Fields has been included within the Base 2027 scenario.

5.10 As a further sensitivity test, additional potential developments have been modelled including:

- Land West of Bloxham Road, (as known as Crouch Farm Phase 2 or **Barwood**), lies to the immediate west of the proposed development site Planning permission is sought for up to 400 dwellings, however the proposed main modifications to the Cherwell Local Plan identify the site for only 150 dwellings.
- Land East of Bloxham Road, south of Salt Way (***Ely Diocese***). This is land within the proposed allocation to the east of the land which this TA is written in support of. Access for 200 units is taken from White Post Road.
- ***College Fields Phase 2*** – a further 600 homes to the east of Oxford Road using the approved point of access.

6.0 DEVELOPMENT PROPOSAL

6.1 The site is located on the southern boundary of Banbury's existing urban area and lies within the Banbury Easington Ward approximately 2km south of Banbury's main centre. The western site boundary is defined by the alignment of Bloxham Road (A361); the historical Salt Way Cycle Route runs along the northern boundary and open fields abutting the eastern and southern sides of the development.

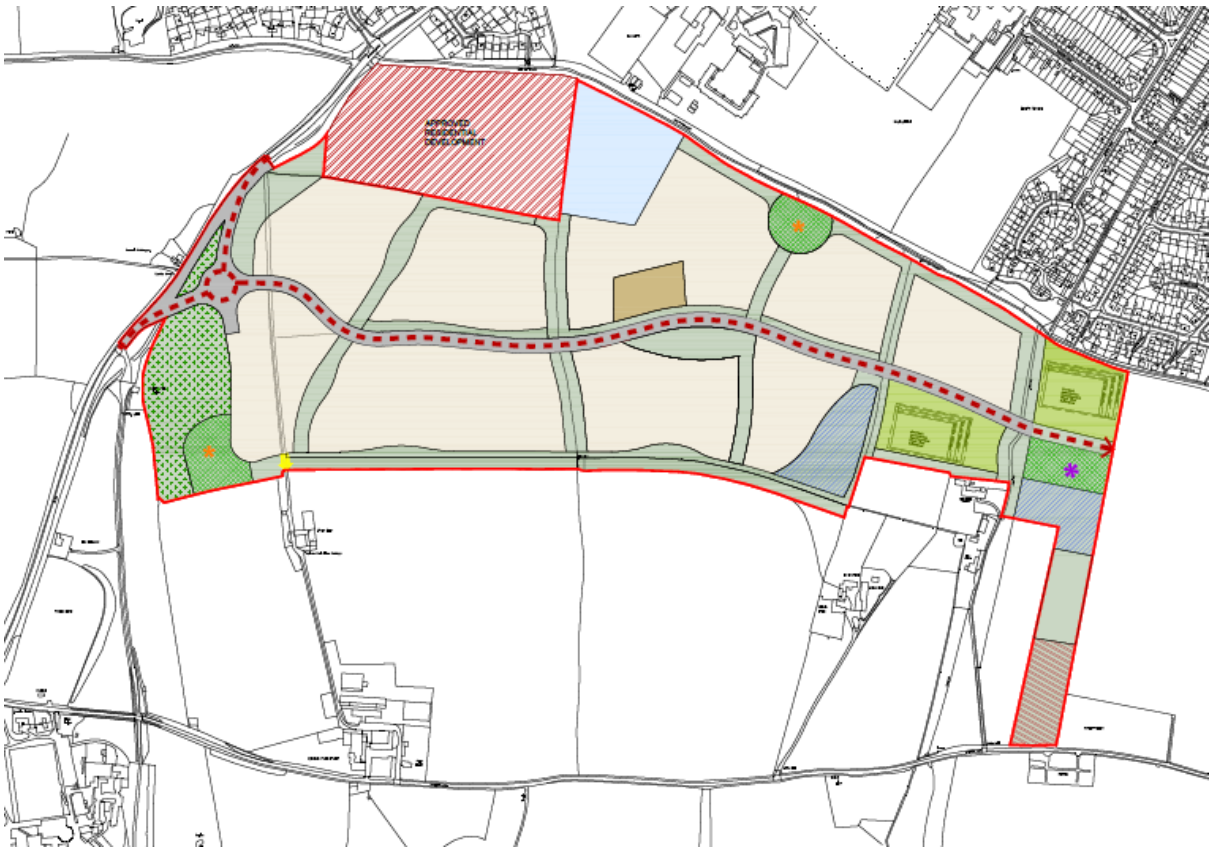


Figure 8 Proposed Development Framework Plan

6.2 The Development Framework Plan for the site in respect to the form, mix, and quantum remain fluid to respond to market forces and other outside constraints but is envisaged as providing a maximum of 1,000 dwellings for the purposes of this assessment, in a mixture of sizes. In addition the development will provide a local centre providing for the everyday local shopping needs of the residents and a primary school catering for the primary school aged children of families living within the development.

6.3 Land to the east of the site and west of Bodicote, has been identified in the proposed Main Modifications to the Plan, allocated through draft Policy Banbury 17, for some 200 units. As no application has been submitted for the development of this site, this site has not been considered in this assessment.

6.4 Land immediately north of the site, known as Land East of Bloxham Road has been granted planning permission for 145 dwellings (planning application reference 12/00080/OUT and has been included within the future baseline assessment.

Site Access

6.5 The primary access to the development site will be directly off the A361 Bloxham Road. The proposed access junction has been designed in compliance with DMRB standards and has been subject to a Stage 1 Road Safety Audit to ensure its suitability and adequacy on highway safety and capacity terms. The existing change of speed limit is proposed to be moved south of this junction to reflect the change in character arising from the additional residential development that will front this road.

6.6 A footway/cycleway will be constructed alongside the re-aligned Bloxham Road to the north of the proposed roundabout. This footway will extend to the north providing a safe and convenient route to reach the existing footway provision on the eastern side of Bloxham Road and the existing Salt Way cycleway. A further link into this new route will be provided in the north-western corner of the site.

6.7 Three shared use cycleway links will be provided allowing access for pedestrian and cyclists onto the Saltway Cycleway and enabling journeys to Easington, Sainsbury Supermarket and further afield on foot and by bicycle. Pedestrian facilities will be provided at the proposed access roundabout enabling crossing of all arms by pedestrians via dropped kerbs.

6.8 Following discussions with Stagecoach, it is known that developer funding has been secured to improve the frequency of the existing service which passes along Bloxham Road. Discussions have identified that this improved service 488/489 will be able to enter the site. The layout of the site will enable the bus to undertake a circulatory route returning to Bloxham Road. This bus service will enable access to the railway station. Additionally, the footpath and cycle links detailed above will serve to provide access to the railway station by walking and cycling.

Internal Road Layout

6.9 To deliver a sustainable development, the proposed scheme has been sensitively designed to provide a high quality layout and urban environment maximising transport sustainability and integration. The internal road network is to be engineered to accomplish the standards specified in the MfS Guidance with particular emphasis on the creation of safe routes around the site facilitating easy access by foot and cycle.

6.10 The internal road hierarchy will be designed to reflect the volume and type of trips likely on each link and the number of properties accessed and would be subject to a speed limit of 20mph.

- Within the site, the principal access road would comprise a 5.5m carriageway with a 2.0m footway to either side of the carriageway.

- Connected cycle routes throughout.
- Mews courts and shared surfacing could be utilised if desired with varying criteria.
- Internal road layout to accommodate necessary refuse collection and emergency services.

Parking Provision

6.11 The scale of parking provision is viewed in some quarters as a tool in managing demand generated by vehicles, and subsequently is keenly managed by planning authorities. The proposed framework for on-site parking provision for cars, bicycles and deliveries will be determined in the context of OCC's Parking Standards For New Residential Developments to:

- Prevent any overspill of parking onto the neighbouring highway network; and
- Improve local highway safety by providing adequate visibility, parking and on-site turning facilities.

	Maximum Parking Provision if..			
Size	**Allocated**	**Additional allowance of unallocated spaces if 2 allocated spaces provided**	**Additional allowance of unallocated spaces if 1 allocated space provided**	**Unallocated Spaces**
1 bed	1	0	0.4	1.2
2 bed	2	0.3	0.6	1.4
3 bed	2	0.4	0.9	1.8
4 +	2	0.6	1.5	2.4

Table 6.1 –Parking Standards

6.12 Parking is likely to be provided for each dwelling in a combination of private garages and driveways in a location that is easily accessible from the property.. The use of rear parking courts will be limited in line with OCC Guidance although there maybe cases where a small contained courtyard serving a limited number of dwellings will be appropriate in terms of place-making. In such instance, they would be well-lit, overlooked and restricted to a maximum of 10 spaces per court.

6.13 In conjunction with parking controls and physical design measures to encourage the use of sustainable modes of travel, a travel plan will also be introduced onsite to:

- Raise people's awareness of sustainable travel;
- Reduce people's dependency on car usage;
- Discourage the unnecessary car journeys; and
- Encourage modal shift towards walking, cycling and public transport.

7.0 DEVELOPMENT TRIP GENERATION & TESTING

7.1 Standard best practice methods in accordance with DfT Guidance have been adopted to quantify the associated development impact in terms of person trips generated, modal split, trip distribution, and its assignment.

7.2 Vehicle trip rates for all modes of travel have been derived from TRICS 7.1.1 with the database being filtered to include only surveys that are:

- Private housing sites
- Sites within England, Wales or Scotland
- Edge of town and suburban locations;
- Surveys from the most recent 5 years; and

7.3 The resultant weekday daily and peak period trip rates by all means of transport for privately owned houses are summarised below (**Appendix D**). These have been calculated using the vehicle trip rates, and matching these against the 2011 recorded census data for Travel to Work (Parish - Banbury).

Modes	Modal Share (2011 Census)	AM Peak		PM Peak	
		IN	OUT	IN	OUT
Car Driver	62.80%	0.124	0.406	0.332	0.151
Car Passenger	6.58%	0.013	0.043	0.035	0.016
Pedestrian	20.24%	0.040	0.131	0.107	0.049
Cycling	3.67%	0.007	0.024	0.019	0.009
Public Transport	6.71%	0.013	0.043	0.035	0.016

Table 7.1 Trip Rates by All Means of Transport

7.4 Thus for the proposed scheme of up to 1,000 housing units, the maximum anticipated trip generation by various means of transport is tabulated below:

Modes	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Car Driver	124	406	332	151
Car Passenger	13	43	35	16
Pedestrian	40	131	107	49
Cycling	7	24	19	9
Public Transport	13	43	35	16

Table 7.2 Trips Generation by All Modes of Transport

Traffic Distribution

7.5 To provide a representation of likely trip distribution, a combination of a zonal method, existing junction turning movements and route choice/availability has been used based on the 2014 baseline traffic flows.

7.6 The primary reason for this hybrid method was to reflect initial concerns by OCC that the flows based solely on turning movements would result in greater trips south out of the town than would occur in reality. Based on a zonal approach 19% of trips were identified to travel south, with the remaining 81% travelling north to be subsequently distributed at each junction. This predicted behaviour of vehicle movements reflects the likely points of origin and destination for flows into/out of the development.

7.7 Where more than one route choice is available for example via Springfield Road to points east of the site, a logical route choice model has been employed to distribute trips turning onto Oxford Road, based on the zonal distribution between Hightown Road, Oxford Road (South) and Sainsbury's. This exercise has been undertaken for the AM and PM peak and the resultant distribution is included in **Appendix E**.

	Destination	Proportion	IN	OUT
AM Peak	Bloxham Rd South	19.7%	24	80
	Wykham Lane	4.2%	5	17
	Queens Way	25.7%	32	135
	South Bar	22.3%	28	86
	Upper Windsor	12.8%	16	49
	Hightown Road	1.2%	2	4
	Sainsbury	2.5%	3	10
	Hospital	0.8%	1	0
	Oxford Road South	5.1%	6	22
PM Peak	Bloxham Rd South	16.1%	53	24
	Wykham Lane	2.6%	9	4
	Queens Way	24.8%	82	41
	South Bar	29.1%	97	27
	Upper Windsor	14.0%	47	13
	Hightown Road	1.0%	3	1
	Sainsbury	3.1%	10	5
	Hospital	0.1%	0	1
	Oxford Road South	4.8%	16	7

Table 7.3: Vehicle Trip Distribution

8.0 TRAFFIC IMPACT ASSESSMENT

8.1 In accordance with OCC requirements, junction capacity tests have been carried out at the following key junctions using the industry standard modelling software:

- Bloxham Road / Wykham Lane (PICADY)
- Bloxham Road / Springfield Avenue (PICADY)
- Bloxham Road / Queensway (PICADY)
- Bloxham Road / Oxford Road (network LINSIG Model)
- Oxford Road / Upper Windsor Street (network LINSIG Model)
- Oxford Road / Horton View / Hightown Road (network LINSIG Model)
- Oxford Road / Farmfield Road / Sainsbury's (network LINSIG Model)
- Oxford Road / Grange Road (network LINSIG Model)

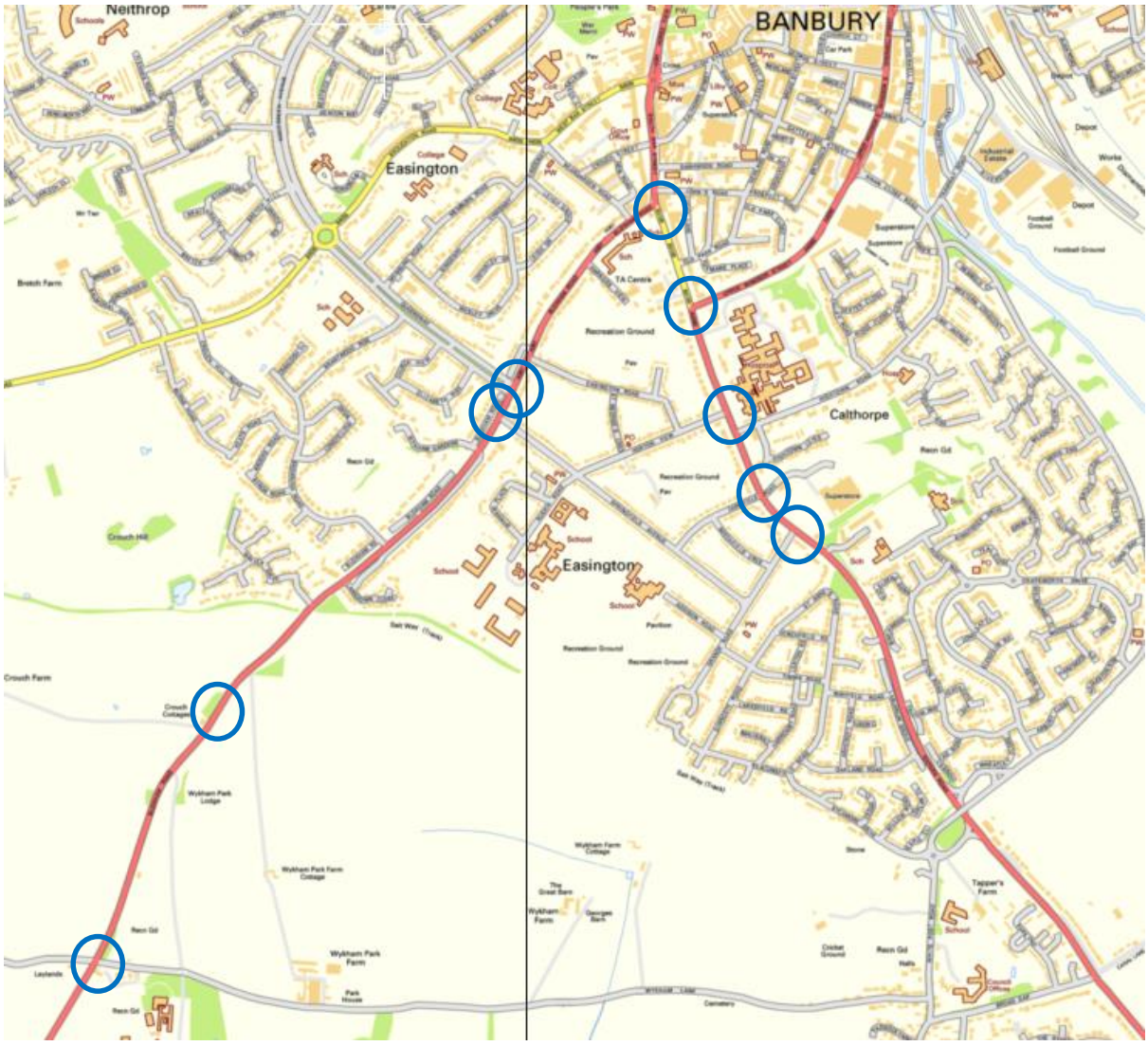


Figure 9 Junctions Assessed

8.2 The identified study network were assessed in the AM and PM peak hours scenarios:

- 2014 Base
- 2027 Base + Committed namely College Fields Phase 1 and Crouch Farm Phase 1 (Horgan) of 145 units
- 2027 Base + Committed+ Development of Wykham Park Farm (1,000 units).
- 2027 Base + Committed + Development + Others (College Fields Phase 2 – 600 units, Ely Diocese – 200 units and Barwood – 400 units)

Existing Highway Network – Junction Assessment

8.3 ***Bloxham Rd / Springfield Avenue:*** At this 3 arm priority junction in 2027 with committed development the junction will operate over capacity in the PM peak with an RFC of 1.07 and a queue of 23 vehicles. This situation is compounded with the addition of development traffic. Improvements are proposed at this junction as tested later in this report.

		Springfield Avenue (B-C)		Springfield Avenue(B-A)		Bloxham Road South (C-B)	
		RFC	Queue	RFC	Queue	RFC	Queue
AM Peak	Base Year 2014	0.24	< 1	0.50	1	0.31	< 1
	Base 2027 + Committed	0.27	< 1	0.78	3	0.40	1
	Base 2027 + Committed + Dev	0.34	< 1	1.45	44	0.54	1
PM Peak	Base Year 2014	0.35	1	0.72	2	0.19	< 1
	Base 2027 + Committed	0.49	1	1.07	23	0.25	1
	Base 2027 + Committed + Dev	0.69	2	1.75	96	0.34	< 1

Table 8.1 Bloxham Road / Springfield Avenue –PICADY Junction Assessment

8.4 ***Bloxham Rd/ Queensway:*** This junction is shown to operate over its theoretical capacity at the current time, particularly with regard to the right turn movement out of Queensway. This is exacerbated with background growth by 2027 and hence an alternative junction form is proposed as mitigation.

		Queens Way (B-C)		Queensway (B-A)		Bloxham Road (C-B)		Bloxham Road (A-BC)	
		RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
AM Peak	Base Year 2014	0.706	2	0.860	5	0.253	0	0.325	0
	Base 2027 + Committed	0.883	6	1.19	48	0.318	0	0.392	1
	Base 2027 with Development	0.953	12	1.477	118	0.359	1	0.488	1
PM Peak	Base Year 2014	0.576	1	0.878	6	0.435	1	0.277	0
	Base 2027 + Committed	0.708	2	1.232	65	0.537	1	0.329	0
	Base 2027 with Development	0.726	3	1.749	177	0.562	1	0.368	0

Table 8.2 Bloxham Road / Queensway –PICADY Junction Assessment

8.5 The existing ***Wykham Lane Crossroads*** to the south of the development is shown to operate within capacity under all scenarios and hence no changes are proposed at this junction.

		Wykham Lane E (B-ACD)		Bloxham Rd N (A-BCD)		Wykham Lane W(D-ABC)		Bloxham Rd S (C-ABD)	
		RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
AM Peak	Base Year 2014	0.38	1	0.010	< 1	0.12	< 1	0.28	< 1
	Base 2027 + Committed	0.5	1	0.01	< 1	0.17	< 1	0.340	1
	Base 2027 with Development	0.55	1	0.01	< 1	0.18	< 1	0.36	1
PM Peak	Base Year 2014	0.26	< 1	0.01	< 1	0.09	< 1	0.18	< 1
	Base 2027 + Committed	0.36	1	0.02	< 1	0.12	< 1	0.22	< 1
	Base 2027 with Development	0.41	1	0.02	< 1	0.13	< 1	0.22	< 1

Table 8.3 Bloxham Road / Wykham Lane –PICADY Junction Assessment

- ***Oxford Road Highway Network***

8.6 To accurately reflect the interplay between the linked junctions on Oxford Road, a LINSIG network model has been used to portray existing and proposed traffic conditions. This shows that at present, different junctions and links are operating over capacity at differing times of the day, overall the network is seen to be at capacity based on present arrangements. This situation is exacerbated with the addition of committed development traffic in 2027. The junctions concerned are:

- Junction 1: Bloxham Road / Oxford Road
- Junction 2: Oxford Road / Upper Windsor Street
- Junction 3: Oxford Road / Horton View / Hightown Road
- Junction 4: Oxford Road / Farmfield Road / Sainsbury's
- Junction 5: Oxford Road / Grange Road

Arm/Link/Scenario			2014 Base				2027 with Committed Dev			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue
Junction 1	1/1	South Bar Street Ahead	43.8%	7.9	43.0%	6.4	44.3%	6.6	52.6%	9.1
	1/2	South Bar Street Right	66.4%	9.6	84.6%	15.5	61.6%	10.2	94.6%	22
	3/2+3/1	Bloxham Rd Left & Right	84.1%	19.9	82.4%	12.9	109.1%	69.4	91.5%	15.6
	5/2+5/1	Oxford Rd Northbound	73.9%	18.4	65.3%	10.7	76.4%	19.3	86.2%	28.6
Junction 2	1/2+1/1	Oxford Rd Southbound	64.8%	12.3	77.4%	21.2	80.1%	21.6	85.9%	28.5
	2/1	Upper Wndsr St Left	38.3%	6.6	28.0%	4.8	42.8%	8.0	39.5%	6.7
	2/2	Upper Wndsr St Right	73.5%	6.4	61.6%	7.6	73.8%	7.2	78.9%	10.1
	4/1+4/2	Oxford Rd NB	79.3%	26.5	77.7%	24	83.7%	29.5	84.7%	29.5
Junction 3	1/2+1/1	Oxford Rd SB	94.0%	25.8	103.3%	55.2	117.0%	104.6	131.2%	163.1
	3/1	Horton View	92.1%	14.5	81.8%	11.6	117.4%	43.6	93.7%	16.8
	5/1	Oxford Rd NB	36.6%	2.5	42.1%	5.2	39.2%	2.8	42.9%	5.50
	5/2	Oxford Rd NB	39.3%	1.7	39.8%	4.1	42.8%	2.0	40.3%	4.30
	6/1	Oxford Rd SB	25.5%	2.7	32.2%	3.9	23.0%	2.9	29.0%	3.80
	6/2	Oxford Rd SB	56.6%	10	55.5%	10	57.1%	12.1	60.7%	11.2
	7/1	Oxford Rd NB	29.4%	8.9	32.5%	8.3	31.5%	9.9	32.5%	7.9
	7/2+7/3	Oxford Rd NB	42.2%	10	39.3%	9.5	46.0%	10.9	40.9%	9
	8/1	Hightown Rd	81.4%	10.1	95.5%	16.5	108.9%	28.3	111.0%	37.6
Junction 4	1/1	Oxford Rd SB	19.6%	3.7	48.9%	7.0	17.6%	3.2	41.9%	7.4
	1/2	Oxford Rd SB	94.6%	32.6	121.6%	101.1	104.6%	54.6	132.9%	141.5
	2/2+2/1	Sainsbury	84.7%	6.1	68.1%	3.8	86.3%	6.4	68.9%	3.9
	4/1	Farmfield Rd	91.8%	10.4	122.3%	65.4	97.8%	14.4	144.1%	117.2
	6/1+6/2	Oxford Rd NB	84.4%	23.7	115.9%	91.2	110.5%	84.9	142.1%	198.2
Junction 5	1/1	Oxford Rd SB	53.0%	17.1	50.6%	16.2	58.4%	20.8	58.1%	18.8
	2/1	Oxford Rd NB	36.4%	0.3	43.7%	0.4	45.7%	0.4	53.9%	0.6
	4/1	Grange Rd	41.9%	2.6	29.0%	1.2	81.2%	6.0	69.3%	3.2
PRC Over All Lanes			-5.10%		-35.90%		-30.50%		-60.10%	
Total Delay Over All Lanes			111.37 PCU/Hr		320.37 PCU/Hr		367.77 PCU/Hr		673.65 PCU/Hr	
Cycle Time			120sec		120sec		120sec		120sec	

Table 8.4 Oxford Road Existing Signalised Network

Do Something Scenario – Mitigated Junctions

8.7 Following the junction capacity tests, referred to above, enhancements at Queensway and modifications along Oxford Road have been identified to help mitigate the impact of the proposed development. These junctions have been tested for the design year of 2027 (with development).

- ***Bloxham Rd/ Queensway***

8.8 Based on the modelled future traffic conditions a signal controlled scheme has been designed which will mitigate the impact of the development. The proposed junction design is shown in **Appendix G**. As with all signal controlled junctions assessed in this report, the proposed junction design for the Queensway junction has been modelled using the LINSIG V3 software. The junction has been modelled with a 120 second cycle time with pedestrian facilities called every cycle.

Arm/Link/Scenario		2027 with Wykham Park Farm Dev			
		AM Peak		PM Peak	
		Deg of Sat	Queue	Deg of Sat	Queue
1/1 + 1/2	Bloxham Road South	86.8%	26.0	84.4%	22.9
3/1	Queensway Left	72.3%	11.5	46.6%	7.8
3/2	Queensway Right	84.6%	14.0	84.5%	15.5
5/1 + 5/2	Bloxham Road North	71.4%	13.7	85.4%	25.4
PRC Over All Lanes		3.7%		5.4%	
Total Delay Over All Lanes		27.07 PCU/Hr		28.97 PCU/Hr	
Cycle Time		120sec		120sec	

Table 8.5 Bloxham Road / Queensway Proposed Signalised Junction

8.9 Based on these tests the improved junction is shown to be operating within capacity with the signalised junction offering benefits for wider traffic movements within the town and improvements to pedestrian facilities.

- ***Bloxham Rd / Springfield Avenue:***

8.10 The Crouch Farm planning application proposes a junction improvement at this junction which consists of widening of the Springfield Rd arm of the junction. This improvement would be implemented by the Wykham Park Farm development if it proceeded prior to the Crouch Farm development. The design of this enhanced junction is included within **Appendix G**. The results of the capacity analysis for this improved junction is set out in table 8.6. The improved junction will have an RFC below 1.07 and a reduced queue length compared with the Base 2027 + committed situation set out in table 8.1. The proposed junction solution therefore represents betterment at this junction.

	Springfield Ave (B-C)		Springfield Ave(B-A		Bloxham Rd South (C-B)	
	RFC	Queue	RFC	Queue	RFC	Queue
AM	0.28	< 1	0.7	2	0.48	1
PM	0.59	2	0.99	14	0.29	< 1

Table 8.6 Bloxham Rd / Springfield Ave 2027 with Development

- ***Oxford Road Highway Network***

8.11 The previous tests presented an assessment based on the current signal arrangements and available road width/geometry. These below assess the network with a number of proposed improvements or mitigation measures as per existing permitted works (Sainsbury and College Fields) or new works suggested in conjunction with the planned development at Wykham Park Farm.

8.12 The proposed highway improvements, approved as part of the Sainsbury's and College Field's development, have been agreed with OCC, and are attached in **Appendix G**. The proposed improvements are identified below:

- Oxford Road/Bloxham Road: Pedestrian splitter island provided to improve crossing and signal stage arrangement within junction controller to improve capacity,
- Oxford Road / Farmfield Road / Horton View / Hightown Road / Upper Windsor Street: Carriageway widening on the Oxford Road Northbound south of Sainsbury's, Hightown Road, and north of Horton View. Carriageway widening on Oxford Road Southbound north and south of Sainsbury's. This provides two northbound and southbound lanes for the majority of Oxford Road within the modelled network area.

8.13 In addition it is proposed as part of the development of Land at Wykham Park Farm, to improve the Bloxham Road / South Bar / Oxford Road junction by providing a longer left turn lane on Bloxham Road and a left turn flare on Oxford Road north into Bloxham Road. This is paired with improved pedestrian facilities and signal staging improvements are detailed in **Appendix G**.

8.14 The results of these works are documented in the table below based on assessment as a linked network using the LINSIG V3 software. No allowance has been made for enhanced performance that can arise from the use of SCOOT or MOVA which has been shown to provide up to a 10% improvement in operation. The results therefore are a robust estimation of future performance.

8.15 It can be seen that with proposed enhancements compared to the base situation there is a decrease in overall delay from 674 PCU hours in the PM peak to 314PCU hours. In all scenarios even with the additional development flows, the junctions are shown to be at operating a

comparable standard to present day (2014) but with an improved PRC particularly in the PM Peak improving from a current day PRC of -35.9% to -15.8%, and in the AM peak from -5.1% to -0.9%.

8.16 Following the implementation of the mitigation as identified above, the proposed development can be accommodated on the highway network, with no resultant adverse impact on the network.

Arm/Link/Scenario			2027 With Committed Development				2027 with Committed Development + Wykham Park Farm			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue
Junction 1	1/1	South Bar Street Ahead	47.3%	8.1	53.8%	9.9	49.1%	9.90	52.4%	9.1
	1/2	South Bar Street Right	55.9%	4.3	76.8%	15.7	63.9%	10.80	94.3%	17.8
	3/1+3/2	Bloxham Rd Left & Right	85.0% 84.0%	20.7	83.7% 65.9%	12.6	90.8%	27.10	99.2% 88.60%	18.2
	5/1+5/2	Oxford Rd Northbound	83.9%	16.3	76.5%	12.1	90.7%	25.00	93.0%	30.2
Junction 2	1/1+1/2	Oxford Rd Southbound	87.5%	25.1	105.7%	62.9	87.9%	24.90	102.3%	55
	2/1	Upper Wndsr St Left	40.4%	7.6	31.1%	5.6	41.7%	8.10	32.1%	5.9
	2/2	Upper Wndsr St Right	79.1%	7.7	75.2%	9.7	80.6%	8.70	90.9%	14.2
	4/1+4/2	Oxford Rd NB	86.5%	30.8	82.1%	20.9	90.0%	39.30	95.1 95.0%	39.9
Junction 3	1/1+1/2	Oxford Rd SB	77.6% 77.6%	15.9	83.2% 78.5%	35.1	73.1%	23.10	91.8 85.0%	33.1
	3/1	Horton View	82.8%	13.6	95.4%	17.8	89.2%	16.40	83.6%	14.7
	5/1	Oxford Rd NB	53.4%	3.0	49.5%	3.2	49.9%	3.80	67.4%	5.7
	5/2	Oxford Rd NB	47.4%	3.3	46.6%	2.9	48.0%	3.20	50.0%	3.6
	6/1	Oxford Rd SB	53.6%	4.1	73.4%	16.7	63.7%	16.20	80.2%	24.1
	6/2	Oxford Rd SB	56.2%	7.0	35.1%	4.8	43.7%	3.9*	36.7%	6.7
	7/1	Oxford Rd NB	46.0%	8.3	40.6%	5.3	41.3%	10.20	56.7%	16.8
	7/2+7/3	Oxford Rd NB	56.4% 86.9%	7.9	44.9% 102.9%	6.6	79.0%	12.30	87.3 87.1%	13.9
	8/1	Hightown Rd	74.1%	10.9	107.9%	33.2	80.1%	12.70	95.4%	20.3
Junction 4	1/1	Oxford Rd SB	45.6%	7.2	92.3%	28.7	49.8%	7.50	88.0%	38.2
	1/2	Oxford Rd SB	56.1%	5.9	55.1%	8.2	39.2%	3.00	38.9%	7.9
	2/1+2/2	Sainsbury's	49.8%	4.0	21.6%	2.3	42.1%	3.90	21.4%	2.9
	4/1	Farmfield Rd	88.2%	10.9	116.4%	64.3	71.9%	9.10	104.3%	41.7
	6/1+6/2	Oxford Rd NB	87.5%	29.7	118.4%	123.1	76.5%	25.80	99.3 100.2%	51
Junction 5	1/1	Oxford Rd SB	58.8%	5.8	69.3%	17.1	63.3%	14.70	75.1%	27.9
	2/1	Oxford Rd NB	78.2%	14.3	89.4%	19.1	75.1%	12.20	101.4%	39.2
	4/1	Grange Rd	45.7%	0.4	53.9%	0.6	46.3%	0.40	54.8%	0.6
PRC Over All Lanes			2.0%		-31.6%		-0.9%		-15.8%	
Total Delay Over All Lanes			102.77 PCU/Hr		314.94 PCU/Hr		108.94 PCU/Hr		241.94 PCU/Hr	
Cycle Time			120sec		120sec		240sec		240sec	

Table 8.7 Oxford Road With Improved Signalised Network

- ***Do Something Scenario – Access Junction***

8.17 To adequately accommodate the anticipated development traffic, it is proposed to create a new roundabout on the A361. The junction has been designed in line with DMRB standards with sufficient capacity to accommodate not only the anticipated development traffic but also the background traffic growth and committed developments in the area. This junction design is included in **Appendix A**.

8.18 The new 50m ICD roundabout provides for entry flares on all approaches. The design allows for the retention of access to the existing properties along Bloxham Road, and can satisfactorily accommodate the potential priority access junction to land opposite which is the subject of a planning application for 400 residential units (Barwood) (see Appendix A).

	2027 with Wykham Park Farm Dev							
	Bloxham Road (North)		Site Access (East)		Site Access (South)		Bloxham Road (South)	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
AM Peak	0.45	0.8	0.36	0.57	0.09	0.1	0.67	2
PM Peak	0.59	1.43	0.14	0.16	0.03	0.04	0.46	0.86

Table 8.8 Site Access Junction

8.19 Based on the modelling results there is shown to be minimal impact or delay on the main through traffic, the roundabout will provide a natural point to start the urban 30mph limit reflecting the changing character for this length of Bloxham Road.

Sensitivity Testing – Other Potential Developments

8.20 A planning application has been submitted for up to 400 homes on land known to the west of Bloxham Road commonly referred to as Crouch Farm or Barwood, and designated within the Local Plan Modifications as land south of Salt Way, West. Although the allocation proposes 150 units against the submission seeking 400, it is the latter that has *first* been tested in line with associated Transport Assessment's study network. There are also further potential development sites within Banbury which will generate further traffic including:

- Land East of Bloxham Road, south of Salt Way (Ely Diocese). This is land within the proposed allocation to the east of the land which this TA is written in support of. Access for 200 units is taken from White Post Road.

- College Fields Phase 2 – a further 600 homes to the east of Oxford Road using the approved point of access.

8.21 In order to assess the cumulative impacts of the proposed development of Wykham Park Farm and the three other identified sites, sensitivity tests using the combined traffic flows have been undertaken. The Crouch Farm proposed access junction is shown to have significant reserve capacity within the Crouch Farm Transport Assessment and has therefore not been evaluated.

- ***Bloxham Rd / Springfield Avenue:***

8.22 As mentioned in paragraph 8.10 The Crouch Farm planning application proposes a junction improvement at this junction which consists of widening of the Springfield Rd arm of the junction. This improvement would be implemented by the Crouch Farm or Wykham Park Farm development, whichever comes first. The results of the capacity analysis for this improved junction is set out in **Table 8.9** below. This shows that the junction will operate at the same level of capacity as the base 2027 + committed situation as set out in table 8.1if the level of development at Wykham Park Farm and Crouch Farm was as per the proposed local plan allocation i.e. 150 dwellings at Crouch Farm as opposed to 400 dwellings.

8.23 However if all Crouch Farm were to be developed at 400 dwellings these benefits will be eroded. If development is capped as the Local Plan proposes the capacity situation at this junction will will be akin to that currently predicted for 2027.

		2027 with Local Plan Allocations (1000 at WPF and 150 dwellings at Crouch Farm)		2027 with all development (1000 at WPF and 400 at Crouch Farm).	
		AM	PM	AM	PM
Springfield Ave (B-C)	RFC	0.30	0.62	0.32	0.68
	Queue	< 1	1.6	1	2
Springfield Ave(B-A	RFC	0.85	1.09	0.95	1.2
	Queue	5	26	9	43
Bloxham Rd South (C-B)	RFC	0.50	0.3	0.53	0.32
	Queue	< 1	< 1	1	1

Table 8.9 Bloxham Rd / Springfield Ave –PICADY Junction Assessment (Sensitivity Test)

- ***Wykham Lane Crossroads:***

8.24 This junction to the south of the development is shown to operate within capacity including for the wider development scenarios and hence no changes are proposed at this junction.

	Wykham Lane E (B-ACD)		Bloxham Rd N (A-BCD)		Wykham Lane W(D-ABC)		Bloxham Rd S (C-ABD)	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
AM Peak 2027 with All Developments	0.58	1	0.01	< 1	0.18	< 1	0.37	1
PM Peak 2027 with All Developments	0.45	1	0.02	< 1	0.13	< 1	0.22	< 1

Table 8.10 Bloxham Road / Wykham Lane –PICADY Junction Assessment

- ***Bloxham Rd/ Queensway***

8.25 Based on the modelled results as set out in table 8.11 this junction once signalised is shown to have capacity for the proposed Wykham Park Farm development and the Crouch Farm development if that scheme is developed as per the draft allocation of 150 dwellings. Once the Crouch Farm scheme is increased to 400 dwellings the junction operates marginally outside of standard accepted operating parameters. However as with the signalised tests undertaken for other junctions in the town, these results are a worst case assessment as they do not include the benefits and greater capacity is afforded by the use of MOVA.

Arm/Link/Scenario		2027 with Local Plan Allocations (1000 at WPF and 150 dwellings at Crouch Farm)				2027 with all development (1000 at WPF and 400 at Crouch Farm).			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue
1/1 + 1/2	Bloxham Road South	89.9%	30.3	88.0%	25.9	92.8%	35.6	92.4%	30.5
3/1	Queensway Left	72.3%	11.3	45.6%	7.7	74.6%	11.7	44.6%	7.6
3/2	Queensway Right	87.4%	15.0	89.4%	17.6	92.9%	17.3	90.5%	18.6
5/1 + 5/2	Bloxham Road North	83.1%	17.9	87.3%	27.1	82.5%	17.9	91.8%	32.0
PRC Over All Lanes		0.1%		0.6%		-3.2%		-2.60%	
Total Delay Over All Lanes		32.01 PCU/Hr		32.57 PCU/Hr		37.57 PCU/Hr		38.11 PCU/Hr	
Cycle Time		120sec		120sec		120sec		120sec	

Table 8.11 Bloxham Rd / Queensway Proposed Signalised Junction (Sensitivity Tests)

- ***Oxford Road Highway Network***

8.26 The junctions shown to be under greatest stress are those along Oxford Road. With a significant quantum of development proposed close to this corridor, the assessment of these junctions indicate that based upon improvements the future conditions would be marginally worse in the than the present day (2014) but with an improved PRC in the PM Peak improving from a current day PRC of -35.9% to -24.1%, but worse in the AM peak decreasing from -5.1% to -18.8%.

Arm/Link/Scenario			2027 Base With Committed Dev (Table 8.3)				2027 With All New Developments			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue	Deg of Sat	Queue
Junction 1	1/1	South Bar Street Ahead	44.3%	6.6	52.6%	9.1	49.5%	9.5	53.2%	9.4
	1/2	South Bar Street Right	61.6%	10.2	94.6%	22	69.0%	13.2	97.3%	30.4
	3/2+3/1	Bloxham Rd Left & Right	109.1%	69.4	91.5%	15.6	94.6%	33.2	111.7% 99.6%	38.4
	5/2+5/1	Oxford Rd Northbound	76.4%	19.3	86.2%	28.6	93.5%	34.1	86.5%	16
Junction 2	1/2+1/1	Oxford Rd Southbound	80.1%	21.6	85.9%	28.5	103.3%	56.7	110.2% 110.3%	97
	2/1	Upper Wndsr St Left	42.8%	8.0	39.5%	6.7	36.5%	7.4	32.0%	6.8
	2/2	Upper Wndsr St Right	73.8%	7.2	78.9%	10.1	78.8%	9.8	90.4%	14.5
	4/1+4/2	Oxford Rd NB	83.7%	29.5	84.7%	29.5	82.6%	26.3	89.7%	41.4
Junction 3	1/2+1/1	Oxford Rd SB	117.0%	104.6	131.2%	163.1	86.5%	34.7	81.7% 84.2%	29.9
	3/1	Horton View	117.4%	43.6	93.7%	16.8	107.0%	36.2	95.0%	18.4
	5/1	Oxford Rd NB	39.2%	2.8	42.9%	5.50	82.7%	9.4	57.5%	5.8
	5/2	Oxford Rd NB	42.8%	2.0	40.3%	4.30	14.7%	5.7	53.7%	4.4
	6/1	Oxford Rd SB	23.0%	2.9	29.0%	3.80	83.8%	32.7	82.0%	29.8
	6/2	Oxford Rd SB	57.1%	12.1	60.7%	11.2	18.1%	7.8	27.8%	2
	7/1	Oxford Rd NB	31.5%	9.9	32.5%	7.9	80.5%	35.9	47.0%	6.9
	7/2+7/3	Oxford Rd NB	46.0%	10.9	40.9%	9	105.6%	18.1	98.0% 98.4%	18.5
	8/1	Hightown Rd	108.9%	28.3	111.0%	37.6	94.6%	20.1	107.4%	36.2
Junction 4	1/1	Oxford Rd SB	17.6%	3.2	41.9%	7.4	59.5%	10.4	85.8%	26.7
	1/2	Oxford Rd SB	104.6%	54.6	132.9%	141.5	27.9%	3.5	35.2%	4.2
	2/2+2/1	Sainsbury	86.3%	6.4	68.9%	3.9	46.1%	4.2	22.8%	2.6
	4/1	Farmfield Rd	97.8%	14.4	144.1%	117.2	82.4%	10.9	111.7%	67.5
	6/1+6/2	Oxford Rd NB	110.5%	84.9	142.1%	198.2	79.1%	27.3	100.8%	60.5
Junction 5	1/1	Oxford Rd SB	58.4%	20.8	58.1%	18.8	67.7%	22.6	75.5%	23.8
	2/1	Oxford Rd NB	45.7%	0.4	53.9%	0.6	71.3%	8.8	100.3%	35.3
	4/1	Grange Rd	81.2%	6.0	69.3%	3.2	49.1%	0.5	56.7%	0.7
PRC Over All Lanes			-30.50%		-60.10%		-18.8%		-24.1%	
Total Delay Over All Lanes			367.77 PCU/Hr		673.65 PCU/Hr		192.98 PCU/Hr		330.08 PCU/Hr	
Cycle Time			120sec		120sec		240sec		240sec	

Table 8.12 Oxford Road Existing vs Future Improved Signalised Network

9.0 SUSTAINABLE TRANSPORT

9.1 The proposed development will promote measures that maximise the accessibility of the site to sustainable modes. The primary aim is to remove barriers and facilitate access for alternative means of travel.

9.2 To deliver a sustainable development, the proposed scheme will be sensitively designed to provide a high quality layout and environment maximising transport sustainability and integration. Particular emphasis will be focused on the creation of safe routes within the site facilitating ease of access by foot and cycle to both internal and external destinations.

9.3 The application site is situated in close proximity to the surrounding community, employment, healthcare and educational facilities. It can take advantage of the existing footpaths, cycleways and public transport services that provide access to Banbury town and its Railway Station.

9.4 In addition to the main vehicular access, two pedestrian and cyclist only routes are also identified to optimise the usage of walking and cycling and improve the permeability of the development site enhancing the linkages to the neighbouring services and facilities.

9.5 The design of the internal road system will be in line with “Manual for Streets” standards to address the priority of non-car movements by:

- Creating a “home zone” environment that is safe for all road users;
- Incorporating dropped kerbs and tactile paving to assist the passage of push chairs and people with mobility problems; and
- Consideration of slopes and gradients to ensure routes comply with standards.

9.6 It is the Government’s aim to promote smarter travel choices as a strategic management tool in achieving traffic reduction and accelerating the development of more sustainable travel trends within both the strategic and local highway networks.

9.7 To echo Central Government and Local Authority aspirations and thus deliver a sustainable development that promotes a balanced and vigorous local community, and contributes to the Government’s shared priorities of reducing congestion, the developer has committed to the implementation of a Residents Travel Plan. The document has been developed in accordance with Good Practice Guidance and submitted as a separate document from the TA in support of the planning application to:

- encourage the participation in sustainable modes of travel prioritising walking, cycling and public transport for any development associated journeys; and thus
- reduce the reliance on the private motor vehicle and contribute to national targets for CO_2 reduction; and
- Promote a healthier lifestyle for staff, visitors and the wider community.

10.0 CONCLUSION

10.1 This Transport Assessment has assessed the accessibility of this site and carried out a detailed study to establish the likely impact of the development and to identify appropriate mitigation measures where required.

10.2 The report concludes that:

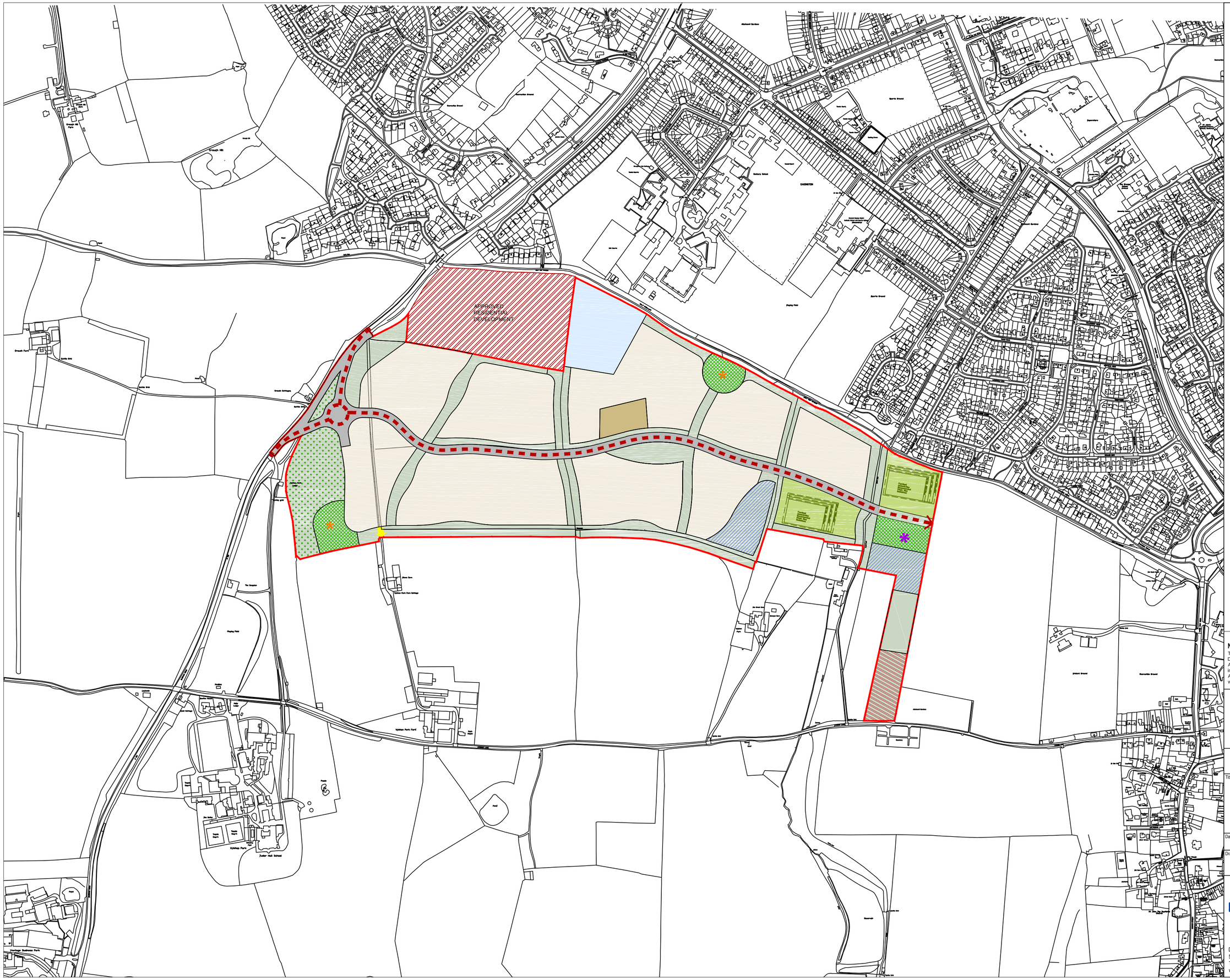
- The proposed development is consistent with the national, regional and local planning and transport policies;
- The application site is well located to provide the identified growth within Banbury;
- Its connectivity to the walking/cycling routes and proximity to the public transport network, offers realistic alternative travel mode choices to the private car for day to day destinations.
- The existing highway network is shown to require investment to accommodate existing growth, and that the development can help bring forward further improvements to the network to achieve this.
- The Design of the proposed development will facilitate:
  - An adequate and safe parking environment;
  - Access junction suitable for all road users; and
  - Highly permeable and appealing walking and cycling environment.
- The introduction of the Development Travel Plan will assist in:
  - Mitigating the development Impact;
  - Releasing capacity on the highway network by reducing car trips;
  - Strengthening the coherence of the whole community; and
  - Delivering a sustainable development in the area.

10.3 It is therefore considered that there are no transport or highways grounds for the refusal of this development.

Appendix A

Development Layout &

Proposed Access Junction



- Application Boundary - 52.46
- Residential - 25.95Ha
- Local Centre - 0.60Ha
- Primary School - 2.22Ha
- Infrastructure - 3.51Ha
- SuDS - 1.89Ha
- Strategic Landscape - 3.28Ha

- Outdoor Sports - 2.72Ha
- Allotments - 0.90Ha
- Play Space - 1.89Ha
- General Green Space - 9.51Ha
- Existing Agricultural Access Retained
- LEAP
- NEAP

NOTE:
Up to 12.5m Building Height to Ridge

NOTE

This drawing is for information purposes only and not for use in construction.
Do NOT scale from this drawing.
All dimensions are to be checked on site and any discrepancies should be immediately reported to the originator of the drawing.

Title

Wykham Park Farm

Development Framework Plan

Date	Scale
04/11/2014	1:5,000@A2 / 1:2,500@A0

Drawn	Designed	Approved	Drawing Number	
CP	SH	--	JJG043 - 035	I

David Lock Associates
Town Planning and Urban Design

DAVID LOCK ASSOCIATES LIMITED
50 NORTH THIRTEENTH STREET, CENTRAL MILTON KEYNES, MK9 3BP
TEL: 01908 666276 FAX : 01908 605747 EMAIL: mail@davidlock.com
www.davidlock.com

Appendix B

Public Transport Information

Stagecoach in Oxfordshire

B1 Banbury - Easington - Banbury Circular

Effective from 9th March 2014

MONDAYS TO FRIDAYS Except Bank Holidays

Banbury Bridge Street, stand 2	0650	0720	0750	0825	0900	0930	1000	1035	1105	1135	1210	1245
Calthorpe, Horton Hospital	0657	0727	0757	0833	0908	0938	1008	1043	1113	1144	1219	1254
Sycamore Drive arr	0701	0731	0802	0838	0912	0942	1012	1047	1117	1148	1223	1258
Sycamore Drive dep	0701	0731	0805	0839	0913	0943	1013	1048	1118	1149	1224	1259
Calthorpe, Horton Hospital	0706	0736	0810	0845	0918	0948	1018	1053	1123	1155	1230	1305
Banbury, Bridge Street, Stop 5	0715	0745	0820	0855	0927	0957	1027	1102	1132	1204	1239	1314

Banbury Bridge Street, stand 2	1315	1350	1425	1455	1530	1605	1640	1710	1740	1810
Calthorpe, Horton Hospital	1324	1358	1433	1504	1539	1614	1648	1718	1747	1817
Sycamore Drive arr	1328	1402	1437	1508	1543	1618	1653	1723	1751	1821
Sycamore Drive dep	1329	1403	1438	1509	1544	1619	1653	1723	1753	1823
Calthorpe, Horton Hospital	1335	1408	1443	1515	1550	1625	1659	1729	1758	1828
Banbury, Bridge Street, Stop 5	1344	1417	1452	1524	1559	1634	1708	1738	1806	1836

SATURDAYS

Banbury Bridge Street, stand 2	0700	0730	then	00	30		1700	1730	1800
Calthorpe, Horton Hospital	0707	0737	every	07	37		1707	1737	1807
Sycamore Drive arr	0711	0741	30	11	41	until	1711	1741	1811
Sycamore Drive dep	0712	0742	minutes	12	42		1712	1742	1812
Calthorpe, Horton Hospital	0717	0747	at	17	47		1717	1747	1817
Banbury, Bridge Street, Stop 5	0725	0755		25	55		1725	1755	1825

SUNDAY AND BANK HOLIDAYS (Except Christmas Day, Boxing Day and New Year's Day)

Banbury Bridge Street, stand 2	1035	1235	1435	1635
Calthorpe, Horton Hospital	1042	1242	1442	1642
Sycamore Drive arr	1046	1246	1446	1646
Sycamore Drive dep	1047	1247	1447	1647
Calthorpe, Horton Hospital	1052	1252	1452	1652
Banbury, Bridge Street, Stop 5	1058	1258	1458	1658

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Stagecoachbus.com

Services

Banbury - Chipping Norton 489

Banbury - Chipping Norton 488

Monday - Friday (not Bank Holidays)

Operated by: MRS
Stagecoach in Oxfordshire

Timetable valid from 2 Jun 2013 until further notice

	Service:	489	489	489	488	488	488	488	488	488
	Operator:	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS
Banbury Town Centre, Bus Station (Bay 7)	Depart:	06:25	06:50	07:55	08:30	09:05	10:05	11:05	12:05	13:05
Poets Corner, Queensway		06:30	06:57	08:02	08:37	09:12	10:12	11:12	12:12	13:12
Bloxham, Church		06:35	07:02	08:09		09:19	10:19	11:19	12:19	
Bloxham, Courtington Lane										13:19
Milcombe, New Road Stores										13:25
South Newington, The Duck on the Pond PH		06:38	07:06	08:13						13:28
Milcombe, New Road Stores						09:25	10:25	11:25	12:25	
Milcombe, Village Hall						09:26	10:26	11:26	12:26	
Wigginton, The White Swan Inn PH										13:35
Hook Norton, Church						09:33	10:33	11:33	12:33	13:42
Great Rollright, The Green						09:42	10:42	11:42	12:42	13:51
Over Norton, Old Post Office						09:46	10:46	11:46	12:46	13:55
Chipping Norton, West Street (Stop B)		06:50	07:18	08:30		09:51	10:51	11:51	12:51	14:00
Chipping Norton, Cornish Road	Arrive:	06:55	07:23			09:56	10:56	11:56	12:56	14:05
Chipping Norton, Chipping Norton School	Arrive:			08:35						
Bloxham, Courtington Lane					08:44					
Bloxham, Church	Arrive:				08:47					

	Service:	488	488	488	488	488	488
	Operator:	MRS	MRS	MRS	MRS	MRS	MRS
Banbury Town Centre, Bus Station (Bay 7)	Depart:	14:05	15:10	16:10	17:10	18:05	19:05
Poets Corner, Queensway		14:12	15:17	16:17	17:17	18:12	19:12
Bloxham, Church		14:19	15:24	16:24	17:24		19:19
Bloxham, Courtington Lane						18:19	
Milcombe, New Road Stores						18:25	19:25
South Newington, The Duck on the Pond PH						18:28	
Milcombe, New Road Stores		14:25	15:30	16:30	17:30		
Milcombe, Village Hall		14:26	15:31	16:31	17:31		
Wigginton, The White Swan Inn PH						18:35	
Hook Norton, Church		14:33	15:38	16:38	17:38	18:42	
Great Rollright, The Green		14:42	15:47	16:47	17:47	18:51	
Over Norton, Old Post Office		14:46	15:51	16:51	17:51	18:55	
Chipping Norton, West Street (Stop B)		14:51	15:56	16:56	17:56	19:00	
Chipping Norton, Cornish Road	Arrive:	14:56	16:01	17:01	18:01	19:05	
Chipping Norton, Chipping Norton School	Arrive:						
Bloxham, Courtington Lane							
Bloxham, Church	Arrive:						

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Services

Chipping Norton - Banbury 488
Chipping Norton - Banbury 489

Monday - Friday (not Bank Holidays)

Operated by: MRS
Stagecoach in Oxfordshire

Timetable valid from 2 Jun 2013 until further notice

	Service:	488	488	488	488	488	488	488	488	488
	Operator:	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS
Chipping Norton, Cornish Road	Depart:		07:00	07:25		09:00	10:00	11:00	12:00	13:00
Chipping Norton, Chipping Norton School	Depart:									
Chipping Norton, Town Hall			07:05	07:30		09:05	10:05	11:05	12:05	13:05
Over Norton, Old Post Office			07:10	07:35		09:10	10:10	11:10	12:10	13:10
Great Rollright, The Green			07:14	07:39		09:14	10:14	11:14	12:14	13:14
Hook Norton, Church			07:23	07:48		09:23	10:23	11:23	12:23	13:23
Milcombe, Village Hall			07:30			09:30		11:30	12:30	13:30
Milcombe, New Road Stores		06:31	07:31			09:31		11:31	12:31	13:31
Wigginton, The White Swan Inn PH				07:55			10:30			
South Newington, The Duck on the Pond PH				08:03			10:38			
Milcombe, New Road Stores				08:06			10:41			
Bloxham, Church		06:37	07:37	08:12	08:47	09:37		11:37	12:37	13:37
Bloxham, Courtington Lane							10:47			
Poets Corner, Queensway		06:43	07:43	08:18	08:53	09:43	10:53	11:43	12:43	13:43
Banbury Town Centre, Bus Station	Arrive:	06:50	07:50	08:25	09:00	09:50	11:00	11:50	12:50	13:50

	Service:	488	489	488	488	488	488
	Operator:	MRS	MRS	MRS	MRS	MRS	MRS
Chipping Norton, Cornish Road	Depart:	14:05		16:05	17:05	18:05	19:05
Chipping Norton, Chipping Norton School	Depart:		15:15				
Chipping Norton, Town Hall		14:10	15:20	16:10	17:10	18:10	19:10
Over Norton, Old Post Office		14:15		16:15	17:15	18:15	19:15
Great Rollright, The Green		14:19		16:19	17:19	18:19	19:19
Hook Norton, Church		14:28		16:28	17:28	18:28	19:28
Milcombe, Village Hall		14:35		16:35	17:35	18:35	19:35
Milcombe, New Road Stores		14:36		16:36	17:36	18:36	19:36
Wigginton, The White Swan Inn PH							
South Newington, The Duck on the Pond PH			15:37				
Milcombe, New Road Stores							
Bloxham, Church		14:42	15:42	16:42	17:42	18:42	19:42
Bloxham, Courtington Lane							
Poets Corner, Queensway		14:48	15:48	16:48	17:48	18:48	19:48
Banbury Town Centre, Bus Station	Arrive:	14:55	15:55	16:55	17:55	18:55	19:55

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Stagecoachbus.com

Services

Banbury - Chipping Norton 489

Banbury - Chipping Norton 488

Saturdays (not Bank Holidays)

Operated by: MRS
Stagecoach in Oxfordshire

Timetable valid from 2 Jun 2013 until further notice

	Service:	489	488	488	488	488	488	488	488	488
	Operator:	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS
Banbury Town Centre, Bus Station (Bay 7)	Depart:	06:35	08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:10
Poets Corner, Queensway		06:42	08:12	09:12	10:12	11:12	12:12	13:12	14:12	15:17
Bloxham, Church		06:47	08:19	09:19	10:19	11:19	12:19		14:19	15:24
Bloxham, Courtington Lane								13:19		
Milcombe, New Road Stores								13:25		
South Newington, The Duck on the Pond PH		06:51						13:28		
Milcombe, New Road Stores			08:25	09:25	10:25	11:25	12:25		14:25	15:30
Milcombe, Village Hall			08:26	09:26	10:26	11:26	12:26		14:26	15:31
Wigginton, The White Swan Inn PH								13:35		
Hook Norton, Church			08:33	09:33	10:33	11:33	12:33	13:42	14:33	15:38
Great Rollright, The Green			08:42	09:42	10:42	11:42	12:42	13:51	14:42	15:47
Over Norton, Old Post Office			08:46	09:46	10:46	11:46	12:46	13:55	14:46	15:51
Chipping Norton, West Street (Stop B)		07:03	08:51	09:51	10:51	11:51	12:51	14:00	14:51	15:56
Chipping Norton, Cornish Road	Arrive:	07:08	08:56	09:56	10:56	11:56	12:56	14:05	14:56	16:01

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

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Stagecoachbus.com

Service
488

Chipping Norton - Banbury

Saturdays (not Bank Holidays)

Operated by: MRS
Stagecoach in Oxfordshire

Timetable valid from 2 Jun 2013 until further notice

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

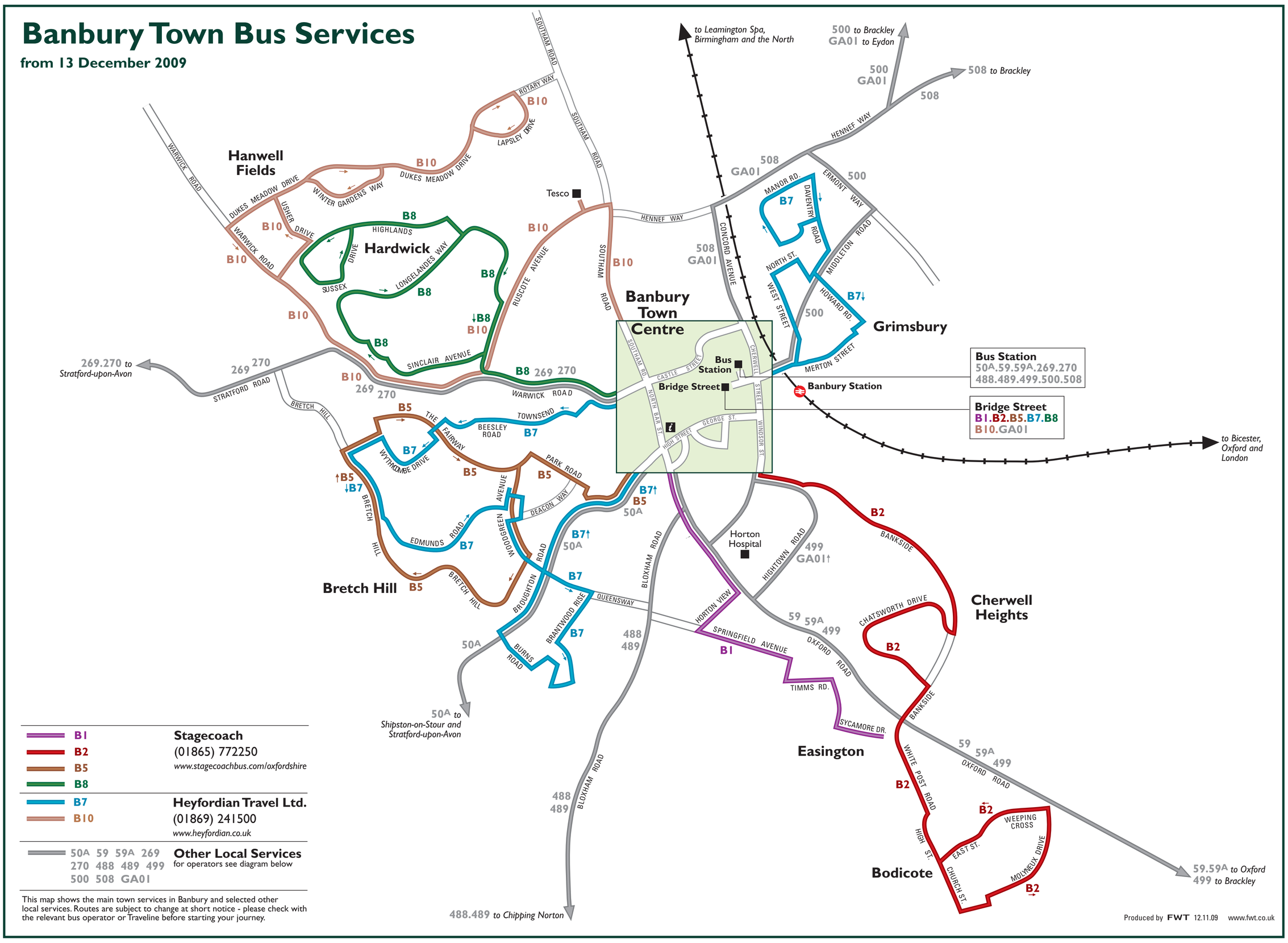
	Service:	488	488	488	488
	Operator:	MRS	MRS	MRS	MRS
Chipping Norton, Cornish Road	Depart:	16:05	17:05	18:05	19:05
Chipping Norton, Town Hall		16:10	17:10	18:10	19:10
Over Norton, Old Post Office		16:15	17:15	18:15	19:15
Great Rollright, The Green		16:19	17:19	18:19	19:19
Hook Norton, Church		16:28	17:28	18:28	19:28
Milcombe, Village Hall		16:35	17:35	18:35	19:35
Milcombe, New Road Stores		16:36	17:36	18:36	19:36
Bloxham, Church		16:42	17:42	18:42	19:42
Wigginton, The White Swan Inn PH					
South Newington, The Duck on the Pond PH					
Milcombe, New Road Stores					
Bloxham, Courtington Lane					
Poets Corner, Queensway		16:48	17:48	18:48	19:48
Banbury Town Centre, Bus Station	Arrive:	16:55	17:55	18:55	19:55

Created by Stagecoach Group Plc on 30/07/2014 01:27. This timetable is valid at the time of download from our website. However, this may be affected by alteration at short notice. To read service updates or to re-check your journey go to www.stagecoachbus.com.

Local Transport Information

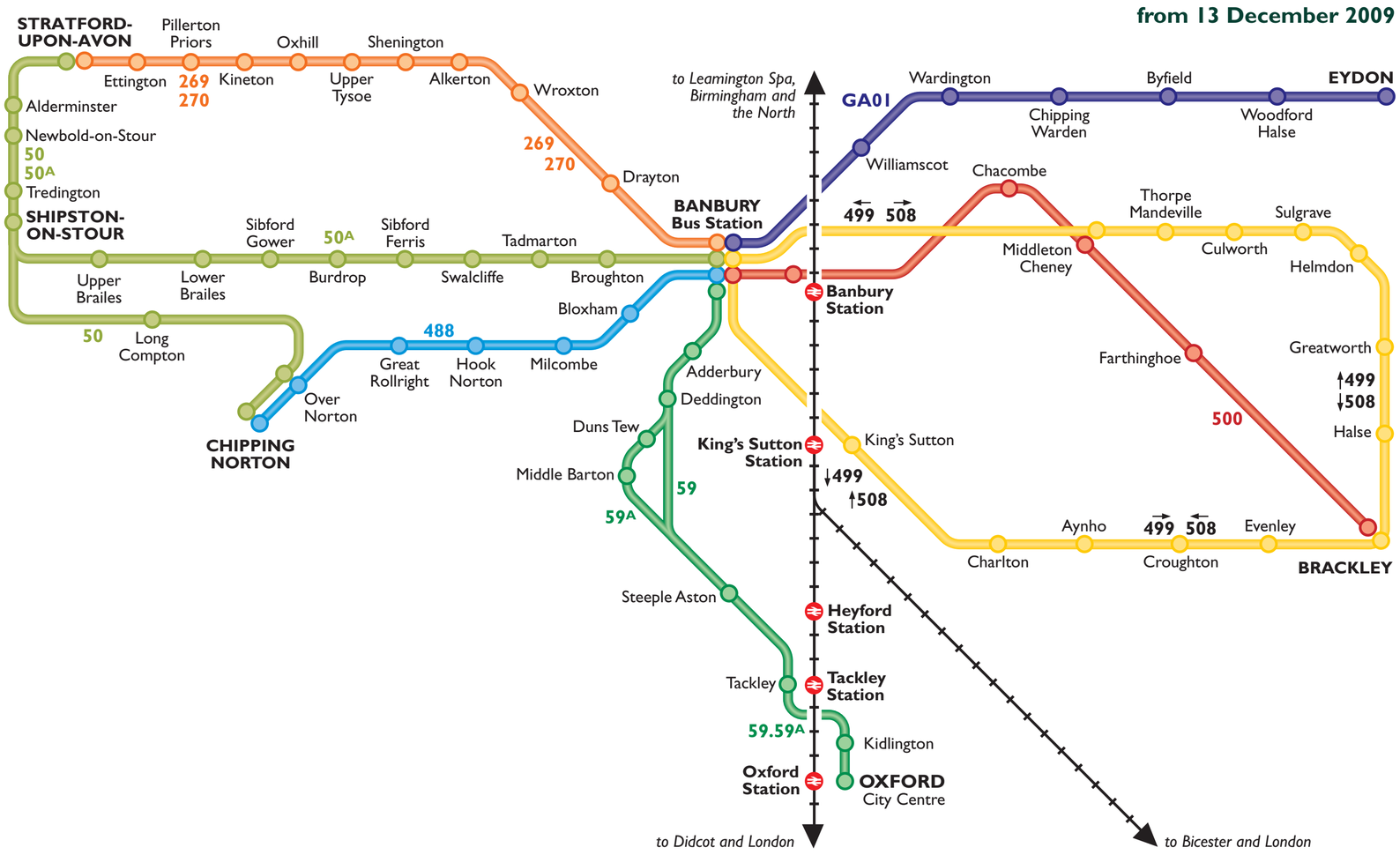
Banbury Town Bus Services

from 13 December 2009



Area Bus Network

from 13 December 2009



This map shows the main bus routes in the local area, other infrequent routes also operate. Map is diagrammatic only and not to scale. Routes are subject to change at short notice - please check with the relevant bus operator or Traveline before starting your journey.

Taxi Information

Taxis are available from the taxi rank outside the station

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

traveline
public transport info
0871 200 22 33
(calls from landlines cost 10p per minute)

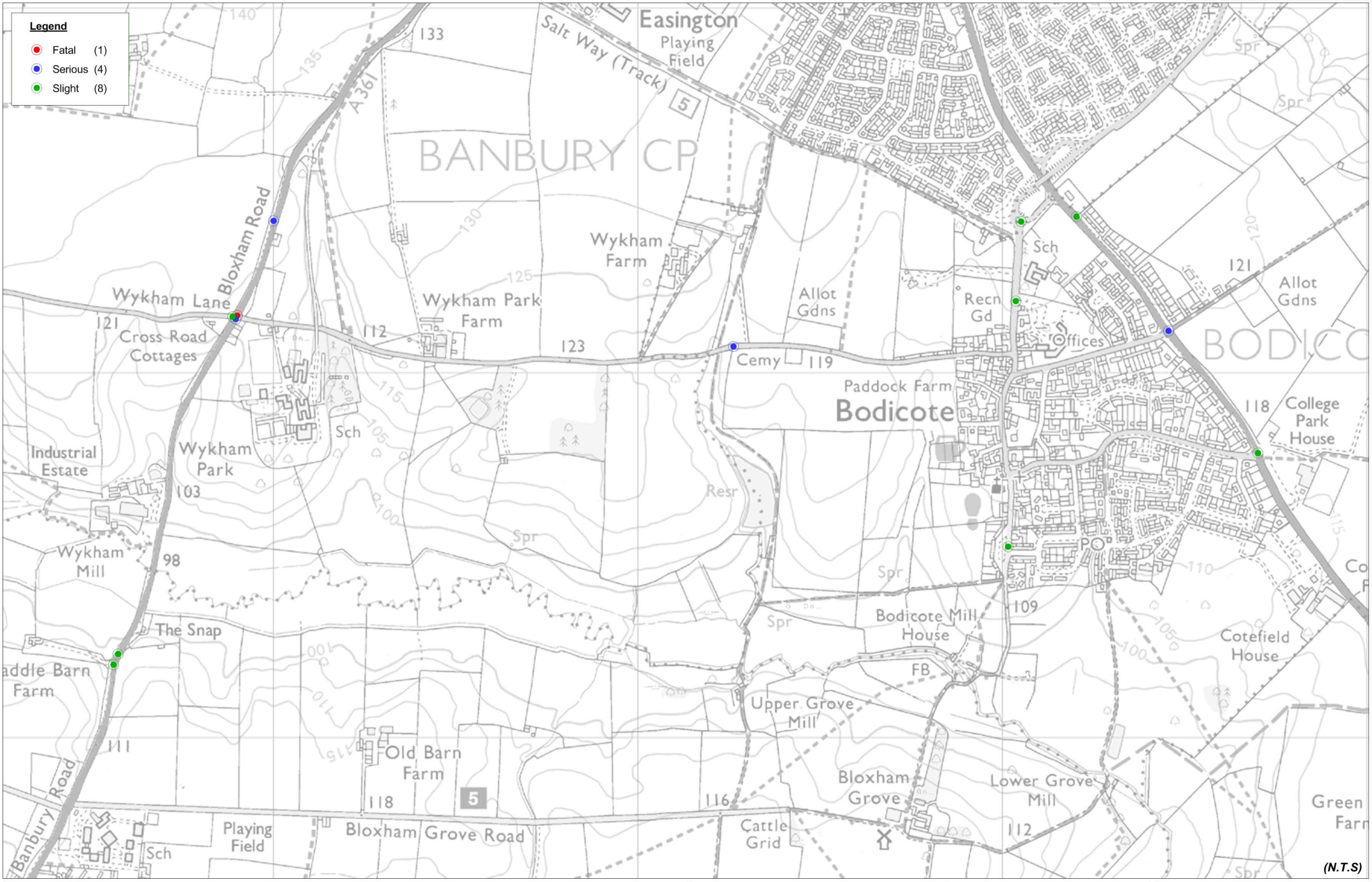
OXFORDSHIRE COUNTY COUNCIL
www.oxfordshire.gov.uk
Working for you

Appendix C

Collision Data

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT

Accidents between following dates:
01/07/2012 and 30/06/2014



OXFORDSHIRE COUNTY COUNCIL

Date drawn: 19/08/2014
Drawn by: CJM

Map centre:
easting. 445130, northing. 237810

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 25/11/2012 Time 1100 Slight at WHITE POST ROAD RBT T J/W A4260 OXFORD RD SLIP RD & SYCAMORE DRIVE BODICOTE

E: 446052 N: 238414 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV W ON FROM A4260 SLIP ROAD ENTERED RBT FAILING TO GIVEWAY TO PC2 TRAV S ON RBT & HIT OCCURRED
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2781112 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0137
Road Section: Accident Type(s) CM

Causation

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

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

No skidding, jack-knifing or overturning

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

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Pedal Cycle Moving from N to S Going ahead other On main carriageway

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 31 Sex of Driver Male Breath test Not applicable

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

Ped. Location Ped. Movement Ped. Direction

Ped. Injury Not applicable School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 21/12/2012 Time 1635 Serious at A361 BLOXHAM ROAD J/W WYKHAM LANE BANBURY

E: 443898 N: 238153 Junction Detail: Crossroads Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: no street lighting

C1 TRAV SW ON A361 BLOXHAM RD HIT R OF PC2 TRAV SW AHEAD ALSO TRAV SW SLOWING / MOVING TO OSIDE TO TURN RT INTO J/W WYKHAM LN - PC2 WAS THEN HIT BY C3 TRAV NE ON A361 CAUSING SERIOUS INJURY TO RIDER OF PC2

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P2321212 Speed limit 50
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) NB IB

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	
4th:			
5th:			
6th:			

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 53 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Pedal Cycle Moving from NE to W Turning right On main carriageway

No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 50 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction
Ped. Injury Not applicable School pupil: Not a pupil

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 75 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 31/01/2013 Time 1145 Slight at CHURCH ST AT J/W APPROX 5M N OF J/W FREEMANS RD BODICOTE

E: 446016 N: 237523 Junction Detail: T or staggered junct Control: Give way or controlled
Fine with high winds Road surface Dry Daylight

C1 TRAV S ON CHURCH ST OVRTKG C2 STATIONARY AHEAD OF C1 FACING N & C1 HIT NSIDE R DOOR OF C2 CAUSING INJURY TO PED PUTTING BABY INTO SEAT

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2770113 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0137
Road Section: Accident Type(s) ZZ PY

Causation

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

HIGH WINDS

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

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 72 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 45 Female Pedestrian Severity: Slight Injured by vehicle: 1

Ped. Location In carr not crossin Ped. Movement Movement U/K Ped. Direction Sti
Ped. Injury Not applicable School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Parked On main carriageway

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 45 Sex of Driver Female Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 08/07/2013 Time 1651 Slight at A361 BLOXHAM ROAD J/W WYKHAM LANE BANBURY

E: 443892 N: 238153 Junction Detail: Crossroads Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

C1 TRAV SW ON A361 TURNED RT TO WYKHAM LN BUT FAILED TO GIVEWAY TO MC2 TRAV NE ON A361 UNDERTAKING LGV3 TRAV NE WAITING TO TURN RT TO WYKHAM LANE TO BODICOTE & C1 HIT MC2

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P2470713 Speed limit 50
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) ID

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 2	Very Likely
4th:	Stationary or parked vehicle	Vehicle 1	Very Likely
5th:			
6th:			

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

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 64 Sex of Driver Female Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 500 Moving from S to NE Going ahead other On main carriageway

No skidding, jack-knifing or overturning

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: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Vehicle Reference 3 Van or Goods 3.5 to Moving from S to E Waiting to turn right On main carriageway

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 **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 28/07/2013 Time 0945 Slight at A4260 J/W SERVICE RD S OF ESSO FILLING STATION BODICOTE

E: 446204 N: 238428 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
C1 TRAV SE ON A4260 OVRTK PC2 TRAV SE IN CYCLE LANE THEN TURNED LT TO SERVICE RD (ACCESS TO HOUSES) & C1 HIT OSIDE OF PC2 CAUSING RIDER TO FALL
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2910713 Speed limit 40
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0137
Road Section: Accident Type(s) EB

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 38 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Pedal Cycle Moving from N to SE Going ahead other Cycle lane (on main carriageway)

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 46 Sex of Driver Male Breath test Not applicable

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

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

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

Monday 19/08/2013 Time 0944 Serious at A4260 OXFORD ROAD J/W BROAD GAP & CANAL LANE BODICOTE

E: 446457 N: 238115 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

HGV1 TRAV SW ON CANAL LN PULLED OUT ONTO A4260 OXFORD ROAD (INTENDED DIRECTION OF TURN UNCERTAIN) BUT FAILED TO GIVEWAY TO C2 TRAV SE ON A4260 - HIT OCCURRED CAUSING C2 TO EXIT CWAY TO NSIDE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1780813 Speed limit 40
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0137
Road Section: Accident Type(s) LD

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 ton Moving from NE to S Starting On main carriageway

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 23 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 other On main carriageway

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 78 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 78 Male Driver/rider Severity: Serious Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 20/08/2013 Time 1807 Slight at A361 JUST N J/W ACCESS TO CHADDLE BARN FARM BLOXHAM

E: 443575 N: 237228 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight

C1 (INEXPERIENCED DRIVER) TRAV N ROUNDING RH BEND ON A361 HIT VERGE & LOST CONTROL & EXITED CWAY TO THE NSIDE & OVERTURNED & HIT HEDGE

Road Type Single carriageway Vehicles 1 Casualties 2 Police Ref. P1770813 Speed limit 50
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0136
Road Section: Accident Type(s) SG

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Nervous/Uncertain/Panic	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 right bend On main carriageway

Overturned

First point of impact Front Age of Driver 24 Sex of Driver Female Breath test Negative

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

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Casualty Reference: 2 Age: 45 Male Passenger Severity: Slight Injured by vehicle: 1

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 21/08/2013 Time 2121 Serious at A361 BLOXHAM ROAD APPROX 290M NE OF J/W WYKHAM LANE BANBURY

E: 444001 N: 238417 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Darkness: no street lighting

C1 TRAV NE ON A361 HIT R OF PC2 TRAV NE AHEAD OF C1 TO NSIDE OF A361 & RIDER FELL FROM PC2 ONTO NSIDE VERGE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1850813 Speed limit 50
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) NB

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 32 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Pedal Cycle Moving from S to NE Going ahead other On main carriageway

No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 43 Sex of Driver Male Breath test Not applicable

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

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 27/09/2013 Time 1830 Slight at A361 J/W ACCESS TO CHADDLE BARN FARM BLOXHAM

E: 443562 N: 237199 Junction Detail: Using private drive c Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

C1 TRAV N ROUNDING RH BEND AT SPEED ON A361 CROSSED TO OSIDE & HIT WITH WING MIRROR OSIDE WING MIRROR OF C2 TRAV S ROUNDING LH BEND - C1 FTS

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2500913 Speed limit 50
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0136
Road Section: Accident Type(s) NN

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Disobeyed double white line	Vehicle 1	Very Likely
3rd:	Impaired by alcohol	Vehicle 1	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:	Aggressive driving	Vehicle 1	Possible
6th:	Road layout (eg bend, hill crest)	Vehicle 1	Very Likely

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

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 left bend On main carriageway

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 30 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 21/10/2013 Time 1502 Slight at A4260 OXFORD RD J/W WEEPING CROSS RD BANBURY

E: 446702 N: 237779 Junction Detail: T or staggered junct Control: Give way or controlled
Raining without high winds Road surface Wet/Damp Daylight

C1 TRAV E ON WEEPING CROSS RD TURNED RT TO A4260 BUT FAILED TO GIVEWAY TO C2 TRAV NW ON A4260 & C1 HIT F OF C2 CAUSING C1 TO EXIT TO OSIDE & C2 TO NSIDE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2521013 Speed limit 40
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0137
Road Section: Accident Type(s) RD

Causation

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

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

Skidded

First point of impact Front Age of Driver 25 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 other On main carriageway

No skidding, jack-knifing or overturning

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: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

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

Thursday 21/11/2013 Time 1653 Fatal at A361 J/W WYKHAM LANE BANBURY

E: 443900 N: 238154 Junction Detail: Crossroads Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Darkness: no street lighting

C1 (DRIVER 72 YRS) TRAV E ON WYKHAM LN CARRIED STRAIGHT ON TO XRDS 1 BUT FAILED TO GIVEWAY TO C2 TRAV SW ON A361 & C1 HIT C2 & - C1 OR C2 THEN HIT OSIDE OF C3 TRAV W ON WYKHAM LN WAITING TO ENTER A361 - PASSENGER IN C1 SUSTAINED FATAL INJURY

Road Type Single carriageway Vehicles 3 Casualties 2 Police Ref. P2031113 Speed limit 50
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) XX

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	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:			

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

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

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

No skidding, jack-knifing or overturning

First point of impact Nearside 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 School pupil: Not a pupil

Casualty Reference: 2 Age: 72 Male Passenger Severity: Fatal Injured by vehicle: 1

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 48 Sex of Driver Female Breath test Negative
Vehicle Reference 3 Car Moving from E to W Going ahead other On main carriageway

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 59 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 11/12/2013 Time 1323 Slight at WHITE POST ROAD J/W CHERWELL DISTRICT COUNCIL CAR PARK BODICOTE

E: 446037 N: 238197 Junction Detail: Other junction Control: Give way or controlled
Fog or mist Road surface Wet/Damp Daylight

C1 TRAV W IN FOG/WET CONDITIONS ON EXIT FROM CAR PARK TURNED RT TO WHITE POST RD & FAILED TO GIVEWAY TO C2 TRAV S ON WHITE POST RD & C1 HIT NSIDE OF C2 - APPEARS VIS TO LEFT FROM CAR PARK RESTRICTED BY PARKED VEHS

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1021213 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0137
Road Section: Accident Type(s) RD

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:	Rain, sleet, snow, or fog	Vehicle 1	Possible
4th:	Rain, sleet, snow, or fog	Vehicle 2	Possible
5th:			
6th:			

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 53 Sex of Driver Female Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Motor Cycle over 50 Moving from N to S Going ahead other On main carriageway

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 56 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

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

Friday 10/01/2014 Time 0819 Serious at WYKHAM LANE APPROX 200M W OF BODICOTE CEMETERY BODICOTE

E: 445263 N: 238072 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Frost/Ice Daylight

C1 TRAV E IN ICY CONDITIONS ON WYKHAM LN LOST CONTROL ON ICE & CROSSED TO OSIDE & HIT F OSIDE OF C2 TRAV W - C2 EXITED CWAY TO NSIDE & HIT HEDGE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1010114 Speed limit 60
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0137
Road Section: Accident Type(s) NN

Causation

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

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

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: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 E to W Going ahead other On main carriageway

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 23 Sex of Driver Male Breath test Negative

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	2	4	7
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	2	2	4
Horses & other	0	0	0	0
Total	1	4	8	13

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	4	6
Passenger	1	0	1	2
Motorcycle rider	0	0	2	2
Cyclist	0	2	2	4
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	1	4	10	15

Number of casualties meeting the criteria: **15**

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 25/11/2012 Time 1100 Slight at WHITE POST ROAD RBT T J/W A4260 OXFORD RD SLIP RD & SYCAMORE DRIVE BODICOTE

E: 446052 N: 238414 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight:street lights present

Vehicle Reference 1	Car	Moving from	E	to	W	Going ahead other	On main carriageway
Vehicle Reference 2	Pedal Cycle	Moving from	N	to	S	Going ahead other	On main carriageway

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

Friday 21/12/2012 Time 1635 Serious at A361 BLOXHAM ROAD J/W WYKHAM LANE BANBURY

E: 443898 N: 238153 Junction Detail: Crossroads Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: no street lighting

Vehicle Reference 1	Car	Moving from	NE	to	S	Going ahead other	On main carriageway
Vehicle Reference 2	Pedal Cycle	Moving from	NE	to	W	Turning right	On main carriageway

Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Serious Injured by vehicle: 2

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

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 31/01/2013 Time 1145 Slight at CHURCH ST AT J/W APPROX 5M N OF J/W FREEMANS RD BODICOTE

E: 446016 N: 237523 Junction Detail: T or staggered junct Control: Give way or controlled
Fine with high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other On main carriageway
Casualty Reference: 1 Age: 45 Female Pedestrian Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to Parked On main carriageway

Monday 08/07/2013 Time 1651 Slight at A361 BLOXHAM ROAD J/W WYKHAM LANE BANBURY

E: 443892 N: 238153 Junction Detail: Crossroads Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to W Turning right On main carriageway
Vehicle Reference 2 Motorcycle over 500 Moving from S to NE Going ahead other On main carriageway
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Van or Goods 3.5 to Moving from S to E Waiting to turn right On main carriageway

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 28/07/2013 Time 0945 Slight at A4260 J/W SERVICE RD S OF ESSO FILLING STATION BODICOTE

E: 446204 N: 238428 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car	Moving from	N	to	NE	Turning left	On main carriageway
Vehicle Reference 2	Pedal Cycle	Moving from	N	to	SE	Going ahead other	Cycle lane (on main carriageway)

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

Monday 19/08/2013 Time 0944 Serious at A4260 OXFORD ROAD J/W BROAD GAP & CANAL LANE BODICOTE

E: 446457 N: 238115 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Goods over 3.5 ton	Moving from	NE	to	S	Starting	On main carriageway
Vehicle Reference 2	Car	Moving from	N	to	SE	Going ahead other	On main carriageway

Casualty Reference: 1 Age: 78 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 20/08/2013 Time 1807 Slight at A361 JUST N J/W ACCESS TO CHADDLE BARN FARM BLOXHAM

E: 443575 N: 237228 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead right bend On main carriageway

Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 45 Male Passenger Severity: Slight Injured by vehicle: 1

Wednesday 21/08/2013 Time 2121 Serious at A361 BLOXHAM ROAD APPROX 290M NE OF J/W WYKHAM LANE BANBURY

E: 444001 N: 238417 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway

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

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

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Friday 27/09/2013 Time 1830 Slight at A361 J/W ACCESS TO CHADDLE BARN FARM BLOXHAM

E: 443562 N: 237199 Junction Detail: Using private drive c Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead right bend On main carriageway
Vehicle Reference 2 Car Moving from NE to S Going ahead left bend On main carriageway
Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 21/10/2013 Time 1502 Slight at A4260 OXFORD RD J/W WEEPING CROSS RD BANBURY

E: 446702 N: 237779 Junction Detail: T or staggered junct Control: Give way or controlled
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from W to SE Turning right On main carriageway
Vehicle Reference 2 Car Moving from SE to N Going ahead other On main carriageway
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 21/11/2013 Time 1653 Fatal at A361 J/W WYKHAM LANE BANBURY

E: 443900 N: 238154 Junction Detail: Crossroads Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Darkness: no street lighting

Vehicle Reference 1	Car	Moving from	W	to	E	Going ahead other	On main carriageway		
Casualty Reference:	1	Age:	72	Male		Driver/rider	Severity:	Slight	Injured by vehicle: 1
Casualty Reference:	2	Age:	72	Male		Passenger	Severity:	Fatal	Injured by vehicle: 1
Vehicle Reference 2	Car	Moving from	NE	to	S	Going ahead other	On main carriageway		
Vehicle Reference 3	Car	Moving from	E	to	W	Going ahead other	On main carriageway		

Wednesday 11/12/2013 Time 1323 Slight at WHITE POST ROAD J/W CHERWELL DISTRICT COUNCIL CAR PARK BODICOTE

E: 446037 N: 238197 Junction Detail: Other junction Control: Give way or controlled
Fog or mist Road surface Wet/Damp Daylight

Vehicle Reference 1	Car	Moving from	E	to	N	Turning right	On main carriageway		
Vehicle Reference 2	Motor Cycle over 50	Moving from	N	to	S	Going ahead other	On main carriageway		
Casualty Reference:	1	Age:	56	Male		Driver/rider	Severity:	Slight	Injured by vehicle: 2

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Friday 10/01/2014 Time 0819 Serious at WYKHAM LANE APPROX 200M W OF BODICOTE CEMETERY BODICOTE

E: 445263 N: 238072 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Frost/Ice Daylight
Vehicle Reference 1 Car Moving from W to E Going ahead other On main carriageway

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

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

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months

Selection:
Selected using Manual Selection

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	2	4	7
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	2	2	4
Horses & other	0	0	0	0
Total	1	4	8	13

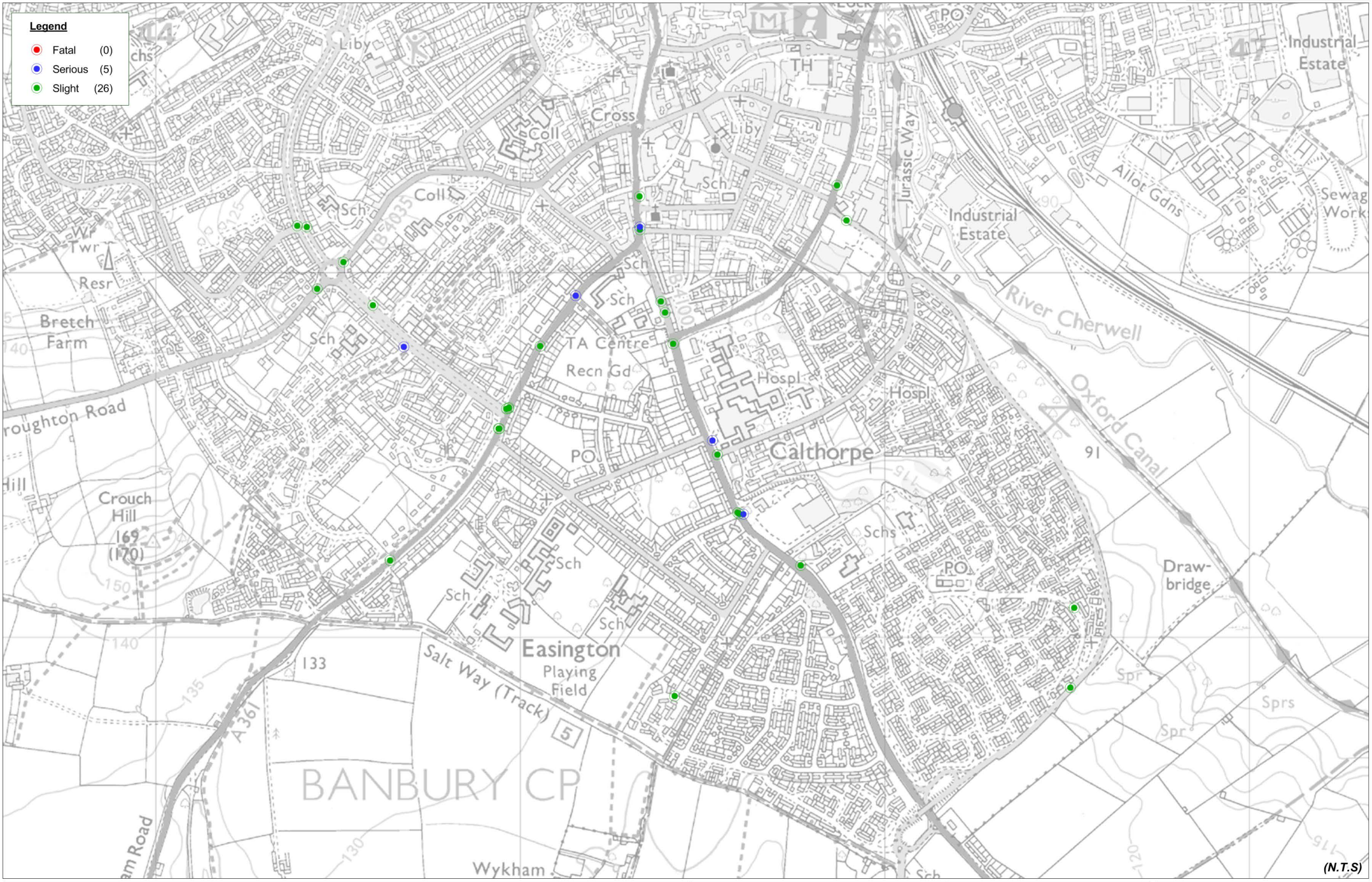
Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	4	6
Passenger	1	0	1	2
Motorcycle rider	0	0	2	2
Cyclist	0	2	2	4
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	1	4	10	15

Number of casualties meeting the criteria: **15**

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT

Accidents between following dates:
01/07/2012 and 30/06/2014



OXFORDSHIRE COUNTY COUNCIL

Date drawn: 19/08/2014
Drawn by: CJM

Map centre:
easting. 445460, northing. 239540

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 02/07/2012 Time 0530 Slight at A4260 OXFORD RD ATS XRDS J/W FARMFIELD RD & SAINSBURYS STORE BANBURY

E: 445602 N: 239339 Junction Detail: Crossroads Control: Automatic traffic sign
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV S ON A4260 OXFORD RD WHEN DRIVER SEEMS TO HAVE SUFFERED COUGHING FIT AT ATS XRDS J/W FARMFIELD RD & C1 EXITED CWAY TO OSIDE & HIT WALL

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1930712 Speed limit 30
Crossing: Control None within 50 metres Facilities Pedestrian phase at traffic signal junction Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) SG JS

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 43 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction
Ped. Injury Not applicable School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 19/07/2012 Time 1401 Slight at CHATSWORTH DRIVE APPROX 55M SE OF J/W WOODHALL DRIVE BANBURY

E: 446521 N: 239081 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NW ROUNDING LH BEND WENT TO OSIDE TO PASS PARKED NSIDE VEHS & HIT F OF C2 TRAV SE ROUNDING RH BEND

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P2200712 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) NN

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:	Stationary or parked vehicle	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to W Overtaking stat vehicle O/S On main carriageway

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 27 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 1

Ped. Location Ped. Movement Ped. Direction
Ped. Injury Not applicable School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 W to SE Going ahead right bend On main carriageway

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 78 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 78 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction
Ped. Injury Not applicable School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 10/10/2012 Time 0823 Slight at A4260 OXFORD ROAD J/W A4260 UPPER WINDSOR ST BANBURY

E: 445420 N: 239805 Junction Detail: T or staggered junct Control: Automatic traffic sign
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV N ON OXFORD ROAD IN NSIDE LANE PASSING QUEUING TRAFFIC IN LN 2 WAITING TO TURN RT AT ATS TO UPPER WINDSOR ST - TWO PEDS (11 YRS- ON JOURNEY TO SCHOOL) TRAV W ON XING CROSSED FROM C1 OSIDE FROM IN FRONT OF QUEUING VEHS & C1 HIT ONE OF PEDS

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0941012 Speed limit 30
Crossing: Control None within 50 metres Facilities Central refuge - no other controls Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) PY

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Possible
2nd:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
3rd:	Failed to look properly	Casualty 1	
4th:			
5th:			
6th:			

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

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: 11 Female Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location In carr elsewhere Ped. Movement Driver's offside masked Ped. Direction W
Ped. Injury Not applicable School pupil: School pupil to/from

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 10/10/2012 Time 1910 Slight at A361 BLOXHAM RD J/W QUEENSWAY BANBURY

E: 444968 N: 239628 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 TRAV SE ON QUEENSWAY TURNED LT ONTO A361 BLOXHAM RD BUT FAILED TO GIVEWAY TO PC2 TRAV NE ON A361 7 HIT OCCURRED (PC2 HAD JUST TURNED ONTO A361 BLOXHAM ROAD FROM SPRINGFIELD AVENUE)

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1751012 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) LD

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Distraction in vehicle	Vehicle 1	
4th:			
5th:			
6th:			

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 65 Sex of Driver Female Breath test Driver not contacted

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Pedal Cycle Moving from S to NE Going ahead other On main carriageway

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 46 Sex of Driver Female Breath test Driver not contacted

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

Ped. Location Ped. Movement Ped. Direction

Ped. Injury Not applicable School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 12/10/2012 Time 1818 Slight at A361 SOUTH BAR ST J/W ST JOHNS RD BANBURY

E: 445329 N: 240119 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 (DRIVER 17 YRS)TRAV W ON ST JOHNS RD TURNED RT TO A361 SOUTH BAR ST BUT FAILED TO GIVEWAY TO C2 TRAV S ON A361 & HIT OCCURRED - APPEARS C2 HAD JUST MOVED OFF POSS IN QUEUING TRSFFIC ON APPROACH TO J/W BLOXHAM ROAD

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1291012 Speed limit 30
Crossing: Control None within 50 metres Facilities Pedestrian phase at traffic signal junction Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) RD

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 17 Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Starting On main carriageway

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: 40 Male Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury Not applicable School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 08/01/2013 Time 1837 Slight at A361 BLOXHAM ROAD J/W QUEENSWAY BANBURY

E: 444970 N: 239630 Junction Detail: T or staggered junct Control: Give way or controlled
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit

C1 TRAV SE ON QUEENSWAY TURNED LT TO A361 BLOXHAM ROAD FAILING TO GIVE WAY TO C2 TRAV NE ON A361 & HIT OCCURRED - IMPACT CAUSED C1 TO THEN LEAVE CWAY TO NSIDE & HIT LAMP COLUMN - POSS POOR VISIBILITY DUE TO RAIN CONTRIBUTORY

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0450113 Speed limit 30
Crossing: Control None within 50 metres Facilities Zebra crossing Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) LD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 32 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 On main carriageway

No skidding, jack-knifing or overturning

First point of impact Nearside 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 Not applicable School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 09/01/2013 Time 1535 Slight at BANKSIDE AT TRAFFIC CALMING CHICANE 50M SW OF J/W CHATSWORTH DRIVE BANBURY

E: 446510 N: 238862 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight

C1 - ELDERLY DRIVER - TRAV SW ON BANKSIDE - APPEARS DRIVER DAZZLED BY SUN & FAILED TO SEE TRAFFIC CALMING CHICANE & HIT OCCURRED - NO INVOLVEMENT WITH ANY OTHER VEHICLE

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0810113 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) SG

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 79 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 79 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction
Ped. Injury Not applicable School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 22/01/2013 Time 0859 Serious at A361 BLOXHAM ROAD J/W HARRIERS VIEW BANBURY

E: 445153 N: 239937 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Daylight

HGV1 TRAV NE ON A361 BLOXHAM ROAD AT LOW SPEED / IN QUEUING TRAFFIC ON APPROACH TO PELICAN WITH SIGNALS AT RED FOR TRAFFIC- MOTHER AND CHILD PED (AGE 4 - JOURNEY TO SCHOOL) CROSSED ON ZIG ZAG LINES FROM NSIDE OF HGV1 & HIT OCCURRED WITH CHILD PED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2020113 Speed limit 30
Crossing: Control None within 50 metres Facilities Pelican, puffin, toucan or similar non-junction Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) PY

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Wrong use of pedestrian crossing facility	Casualty 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Casualty 1	
4th:			
5th:			
6th:			

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

No skidding, jack-knifing or overturning

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

Casualty Reference: 1 Age: 4 Male Pedestrian Severity: Serious Injured by vehicle: 1

Ped. Location In zig-zag approac Ped. Movement Driver's nearside Ped. Direction SE
Ped. Injury Not applicable School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 26/03/2013 Time 1140 Slight at A4260 OXFORD RD AT J/W HIGHTOWN RD BANBURY

E: 445542 N: 239501 Junction Detail: T or staggered junct Control: Automatic traffic sign
Fine without high winds Road surface Dry Daylight

C1 TRAV N ON A4260 TURNED RT TO HIGHTOWN RD BUT FAILED TO GIVEWAY TO C2 TRAV S ON A4260 & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2860313 Speed limit 30
Crossing: Control None within 50 metres Facilities Pedestrian phase at traffic signal junction Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) ID JS

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 21 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Going ahead other On main carriageway

No skidding, jack-knifing or overturning

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: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 08/04/2013 Time 1009 Slight at A4260 WINDSOR ST APPROX 40M N OF J/W GATTERIDGE ST BANBURY

E: 445870 N: 240240 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight

C1 TURNED LT FROM GATTERIDGE ST TO TRAV N ON A4260 UPPER WINDSOR ST BUT THEN MADE U TURN (VIOLATING NO U TURN SIGN) AT END OF KERBED CENTRAL ISLAND BUT HIT MC2 TRAV N ON A4260 TO OSIDE OF C1

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0440413 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) UU

Causation

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

Vehicle Reference 1 Car Moving from S to S U-turn On main carriageway

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 75 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 500 Moving from S to N Going ahead other On main carriageway

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: 2
Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 16/04/2013 Time 1832 Serious at A4260 OXFORD RD ATS XRDS J/W FARMFIELD RD & SAINSBURYS STORE BANBURY

E: 445613 N: 239338 Junction Detail: Crossroads Control: Automatic traffic sign
Fine without high winds Road surface Dry Daylight

C1 (DRIVER 80 YRS) TRAV W IN LN 1 ON EXIT RD FROM SAINSBURYS STORE PULLED AWAY AS SIGNALS TURNED TO GREEN TO TURN LEFT TO A4260 BUT HIT WITH WING MIRROR PED XING FROM OSIDE UNCLEAR IF PED WAS MASKED BY STAT TRAFFIC IN OSIDE LANE OF SAINSBURY EXIT

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1540413 Speed limit 30
Crossing: Control None within 50 metres Facilities Pedestrian phase at traffic signal junction Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) PY

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 SE Turning left On main carriageway

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 80 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 63 Female Pedestrian Severity: Serious Injured by vehicle: 1
Ped. Location On Ped Crossing Ped. Movement Driver's offside Ped. Direction S
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 18/04/2013 Time 1915 Slight at B4100 OXFORD RD JUST S OF J/W OLD PARR RD BANBURY

E: 445387 N: 239922 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Daylight

C1 TRAV N ON B4100 HIT R OF C2 WHO IN TURN HIT R OF C3 BOTH VEHS TRAV N AHEAD OF C1 STATIONARY WAITING IN QUEUING TRAFFIC APPROACHING SIGNALS AT J/W A361 BLOXHAM ROAD

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P1300413 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) NB QQ

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:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

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

No skidding, jack-knifing or overturning

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

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

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 **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 but held up On main carriageway

No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 44 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight Injured by vehicle: 3
Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 23/05/2013 Time 1315 Slight at A361 BLOXHAM RD J/W PRIVATE DRIVEWAY FOR HOUSE NUMBER 73 BANBURY

E: 445055 N: 239799 Junction Detail: Using private drive c Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

C1 TRAV NE ON A361 HIT R OF C2 TRAV NE AHEAD OF C1 WAITING TO TURN RT TO J/W PRIVATE DRIVEWAY

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2150513 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) NB IB

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 36 Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Waiting to turn right On main carriageway

No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 30 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 04/06/2013 Time 1300 Slight at A4260 OXFORD RD J/W FARMFIELD RD & SAINSBURYS STORE BANBURY

E: 445597 N: 239342 Junction Detail: Crossroads Control: Automatic traffic sign
Fine without high winds Road surface Dry Daylight

LGV1 TRAV S ON A4260 TURNED RT TO FARMFIELD RD BUT FAILED TO GIVEWAY TO MC2 TRAV N ON A4260 & LGV1 HIT F OF MC2 CAUSING RIDER TO FALL

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2640613 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) ID

Causation

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

Vehicle Reference 1 Van or Goods 3.5 to Moving from N to S Turning right On main carriageway

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 63 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Motor Cycle over 1 Moving from SE to N Going ahead other On main carriageway

Skidded

First point of impact Nearside Age of Driver Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 27/07/2013 Time 1005 Slight at A361 BLOXHAM RD J/W BROWNING RD BANBURY

E: 444644 N: 239211 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

C1 TRAV SW ON A361 TURNED RT TO BROWNING RD FAILED TO GIVEWAY TO C2 TRAV NE ON A361 & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P2930713 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) ID

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 Car Moving from NE to N Turning right On main carriageway

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 71 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 71 Female Driver/rider Severity: Slight Injured by vehicle: 1

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 On main carriageway

No skidding, jack-knifing or overturning

First point of impact Offside 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 School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 04/08/2013 Time 1157 Slight at B4100 OXFORD RD JUST S OF J/W OLD PARR RD BANBURY

E: 445398 N: 239891 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Wet/Damp Daylight

C1 TRAV N ON B4100 OVRTK MC2 TRAV N AHEAD OF C1 & C1 THEN BRAKED SUDDENLY FOR UNKNOWN REASON - MC2 LOST CONTROL & RIDER FELL

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0320813 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) OO ZZ

Causation

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

Vehicle Reference 1 Car Moving from S to N Overtaking moving vehicle O/S On main carriageway

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

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Motor Cycle over 50 Moving from S to N Going ahead other On main carriageway

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 25 Sex of Driver Male Breath test Negative

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

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 12/08/2013 Time 0828 Slight at A361 SOUTH BAR BY PARKING SPACE APPROX 35M N OF J/W DASHWOOD ROAD BANBURY

E: 445328 N: 240210 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight

C1 TRAV S ON A361 SOUTH BAR AT LOW SPEED TURNED LT TO ENTER NSIDE PARKING SPACE BUT FAILED TO GIVEWAY TO PC2 TRAV S TO NSIDE OF A361 & C1 HIT PC2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1060813 Speed limit 30
Crossing: Control None within 50 metres Facilities Pelican, puffin, toucan or similar non-junction Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) EB ON

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 N to E Turning left On main carriageway

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 23 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Pedal Cycle Moving from N to S Overtaking nearside On main carriageway

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 18 Sex of Driver Female Breath test Not applicable

Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 19/09/2013 Time 0825 Slight at A361 BLOXHAM RD AT ZEBRA XING APPROX 25M J/W SPRINGFIELD AVE BANBURY

E: 444941 N: 239572 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

C1 TRAV NE ON A361 HIT PC2 (RIDER 14 YRS ON JOURNEY TO SCHOOL) TRAV SE ON PED XING ENTERING CWAY FROM NSIDE FOOTWAY & RIDER FELL THEN FTS

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1440913 Speed limit 30
Crossing: Control None within 50 metres Facilities Zebra crossing Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) VB

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 48 Sex of Driver Female Breath test Not requested

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Pedal Cycle Moving from N to SE Going ahead other On main carriageway

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 14 Sex of Driver Male Breath test Not applicable

Casualty Reference: 1 Age: 14 Male Driver/rider Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 05/10/2013 Time 0101 Slight at GRANGE ROAD AT J/W CUL DE SACS AT SOUTH END OF ROAD BANBURY

E: 445424 N: 238839 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 (POLICE VEH IN PURSUIT OF C2) TRAV S ON GRANGE RD DROVE DELIBERATELY AT OSIDE OF C2 (STOLEN, IN COURSE OF CRIME) TRAV NE FROM EASTERN CUL DE SAC TO END PURSUIT - C2 LEFT CWAY TO W SIDE OF GRANGE ROAD JUST NORTH OF JUNCTION

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P0641013 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) ZZ

Causation

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

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 N to SE Going ahead left bend On main carriageway

No skidding, jack-knifing or overturning

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

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

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

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

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

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 18 Sex of Driver Female Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 09/10/2013 Time 0805 Slight at A361 BLOXHAM RD AT ZEBRA XING APPROX 25M JNE OF /W SPRINGFIELD AVE BANBURY

E: 444943 N: 239572 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight

C1 (DRIVER 73 YRS) TRAV NE ON A361 AT LOW SPEED WHEN GROUP OF CHILD PEDS ON JOURNEY TO SCHOOL ENTERED ZEBRA FROM C1 NSIDE - C1 HIT ONE OF PEDS CAUSING SLIGHT INJURY

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1141013 Speed limit 30
Crossing: Control None within 50 metres Facilities Zebra crossing Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) PY

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 73 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 11 Male Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location On Ped Crossing Ped. Movement Driver's nearside Ped. Direction SE
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 17/10/2013 Time 1005 Slight at QUEENSWAY J/W A361 BLOXHAM RD BANBURY

E: 444963 N: 239627 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

C1 TRAV SE ON QUEENSWAY IN NSIDE LANE HIT R OF C2 TRAV SE WAITING TO TURN LT TO A361 BLOXHAM ROAD

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2161013 Speed limit 30
Crossing: Control None within 50 metres Facilities Zebra crossing Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) NB EB

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 52 Sex of Driver Female Breath test Driver not contacted

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

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

Vehicle Reference 2 Car Moving from N to SE Waiting to turn left On main carriageway

No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 47 Sex of Driver Female Breath test Driver not contacted

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

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 23/10/2013 Time 1540 Serious at A361 SOUTH BAR ST J/W ST JOHNS RD BANBURY

E: 445329 N: 240126 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

C1 TRAV S ON A361 IN NSIDE LANE HIT PED (14 YRS - PROBABLY ON JOURNEY FROM SCHOOL) CROSSED CWAY TRAV E FROM C1 OSIDE - APPEARS C1 TRAV AT LOW SPEED / POSS ALSO STAT TRAFFIC IN OSIDE SBOUND LANE (FOR VEHS RT TO A361 BLOXHAM ROAD)

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2721013 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) PY

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 41 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 14 Male Pedestrian Severity: Serious Injured by vehicle: 1

Ped. Location In carr elsewhere Ped. Movement Driver's offside Ped. Direction E
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 24/10/2013 Time 1731 Serious at A4260 OXFORD ROAD J/W HORTON VIEW BANBURY

E: 445528 N: 239540 Junction Detail: T or staggered junct Control: Automatic traffic sign
Fine without high winds Road surface Dry Daylight

C1 TRAV S ON A4260 OXFORD ROAD IN NSIDE LANE WHEN PED (JOGGER, WITH EARPHONES) CROSSED FROM ISLAND BETWEEN SLOW MOVING TRAFFIC IN LANE 2 INTO PATH OF C1 & HIT OCCURRED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P3061013 Speed limit 30
Crossing: Control None within 50 metres Facilities Pedestrian phase at traffic signal junction Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) PY

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 52 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 16 Male Pedestrian Severity: Serious Injured by vehicle: 1
Ped. Location On Ped Crossing Ped. Movement Driver's offside masked Ped. Direction E
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 02/11/2013 Time 0844 Slight at WOODGREEN AVE J/W BRETCH HILL BANBURY

E: 444415 N: 240126 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Daylight

C1 TRAV NE ON BRETCH HILL ENTERED CENTRAL RESERVE GAP THEN TURNED RT TO TRAV SE ON WOODGREEN AVE BUT FAILED TO GIVEWAY TO C2 TRAV SE ON WOODGREEN AVE & C1 HIT R OSIDE OF C2 - C2 EXITED CWAY TO OSIDE ONTO CENTRAL RESERVE

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P0681113 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) RB

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Junction overshoot	Vehicle 1	Possible
4th:	Other	Vehicle 1	Possible
5th:			
6th:			

DRIVER SNEEZED

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

No skidding, jack-knifing or overturning

First point of impact Nearside Age of Driver 37 Sex of Driver Female Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 other On main carriageway

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 63 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 61 Female Passenger Severity: Slight Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 04/11/2013 Time 1203 Slight at A4260 OXFORD RD J/W THE HAWTHORNS BANBURY

E: 445770 N: 239197 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

C1 (DRIVER 87 YRS) TRAV SW ON THE HAWTHORNS TURNED RT TO A4260 BUT FAILED TO GIVEWAY TO C2 TRAV SE ON A4260 & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P0741113 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) RD

Causation

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

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 NE to N Turning right On main carriageway

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 87 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 87 Female Driver/rider Severity: Slight Injured by vehicle: 1

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Casualty Reference: 2 Age: 44 Female Passenger Severity: Slight Injured by vehicle: 1

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 47 Sex of Driver Female Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 18/11/2013 Time 2000 Slight at WOODGREEN AVE J/W BRETCH HILL BANBURY

E: 444389 N: 240129 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 TRAV E ON BRETCH HILL TURNED LT TO WOODGREEN AVE BUT FAILED TO GIVEWAY TO C2 TRAV N ON WOODGREEN AVE - C2 EXITED CWAY TO OSIDE & HIT TREE ON CENTRAL RESERVATION

Road Type Dual carriageway Vehicles 2 Casualties 2 Police Ref. P2131113 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) LD

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to N Turning left On main carriageway

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: 51 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 other On main carriageway

No skidding, jack-knifing or overturning

First point of impact Nearside 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 School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 02/01/2014 Time 0938 Serious at QUEENSWAY J/W BRANTWOOD RISE BANBURY

E: 444681 N: 239797 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

C1 TRAV NE ON BRANTWOOD RISE TURNED LT TO QUEENSWAY FAILED TO GIVEWAY TO PC2 TRAV NW ON QUEENSWAY & C1 HIT PC2 CAUSING SERIOUS INJURY TO RIDER- APPEARS GLARE FROM SUN CONTRIBUTORY

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0050114 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) LD

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 66 Sex of Driver Male Breath test Negative

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Pedal Cycle Moving from SE to N Starting On main carriageway

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 63 Sex of Driver Male Breath test Not applicable

Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Serious Injured by vehicle: 2

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

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

Monday 13/01/2014 Time 1519 Slight at QUEENSWAY SEBOUND CWAY AT PEDESTRIAN CROSSING POINT APPROX 60M NW OF MEWBURN ROAD BANBURY

E: 444597 N: 239911 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight

C1 TRAV SE ON QUEENSWAY WHEN CHILD PED (AGED 5 - ACCOMPANIED BY MOTHER BUT NOT HOLDING HANDS) CROSSED FROM CENTRAL RESERVE TO NE INTO PATH OF C1 & HIT OCCURRED - PED SUSTAINED SLIGHT NJURY

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P0970114 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) PY

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 43 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 5 Male Pedestrian Severity: Slight Injured by vehicle: 1

Ped. Location In carr elsewhere Ped. Movement Driver's offside Ped. Direction NE
Ped. Injury School pupil: School pupil to/from

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 27/02/2014 Time 2054 Slight at SWAN CLOSE RD J/W PETROL FILLING STATION EXIT APPROX 50M SE OF J/W A4260 UPPER WINDSOR ST BANBURY
E: 445896 N: 240144 Junction Detail: Using private drive c Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit

C1 TRAV S EXITING GARAGE FORECOURT TURNED LT TO SWAN CLOSE RD BUT FAILED TO GIVEWAY TO TX2 TRAV SE ON SWAN CLOSE RD (HAVING TURNED LEFT FROM UPPPER WINDSOR STREET) & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P2660214 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) LD

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 SE Turning left On main carriageway

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver 29 Sex of Driver Female Breath test Negative
Casualty Reference: 2 Age: 56 Female Passenger Severity: Slight Injured by vehicle: 1

Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 Taxi/Private hire car Moving from N to SE Going ahead other On main carriageway

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: 2
Ped. Location Ped. Movement Ped. Direction
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 13/03/2014 Time 1830 Slight at B4035 BROUGHTON ROAD AT ZEBRA XING APPROX 35M SW OF RBT J/W WOODGREEN AVE BANBURY

E: 444443 N: 239956 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight

C1 TRAV NE ON BROUGHTON RD HIT PED TRAV NW XING CWAY ON ZEBRA XING FROM C1 OSIDE - C1 FTS (APPEARS PED HAD NOTICED C1 WAS NOT APPEARING TO SLOW & QUICKENED PACE BUT WAS UNABLE TO AVOID HIT)

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1810314 Speed limit 30
Crossing: Control None within 50 metres Facilities Zebra crossing Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) PY

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	Possible
4th:	Failed to look properly	Casualty 1	Possible
5th:	Wrong use of pedestrian crossing facility	Casualty 1	Possible
6th:			

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 17 Female Pedestrian Severity: Slight Injured by vehicle: 1

Ped. Location On Ped Crossing Ped. Movement Driver's offside Ped. Direction N
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months

Selection: **Notes:**

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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 03/06/2014 Time 0820 Slight at B4035 BROUGHTON RD JUST NE OF RBT J/W QUEENSWAY / WOODGREEN AVE BANBURY

E: 444516 N: 240029 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

C1 TRAV SW ON BROUGHTON RD APPROACHING RBT HIT PED (13 YRS ON JOURNEY TO SCHOOL) TRAV SE XING CWAY FROM C1 OSIDE - C1 FTS

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0040614 Speed limit 30
Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority: Cherwell Parish: 0120
Road Section: Accident Type(s) PY CM

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Front Age of Driver Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 13 Female Pedestrian Severity: Slight Injured by vehicle: 1

Ped. Location In carr elsewhere Ped. Movement Driver's offside Ped. Direction SE
Ped. Injury School pupil: Not a pupil

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:
The description of the accident circumstances (and 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
Motor vehicles only (excluding 2-wheels)	0	4	20	24
2-wheeled motor vehicles	0	0	3	3
Pedal cycles	0	1	3	4
Horses & other	0	0	0	0
Total	0	5	26	31

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	17	17
Passenger	0	0	4	4
Motorcycle rider	0	0	3	3
Cyclist	0	1	3	4
Pedestrian	0	4	5	9
Other	0	0	0	0
Total	0	5	32	37

Number of casualties meeting the criteria: **37**

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Monday 02/07/2012 Time 0530 Slight at A4260 OXFORD RD ATS XRDS J/W FARMFIELD RD & SAINSBURYS STORE BANBURY

E: 445602 N: 239339 Junction Detail: Crossroads Control: Automatic traffic sign
Fine without high winds Road surface Dry Daylight:street lights present
Vehicle Reference 1 Car Moving from N to S Going ahead other On main carriageway

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

Thursday 19/07/2012 Time 1401 Slight at CHATSWORTH DRIVE APPROX 55M SE OF J/W WOODHALL DRIVE BANBURY

E: 446521 N: 239081 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight:street lights present
Vehicle Reference 1 Car Moving from SE to W Overtaking stat vehicle O/S On main carriageway

Casualty Reference: 2 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from W to SE Going ahead right bend On main carriageway

Casualty Reference: 1 Age: 78 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 10/10/2012 Time 0823 Slight at A4260 OXFORD ROAD J/W A4260 UPPER WINDSOR ST BANBURY

E: 445420 N: 239805 Junction Detail: T or staggered junct Control: Automatic traffic sign
Fine without high winds Road surface Dry Daylight:street lights present
Vehicle Reference 1 Car Moving from to Going ahead other On main carriageway

Casualty Reference: 1 Age: 11 Female Pedestrian Severity: Slight Injured by vehicle: 1

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 10/10/2012 Time 1910 Slight at A361 BLOXHAM RD J/W QUEENSWAY BANBURY

E: 444968 N: 239628 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to NE Turning left On main carriageway
Vehicle Reference 2 Pedal Cycle Moving from S to NE Going ahead other On main carriageway
Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 2

Friday 12/10/2012 Time 1818 Slight at A361 SOUTH BAR ST J/W ST JOHNS RD BANBURY

E: 445329 N: 240119 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from E to N Turning right On main carriageway
Vehicle Reference 2 Car Moving from N to S Starting On main carriageway
Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 08/01/2013 Time 1837 Slight at A361 BLOXHAM ROAD J/W QUEENSWAY BANBURY

E: 444970 N: 239630 Junction Detail: T or staggered junct Control: Give way or controlled
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to NE Turning left On main carriageway

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

Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 09/01/2013 Time 1535 Slight at BANKSIDE AT TRAFFIC CALMING CHICANE 50M SW OF J/W CHATSWORTH DRIVE BANBURY

E: 446510 N: 238862 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway

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

Tuesday 22/01/2013 Time 0859 Serious at A361 BLOXHAM ROAD J/W HARRIERS VIEW BANBURY

E: 445153 N: 239937 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Goods 7.5 tonnes mg Moving from S to NE Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 4 Male Pedestrian Severity: Serious Injured by vehicle: 1

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 26/03/2013 Time 1140 Slight at A4260 OXFORD RD AT J/W HIGHTOWN RD BANBURY

E: 445542 N: 239501 Junction Detail: T or staggered junct Control: Automatic traffic sign
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to E Turning right On main carriageway
Vehicle Reference 2 Car Moving from N to S Going ahead other On main carriageway
Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 08/04/2013 Time 1009 Slight at A4260 WINDSOR ST APPROX 40M N OF J/W GATTERIDGE ST BANBURY

E: 445870 N: 240240 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to S U-turn On main carriageway
Vehicle Reference 2 Motorcycle over 500 Moving from S to N Going ahead other On main carriageway
Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 16/04/2013 Time 1832 Serious at A4260 OXFORD RD ATS XRDS J/W FARMFIELD RD & SAINSBURYS STORE BANBURY

E: 445613 N: 239338 Junction Detail: Crossroads Control: Automatic traffic sign
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to SE Turning left On main carriageway
Casualty Reference: 1 Age: 63 Female Pedestrian Severity: Serious Injured by vehicle: 1

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 18/04/2013 Time 1915 Slight at B4100 OXFORD RD JUST S OF J/W OLD PARR RD BANBURY

E: 445387 N: 239922 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1	Car	Moving from	S	to	N	Going ahead other	On main carriageway
Vehicle Reference 2	Car	Moving from	S	to	N	Going ahead but held up	On main carriageway
Vehicle Reference 3	Car	Moving from	S	to	N	Going ahead but held up	On main carriageway

Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight Injured by vehicle: 3

Thursday 23/05/2013 Time 1315 Slight at A361 BLOXHAM RD J/W PRIVATE DRIVEWAY FOR HOUSE NUMBER 73 BANBURY

E: 445055 N: 239799 Junction Detail: Using private drive c Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car	Moving from	S	to	NE	Going ahead other	On main carriageway
Vehicle Reference 2	Car	Moving from	S	to	NE	Waiting to turn right	On main carriageway

Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 04/06/2013 Time 1300 Slight at A4260 OXFORD RD J/W FARMFIELD RD & SAINSBURYS STORE BANBURY

E: 445597 N: 239342 Junction Detail: Crossroads Control: Automatic traffic sign
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Van or Goods 3.5 to Moving from N to S Turning right On main carriageway
Vehicle Reference 2 Motor Cycle over 1 Moving from SE to N Going ahead other On main carriageway
Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 27/07/2013 Time 1005 Slight at A361 BLOXHAM RD J/W BROWNING RD BANBURY

E: 444644 N: 239211 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to N Turning right On main carriageway
Casualty Reference: 1 Age: 71 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead other On main carriageway
Casualty Reference: 2 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 04/08/2013 Time 1157 Slight at B4100 OXFORD RD JUST S OF J/W OLD PARR RD BANBURY

E: 445398 N: 239891 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to N Overtaking moving vehicle O/S On main carriageway
Vehicle Reference 2 Motor Cycle over 50 Moving from S to N Going ahead other On main carriageway
Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 12/08/2013 Time 0828 Slight at A361 SOUTH BAR BY PARKING SPACE APPROX 35M N OF J/W DASHWOOD ROAD BANBURY

E: 445328 N: 240210 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to E Turning left On main carriageway
Vehicle Reference 2 Pedal Cycle Moving from N to S Overtaking nearside On main carriageway
Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 19/09/2013 Time 0825 Slight at A361 BLOXHAM RD AT ZEBRA XING APPROX 25M J/W SPRINGFIELD AVE BANBURY

E: 444941 N: 239572 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway
Vehicle Reference 2 Pedal Cycle Moving from N to SE Going ahead other On main carriageway
Casualty Reference: 1 Age: 14 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 05/10/2013 Time 0101 Slight at GRANGE ROAD AT J/W CUL DE SACS AT SOUTH END OF ROAD BANBURY

E: 445424 N: 238839 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to SE Going ahead left bend On main carriageway
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 41 Male Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from SE to N Going ahead right bend On main carriageway

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 09/10/2013 Time 0805 Slight at A361 BLOXHAM RD AT ZEBRA XING APPROX 25M JNE OF /W SPRINGFIELD AVE BANBURY

E: 444943 N: 239572 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 11 Male Pedestrian Severity: Slight Injured by vehicle: 1

Thursday 17/10/2013 Time 1005 Slight at QUEENSWAY J/W A361 BLOXHAM RD BANBURY

E: 444963 N: 239627 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from N to SE Waiting to turn left On main carriageway

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

Wednesday 23/10/2013 Time 1540 Serious at A361 SOUTH BAR ST J/W ST JOHNS RD BANBURY

E: 445329 N: 240126 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 14 Male Pedestrian Severity: Serious Injured by vehicle: 1

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 24/10/2013 Time 1731 Serious at A4260 OXFORD ROAD J/W HORTON VIEW BANBURY

E: 445528 N: 239540 Junction Detail: T or staggered junct Control: Automatic traffic sign
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 16 Male Pedestrian Severity: Serious Injured by vehicle: 1

Saturday 02/11/2013 Time 0844 Slight at WOODGREEN AVE J/W BRETCH HILL BANBURY

E: 444415 N: 240126 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to SE Turning right On main carriageway

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

Casualty Reference: 1 Age: 61 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Monday 04/11/2013 Time 1203 Slight at A4260 OXFORD RD J/W THE HAWTHORNS BANBURY

E: 445770 N: 239197 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to N Turning right On main carriageway
Casualty Reference: 1 Age: 87 Female Driver/rider Severity: Slight Injured by vehicle: 1
Casualty Reference: 2 Age: 44 Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to SE Going ahead other On main carriageway

Monday 18/11/2013 Time 2000 Slight at WOODGREEN AVE J/W BRETCH HILL BANBURY

E: 444389 N: 240129 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from W to N Turning left On main carriageway
Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Going ahead other On main carriageway
Casualty Reference: 2 Age: 36 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 02/01/2014 Time 0938 Serious at QUEENSWAY J/W BRANTWOOD RISE BANBURY

E: 444681 N: 239797 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Turning left On main carriageway

Vehicle Reference 2 Pedal Cycle Moving from SE to N Starting On main carriageway

Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Serious Injured by vehicle: 2

Monday 13/01/2014 Time 1519 Slight at QUEENSWAY SEBOUND CWAY AT PEDESTRIAN CROSSING POINT APPROX 60M NW OF MEWBURN ROAD BANBURY

E: 444597 N: 239911 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 1 Age: 5 Male Pedestrian Severity: Slight Injured by vehicle: 1

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 27/02/2014 Time 2054 Slight at SWAN CLOSE RD J/W PETROL FILLING STATION EXIT APPROX 50M SE OF J/W A4260 UPPER WINDSOR ST BANBURY
E: 445896 N: 240144 Junction Detail: Using private drive c Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to SE Turning left On main carriageway
Casualty Reference: 2 Age: 56 Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Taxi/Private hire car Moving from N to SE Going ahead other On main carriageway
Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 13/03/2014 Time 1830 Slight at B4035 BROUGHTON ROAD AT ZEBRA XING APPROX 35M SW OF RBT J/W WOODGREEN AVE BANBURY
E: 444443 N: 239956 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway
Casualty Reference: 1 Age: 17 Female Pedestrian Severity: Slight Injured by vehicle: 1

Tuesday 03/06/2014 Time 0820 Slight at B4035 BROUGHTON RD JUST NE OF RBT J/W QUEENSWAY / WOODGREEN AVE BANBURY
E: 444516 N: 240029 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway
Casualty Reference: 1 Age: 13 Female Pedestrian Severity: Slight Injured by vehicle: 1

Accidents between dates **01/07/2012** **and** **30/06/2014** (24) months

Selection:
Selected using Manual Selection

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	4	20	24
2-wheeled motor vehicles	0	0	3	3
Pedal cycles	0	1	3	4
Horses & other	0	0	0	0
Total	0	5	26	31

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	17	17
Passenger	0	0	4	4
Motorcycle rider	0	0	3	3
Cyclist	0	1	3	4
Pedestrian	0	4	5	9
Other	0	0	0	0
Total	0	5	32	37

Number of casualties meeting the criteria: **37**

Appendix D

TRICS Report

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SC	SURREY	2 days
03	SOUTH WEST		
	DV	DEVON	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
10	WALES		
	CM	CARMARTHENSHIRE	1 days
11	SCOTLAND		
	FA	FALKIRK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 14 to 500 (units:)
Range Selected by User: 14 to 500 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/04 to 13/10/11

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	5 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	6
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out

Filtering Stage 3 selection:

Use Class:

C3	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 CB-03-M-03 SEMI-DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBECK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: MONDAY 20/06/05 Survey Type: MANUAL

2 CM-03-M-01 HOUSES & FLATS CARMARTHENSHIRE
COLLEGE ROAD

CARMARTHEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 48
Survey date: THURSDAY 18/09/08 Survey Type: MANUAL

3 DV-03-M-01 HOUSES & FLATS DEVON
TOPSHAM ROAD

EXETER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 61
Survey date: THURSDAY 06/10/11 Survey Type: MANUAL

4 FA-03-M-01 SEMI D./TERRACED FALKIRK
FAIRLIE STREET

FALKIRK
Edge of Town
Residential Zone
Total Number of dwellings: 138
Survey date: WEDNESDAY 29/06/05 Survey Type: MANUAL

5 HE-03-M-01 SEMI D./TERRACED HEREFORDSHIRE
WHITECROSS ROAD
WIDEMARSH
HEREFORD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Number of dwellings: 57
Survey date: WEDNESDAY 01/03/06 Survey Type: MANUAL

6 NY-03-M-03 SEMI D./TERRACED NORTH YORKSHIRE
CAWTHORN AVENUE

HARROGATE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: THURSDAY 11/09/08 Survey Type: MANUAL

7 SC-03-M-03 HOUSES & FLATS SURREY
ST ANNE'S DRIVE

REDHILL
Edge of Town
Residential Zone
Total Number of dwellings: 500
Survey date: THURSDAY 08/09/11 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 SC-03-M-04 HOUSES/FLATS SURREY
EPSOM ROAD

GUILDFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 130
Survey date: THURSDAY 13/10/11 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-03-M-02	Location
KC-03-M-01	Location
MS-03-M-01	Location
RE-03-M-01	Location

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES
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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	129	0.077	8	129	0.222	8	129	0.299
08:00 - 09:00	8	129	0.103	8	129	0.262	8	129	0.365
09:00 - 10:00	8	129	0.120	8	129	0.145	8	129	0.265
10:00 - 11:00	8	129	0.117	8	129	0.117	8	129	0.234
11:00 - 12:00	8	129	0.132	8	129	0.137	8	129	0.269
12:00 - 13:00	8	129	0.128	8	129	0.132	8	129	0.260
13:00 - 14:00	8	129	0.138	8	129	0.134	8	129	0.272
14:00 - 15:00	8	129	0.154	8	129	0.153	8	129	0.307
15:00 - 16:00	8	129	0.173	8	129	0.141	8	129	0.314
16:00 - 17:00	8	129	0.227	8	129	0.160	8	129	0.387
17:00 - 18:00	8	129	0.291	8	129	0.140	8	129	0.431
18:00 - 19:00	8	129	0.213	8	129	0.161	8	129	0.374
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.873			1.904			3.777

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	14 - 500 (units:)
Survey date date range:	01/01/04 - 13/10/11
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	7

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	129	0.113	8	129	0.414	8	129	0.527
08:00 - 09:00	8	129	0.193	8	129	0.630	8	129	0.823
09:00 - 10:00	8	129	0.189	8	129	0.263	8	129	0.452
10:00 - 11:00	8	129	0.186	8	129	0.196	8	129	0.382
11:00 - 12:00	8	129	0.195	8	129	0.242	8	129	0.437
12:00 - 13:00	8	129	0.229	8	129	0.217	8	129	0.446
13:00 - 14:00	8	129	0.233	8	129	0.220	8	129	0.453
14:00 - 15:00	8	129	0.258	8	129	0.242	8	129	0.500
15:00 - 16:00	8	129	0.438	8	129	0.264	8	129	0.702
16:00 - 17:00	8	129	0.412	8	129	0.294	8	129	0.706
17:00 - 18:00	8	129	0.515	8	129	0.234	8	129	0.749
18:00 - 19:00	8	129	0.378	8	129	0.259	8	129	0.637
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.339			3.475			6.814

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

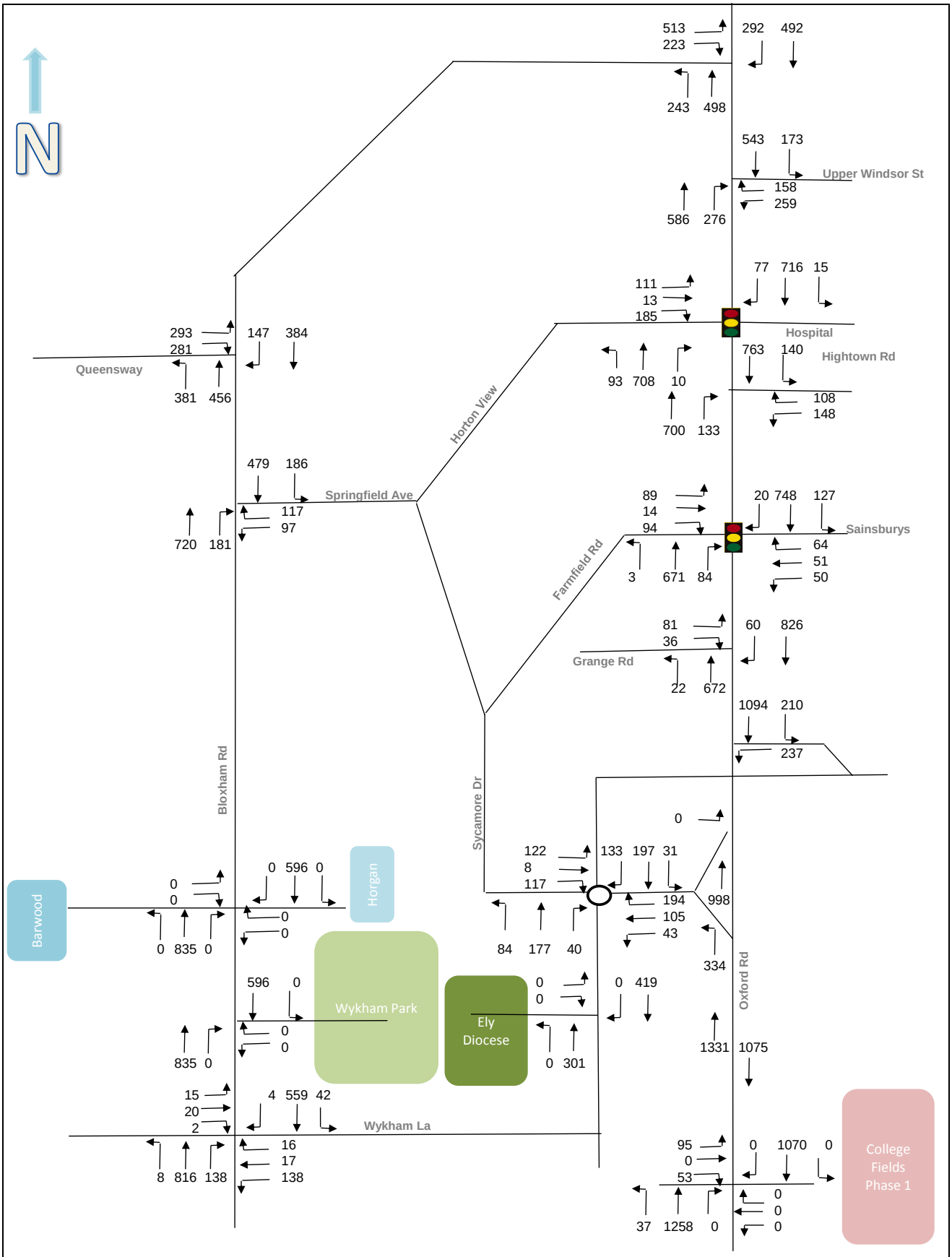
Parameter summary

Trip rate parameter range selected:	14 - 500 (units:)
Survey date date range:	01/01/04 - 13/10/11
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	7

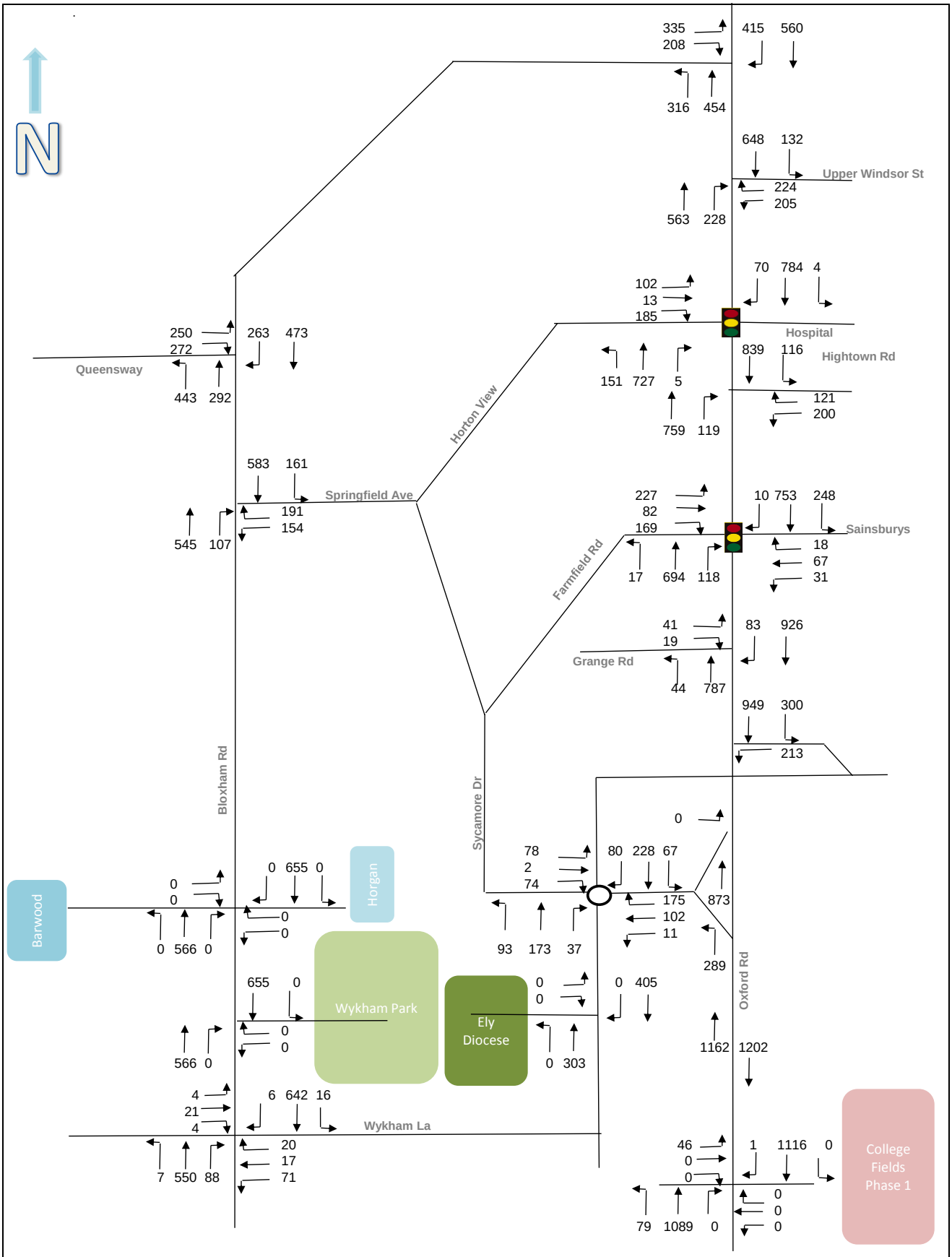
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix E

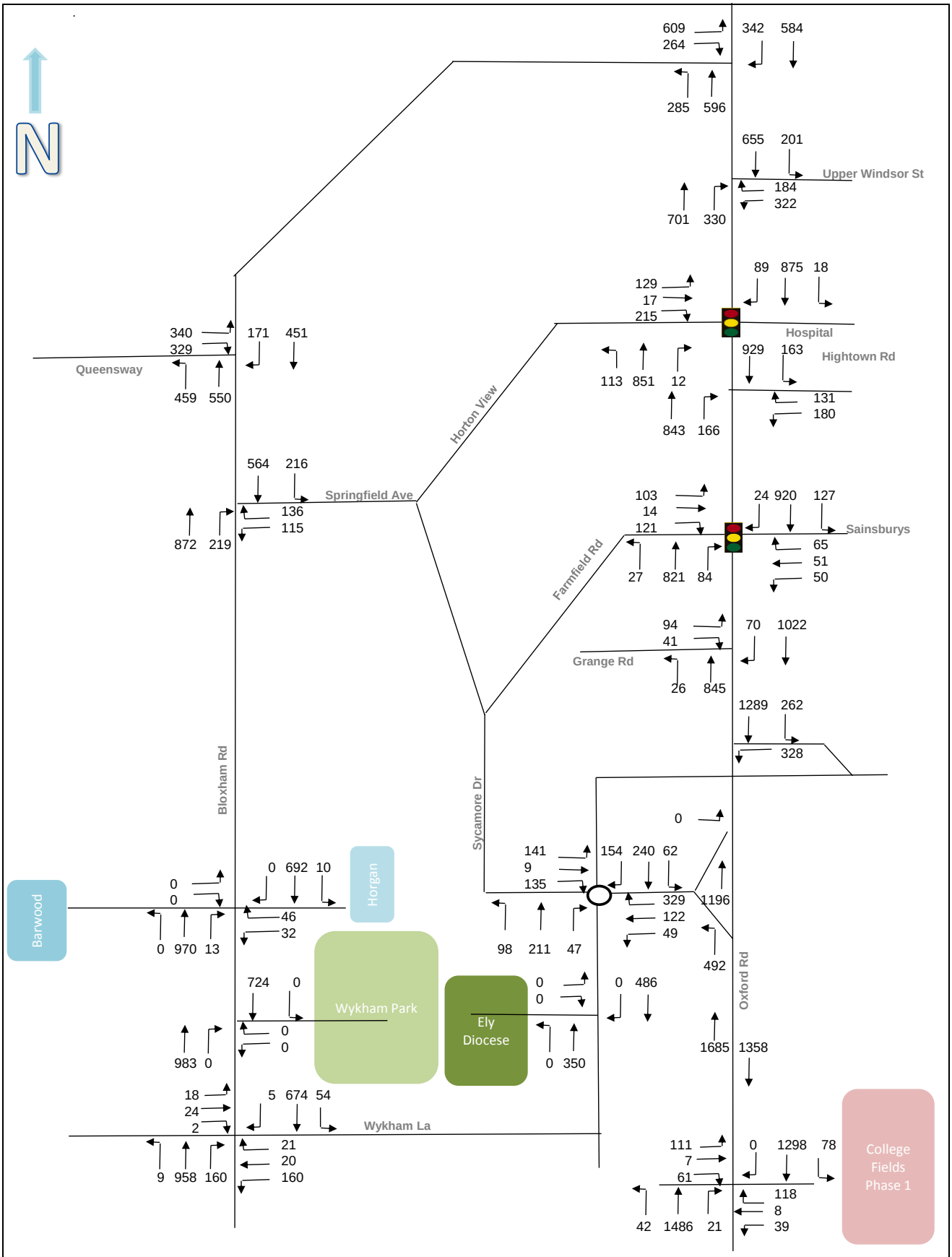
Traffic Flow Diagrams



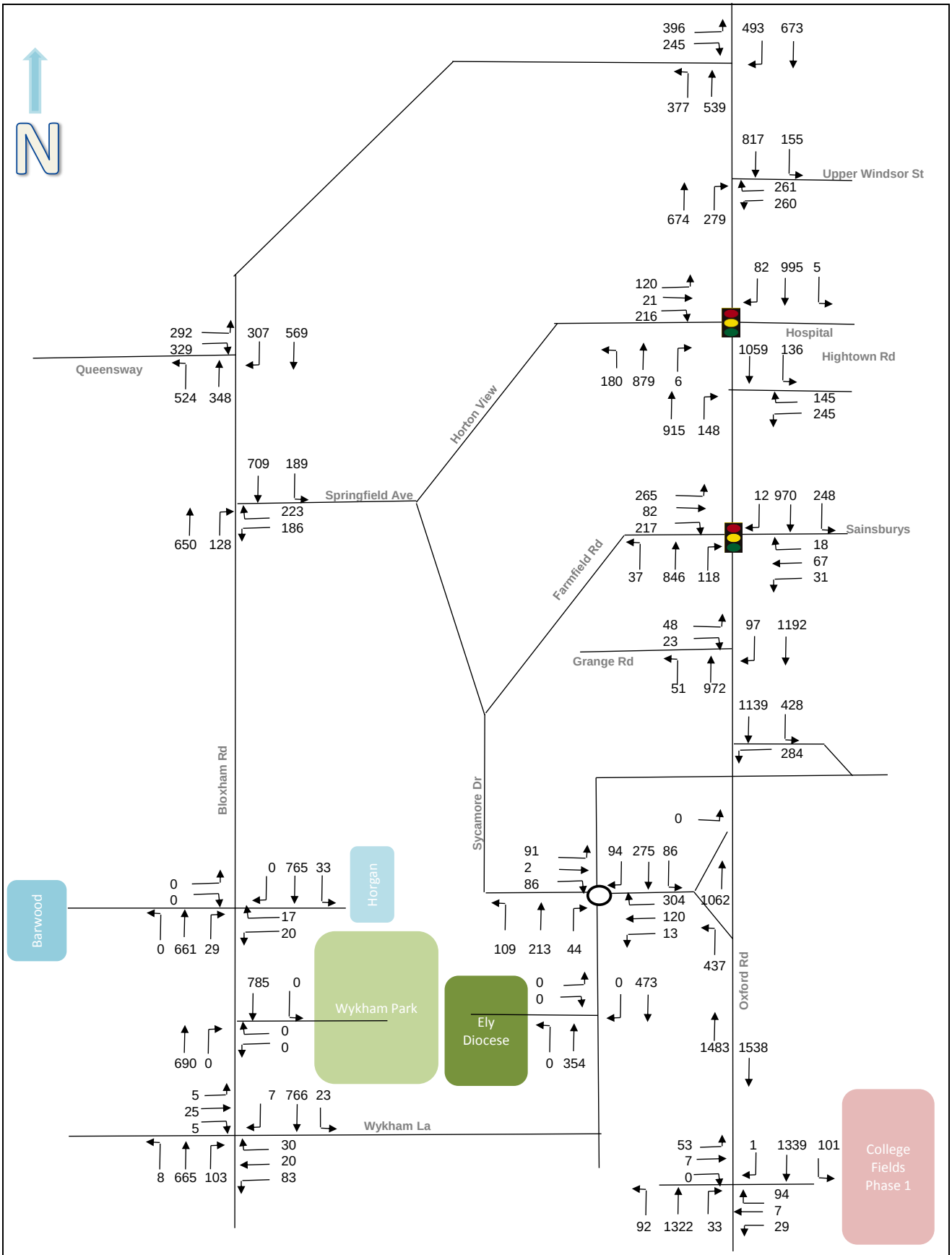
Project:	**Land at Wykham Park Farm, Banbury**			Test:	**2014 AM**
Project No:	W14139	Client:	Hallam Land & Gallagher Estates		
Date:	Oct-14				



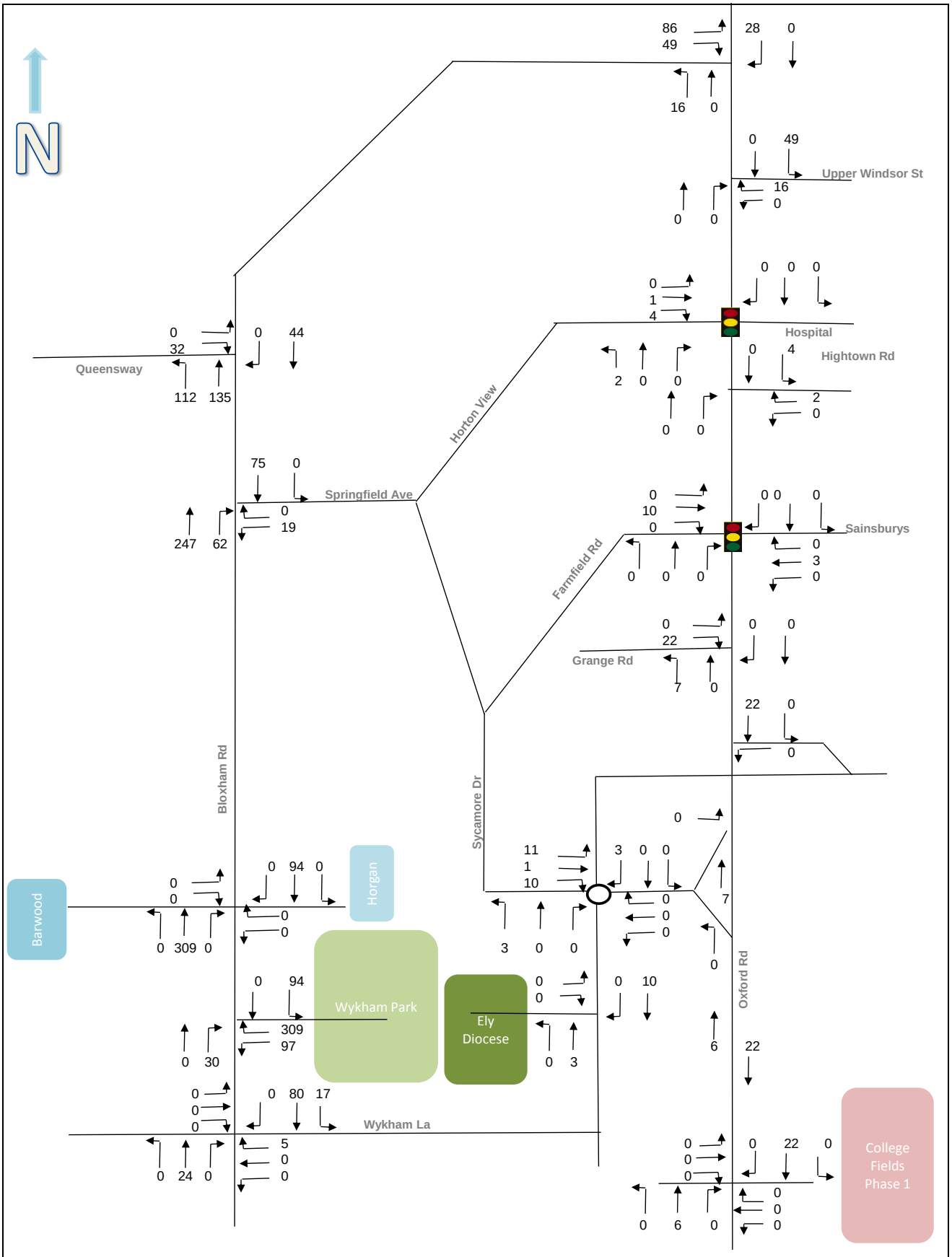
Project:	**Land at Wykham Park Farm, Banbury**			Test:	**2014 PM**
Project No:	W14139	Client:	Hallam Land		
Date:	Oct-14		& Gallagher Estates		



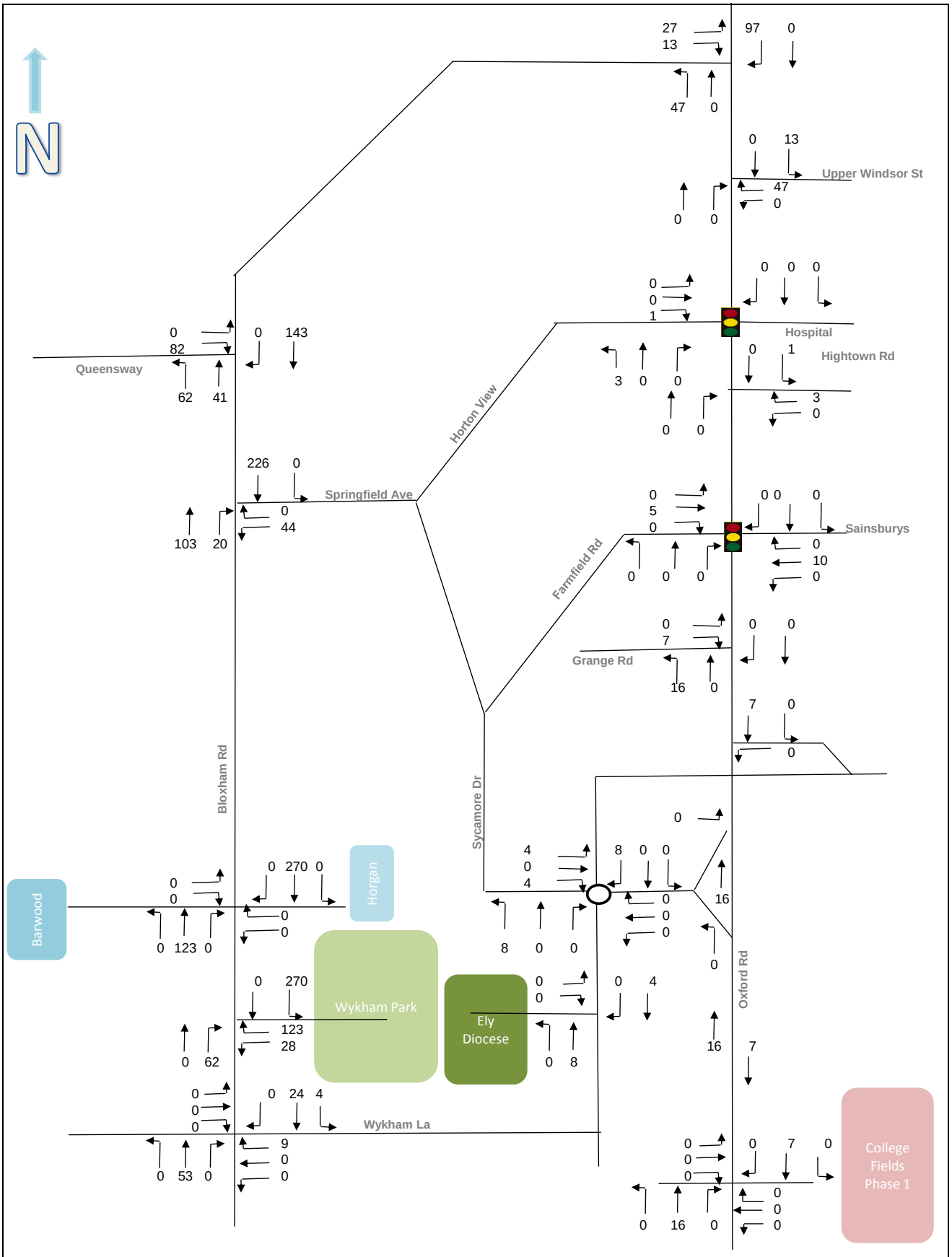
Project:	**Land at Wykham Park Farm, Banbury**			Test:	**2027 AM Peak +Committed**
Project No:	W14139	Client:	Hallam Land & Gallagher Estates		
Date:	Oct-14				



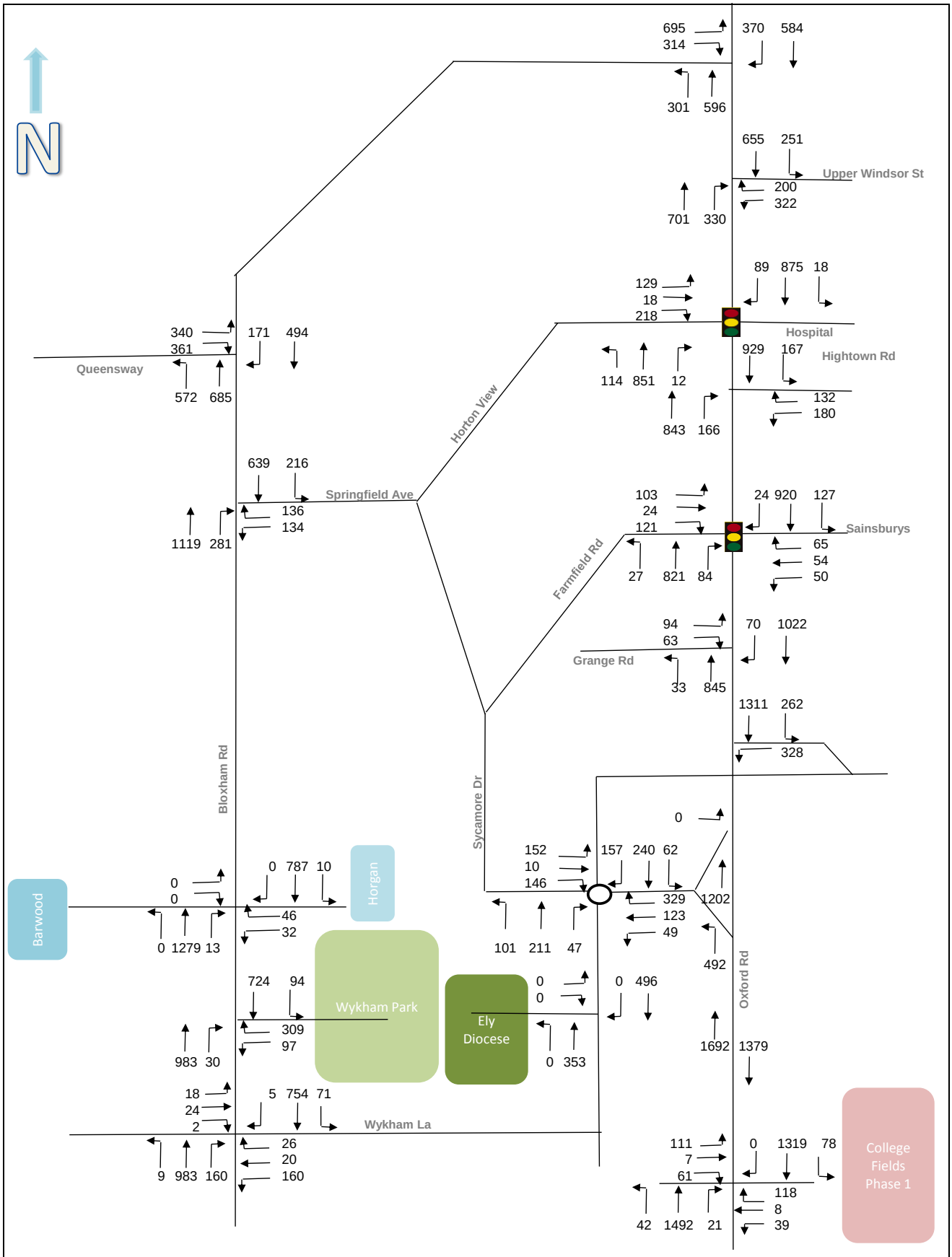
Project:	**Land at Wykham Park Farm, Banbury**			Test:	**2027 PM Peak +Committed**
Project No:	W14139	Client:	Hallam Land		
Date:	Oct-14		& Gallagher Estates		



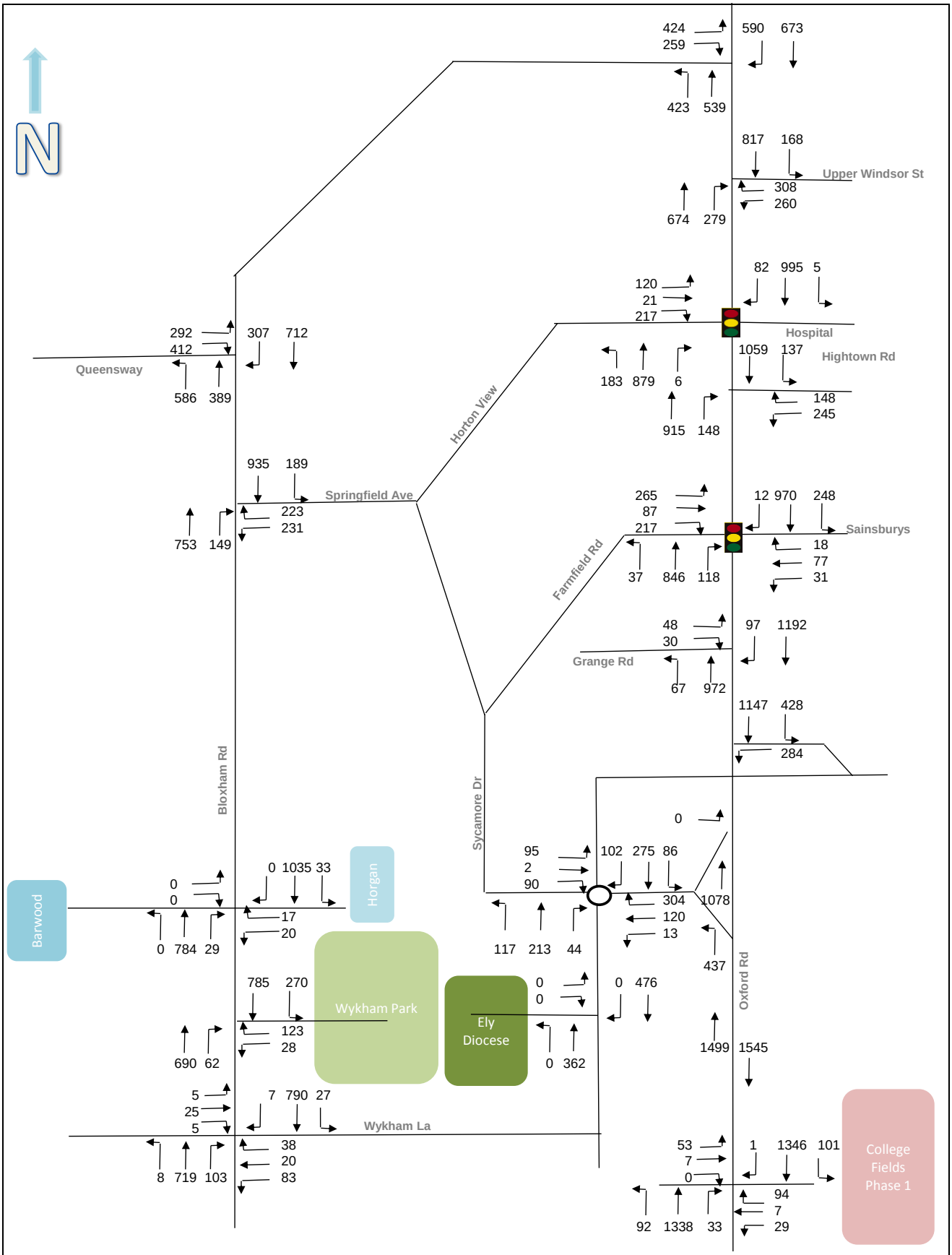
Project:	**Land at Wykham Park Farm, Banbury**			Test:	**Wykham Park AM**
Project No:	W14139	Client:	Hallam Land & Gallagher Estates		
Date:	Oct-14				



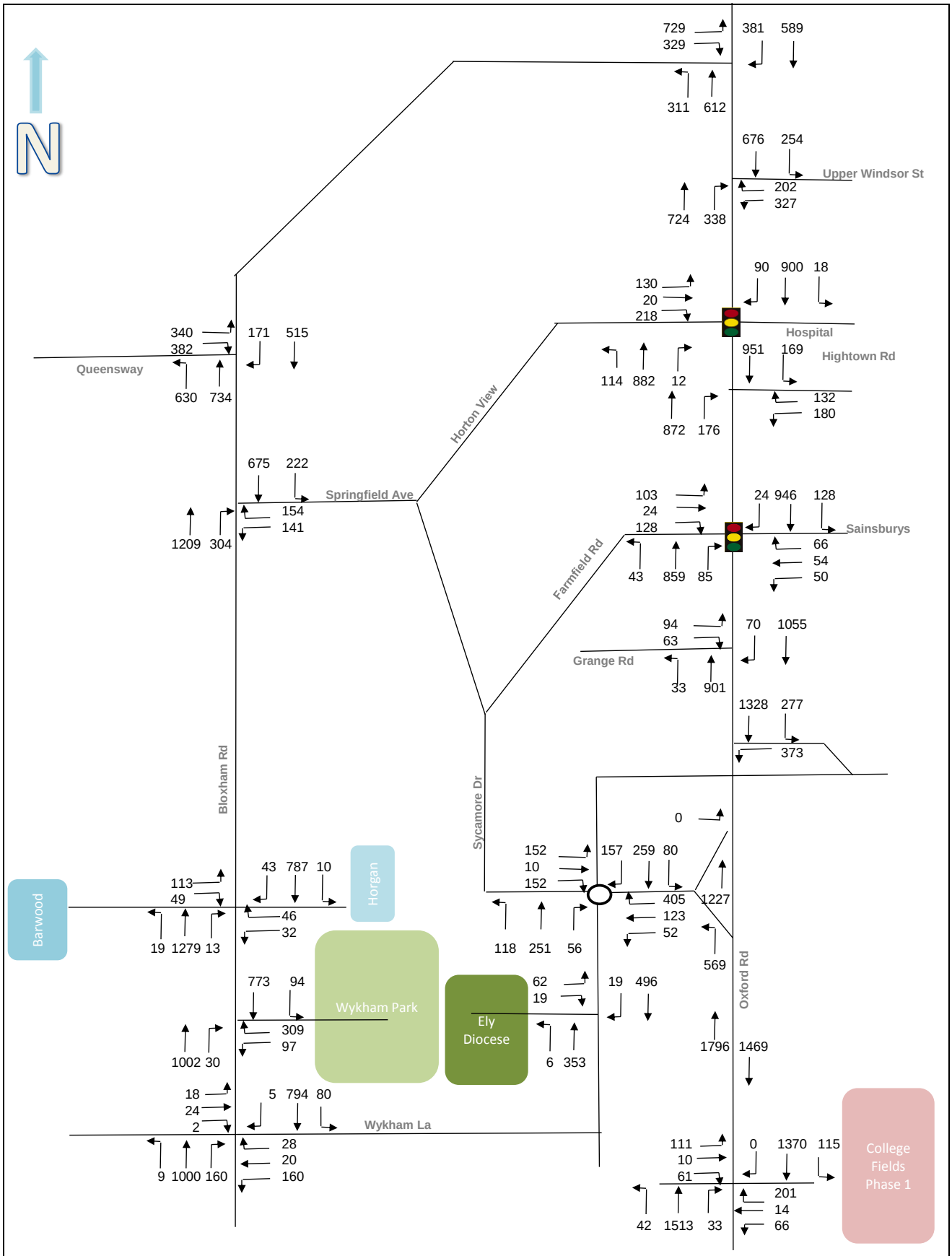
Project:	**Land at Wykham Park Farm, Banbury**			Test:	**Wykham Park PM**
Project No:	W14139	Client:	Hallam Land & Gallagher Estates		
Date:	Oct-14				



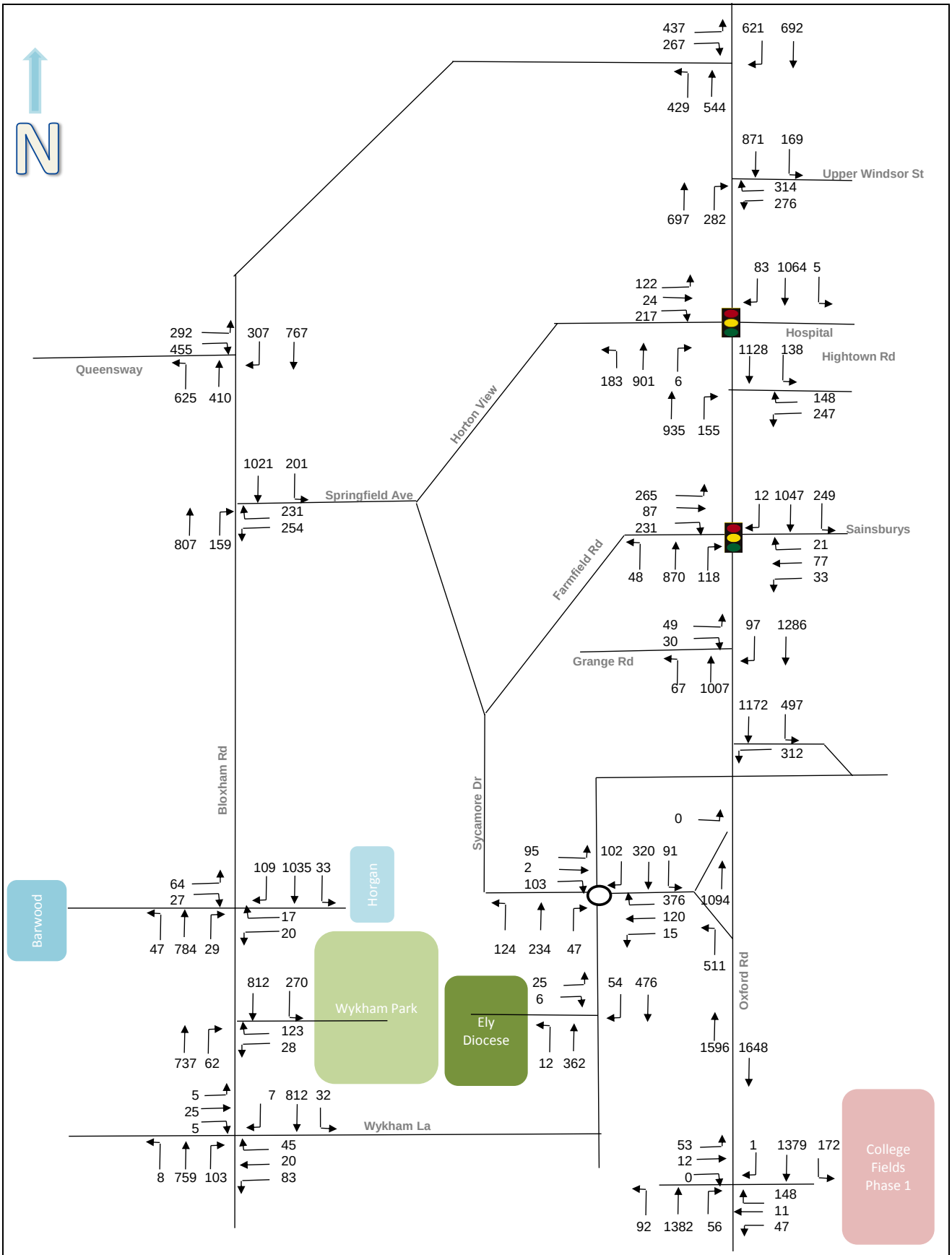
Project:	**Land at Wykham Park Farm, Banbury**			Test:	**2027 AM Peak + Wykham Park**
Project No:	W14139	Client:	Hallam Land		
Date:	Oct-14		& Gallagher Estates		



Project:	**Land at Wykham Park Farm, Banbury**			Test:	**2027 PM Peak + Wykham Park**
Project No:	W14139	Client:	Hallam Land & Gallagher Estates		
Date:	Oct-14				



Project:	**Land at Wykham Park Farm, Banbury**			Test:	**2027 AM Peak + Others**
Project No:	W14139	Client:	Hallam Land		
Date:	Oct-14		& Gallagher Estates		



Project:	**Land at Wykham Park Farm, Banbury**			Test:	**2027 PM Peak + Others**
Project No:	W14139	Client:	Hallam Land		
Date:	Oct-14		& Gallagher Estates		

Appendix F

Junction Capacity Tests

- Bloxham Road / Springfield Avenue

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: Existing [AK MEASURES].arc8
Path: S:\W14129 - Banbury\Calculations\Traffic\Picady\16102014\Springfield Ave
Report generation date: 29/10/2014 13:28:48

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Layout - 2014 Base							
Stream B-C	0.24	9.01	0.20	A	0.53	12.52	0.35	B
Stream B-A	0.97	30.26	0.50	D	2.42	47.14	0.72	E
Stream C-AB	0.45	9.03	0.31	A	0.24	8.01	0.19	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Existing Layout - 2027 + Dev Traffic							
Stream B-C	0.52	13.96	0.34	B	2.19	35.07	0.69	E
Stream B-A	44.23	1546.58	1.45	F	96.38	2413.53	1.75	F
Stream C-AB	1.15	14.85	0.54	B	0.50	12.21	0.34	B
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Existing Layout - 2027 Base (with Committed Dev)							
Stream B-C	0.37	11.53	0.27	B	0.95	18.58	0.49	C
Stream B-A	3.23	90.48	0.78	F	23.34	396.08	1.07	F
Stream C-AB	0.67	11.03	0.40	B	0.33	9.41	0.25	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2014 Base, AM " model duration: 08:00 - 09:00
"D2 - 2014 Base, PM" model duration: 17:00 - 18:00
"D3 - 2027 Base (with Committed Dev), AM" model duration: 08:00 - 09:00
"D4 - 2027 Base (with Committed Dev), PM" model duration: 17:00 - 18:00
"D5 - 2027 + Dev Traffic, AM" model duration: 08:00 - 09:00
"D6 - 2027 + Dev Traffic, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 29/10/2014 13:28:46

File summary

Title	(untitled)
Location	
Site Number	
Date	10/09/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AKaushik
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing Layout - 2014 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A	AK Measures		100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Base, AM	2014 Base	AM		FLAT	08:00	09:00	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	15.31	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (N)		Major
B	B	Springfield Ave		Minor
C	C	Bloxham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.40		0.00	✓	3.80	150.00	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.60	2.70								140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552.258	0.099	0.250	0.157	0.357
1	B-C	721.478	0.109	0.275	-	-
1	C-B	775.903	0.295	0.295	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	665.00	100.000
B	FLAT	✓	214.00	100.000
C	FLAT	✓	901.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	186.000	479.000
	B	117.000	0.000	97.000
	C	720.000	181.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.28	0.72
	B	0.55	0.00	0.45
	C	0.80	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.20	9.01	0.24	A
B-A	0.50	30.26	0.97	D
C-AB	0.31	9.03	0.45	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	97.00	96.05	0.00	499.23	0.194	0.24	8.909	A
B-A	117.00	113.32	0.00	236.46	0.495	0.92	28.471	D
C-AB	181.00	179.21	0.00	579.47	0.312	0.45	8.956	A
C-A	720.00	720.00	0.00	-	-	-	-	-
A-B	186.00	186.00	0.00	-	-	-	-	-
A-C	479.00	479.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	97.00	96.99	0.00	496.81	0.195	0.24	9.003	A
B-A	117.00	116.87	0.00	235.82	0.496	0.95	30.182	D
C-AB	181.00	180.99	0.00	579.47	0.312	0.45	9.034	A
C-A	720.00	720.00	0.00	-	-	-	-	-
A-B	186.00	186.00	0.00	-	-	-	-	-
A-C	479.00	479.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	97.00	97.00	0.00	496.73	0.195	0.24	9.005	A
B-A	117.00	116.96	0.00	235.81	0.496	0.96	30.242	D
C-AB	181.00	181.00	0.00	579.47	0.312	0.45	9.034	A
C-A	720.00	720.00	0.00	-	-	-	-	-
A-B	186.00	186.00	0.00	-	-	-	-	-
A-C	479.00	479.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	97.00	97.00	0.00	496.71	0.195	0.24	9.006	A
B-A	117.00	116.98	0.00	235.81	0.496	0.97	30.260	D
C-AB	181.00	181.00	0.00	579.47	0.312	0.45	9.034	A
C-A	720.00	720.00	0.00	-	-	-	-	-
A-B	186.00	186.00	0.00	-	-	-	-	-
A-C	479.00	479.00	0.00	-	-	-	-	-

Existing Layout - 2014 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A	AK Measures		100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Base, PM	2014 Base	PM		FLAT	17:00	18:00	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	26.08	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (N)		Major
B	B	Springfield Ave		Minor
C	C	Bloxham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.40		0.00	✓	3.80	150.00	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.60	2.70								140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552.258	0.099	0.250	0.157	0.357
1	B-C	721.478	0.109	0.275	-	-
1	C-B	775.903	0.295	0.295	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	744.00	100.000
B	FLAT	✓	345.00	100.000
C	FLAT	✓	652.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	161.000	583.000
	B	191.000	0.000	154.000
	C	545.000	107.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.22	0.78
	B	0.55	0.00	0.45
	C	0.84	0.16	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.35	12.52	0.53	B
B-A	0.72	47.14	2.42	E
C-AB	0.19	8.01	0.24	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	154.00	151.94	0.00	446.54	0.345	0.52	12.139	B
B-A	191.00	182.37	0.00	266.86	0.716	2.16	39.451	E
C-AB	107.00	106.06	0.00	556.13	0.192	0.24	7.982	A
C-A	545.00	545.00	0.00	-	-	-	-	-
A-B	161.00	161.00	0.00	-	-	-	-	-
A-C	583.00	583.00	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	154.00	153.95	0.00	442.01	0.348	0.53	12.493	B
B-A	191.00	190.35	0.00	266.52	0.717	2.32	46.332	E
C-AB	107.00	106.99	0.00	556.13	0.192	0.24	8.015	A
C-A	545.00	545.00	0.00	-	-	-	-	-
A-B	161.00	161.00	0.00	-	-	-	-	-
A-C	583.00	583.00	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	154.00	153.99	0.00	441.67	0.349	0.53	12.510	B
B-A	191.00	190.75	0.00	266.52	0.717	2.39	46.915	E
C-AB	107.00	107.00	0.00	556.13	0.192	0.24	8.015	A
C-A	545.00	545.00	0.00	-	-	-	-	-
A-B	161.00	161.00	0.00	-	-	-	-	-
A-C	583.00	583.00	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	154.00	153.99	0.00	441.55	0.349	0.53	12.519	B
B-A	191.00	190.87	0.00	266.52	0.717	2.42	47.144	E
C-AB	107.00	107.00	0.00	556.13	0.192	0.24	8.015	A
C-A	545.00	545.00	0.00	-	-	-	-	-
A-B	161.00	161.00	0.00	-	-	-	-	-
A-C	583.00	583.00	0.00	-	-	-	-	-

Existing Layout - 2027 Base (with Committed Dev), AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A	AK Measures		100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base (with Committed Dev), AM	2027 Base (with Committed Dev)	AM		FLAT	08:00	09:00	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	34.14	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (N)		Major
B	B	Springfield Ave		Minor
C	C	Bloxham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.40		0.00	✓	3.80	150.00	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.60	2.70								140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552.258	0.099	0.250	0.157	0.357
1	B-C	721.478	0.109	0.275	-	-
1	C-B	775.903	0.295	0.295	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	780.00	100.000
B	FLAT	✓	251.00	100.000
C	FLAT	✓	1091.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	216.000	564.000
	B	136.000	0.000	115.000
	C	872.000	219.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.28	0.72
	B	0.54	0.00	0.46
	C	0.80	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	11.53	0.37	B
B-A	0.78	90.48	3.23	F
C-AB	0.40	11.03	0.67	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	113.60	0.00	437.46	0.263	0.35	11.069	B
B-A	136.00	125.75	0.00	174.81	0.778	2.56	64.459	F
C-AB	219.00	216.37	0.00	545.50	0.401	0.66	10.855	B
C-A	872.00	872.00	0.00	-	-	-	-	-
A-B	216.00	216.00	0.00	-	-	-	-	-
A-C	564.00	564.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	114.96	0.00	428.88	0.268	0.36	11.467	B
B-A	136.00	134.43	0.00	173.87	0.782	2.95	85.169	F
C-AB	219.00	218.97	0.00	545.50	0.401	0.66	11.023	B
C-A	872.00	872.00	0.00	-	-	-	-	-
A-B	216.00	216.00	0.00	-	-	-	-	-
A-C	564.00	564.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	114.99	0.00	427.65	0.269	0.36	11.513	B
B-A	136.00	135.31	0.00	173.86	0.782	3.13	88.794	F
C-AB	219.00	218.99	0.00	545.50	0.401	0.67	11.025	B
C-A	872.00	872.00	0.00	-	-	-	-	-
A-B	216.00	216.00	0.00	-	-	-	-	-
A-C	564.00	564.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	114.99	0.00	427.11	0.269	0.37	11.533	B
B-A	136.00	135.61	0.00	173.86	0.782	3.23	90.476	F
C-AB	219.00	219.00	0.00	545.50	0.401	0.67	11.025	B
C-A	872.00	872.00	0.00	-	-	-	-	-
A-B	216.00	216.00	0.00	-	-	-	-	-
A-C	564.00	564.00	0.00	-	-	-	-	-

Existing Layout - 2027 Base (with Committed Dev), PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A	AK Measures		100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base (with Committed Dev), PM	2027 Base (with Committed Dev)	PM		FLAT	17:00	18:00	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	173.16	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (N)		Major
B	B	Springfield Ave		Minor
C	C	Bloxham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.40		0.00	✓	3.80	150.00	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.60	2.70								140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552.258	0.099	0.250	0.157	0.357
1	B-C	721.478	0.109	0.275	-	-
1	C-B	775.903	0.295	0.295	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	898.00	100.000
B	FLAT	✓	409.00	100.000
C	FLAT	✓	778.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	189.000	709.000
	B	223.000	0.000	186.000
	C	650.000	128.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.21	0.79
	B	0.55	0.00	0.45
	C	0.84	0.16	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.49	18.58	0.95	C
B-A	1.07	396.08	23.34	F
C-AB	0.25	9.41	0.33	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	186.00	182.30	0.00	379.65	0.490	0.92	17.931	C
B-A	223.00	187.50	0.00	208.62	1.069	8.88	115.536	F
C-AB	128.00	126.68	0.00	510.64	0.251	0.33	9.345	A
C-A	650.00	650.00	0.00	-	-	-	-	-
A-B	189.00	189.00	0.00	-	-	-	-	-
A-C	709.00	709.00	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	186.00	185.93	0.00	379.65	0.490	0.94	18.564	C
B-A	223.00	201.74	0.00	208.15	1.071	14.19	235.914	F
C-AB	128.00	127.99	0.00	510.64	0.251	0.33	9.407	A
C-A	650.00	650.00	0.00	-	-	-	-	-
A-B	189.00	189.00	0.00	-	-	-	-	-
A-C	709.00	709.00	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	186.00	185.98	0.00	379.65	0.490	0.95	18.577	C
B-A	223.00	204.14	0.00	208.14	1.071	18.91	319.259	F
C-AB	128.00	128.00	0.00	510.64	0.251	0.33	9.407	A
C-A	650.00	650.00	0.00	-	-	-	-	-
A-B	189.00	189.00	0.00	-	-	-	-	-
A-C	709.00	709.00	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	186.00	185.99	0.00	379.65	0.490	0.95	18.582	C
B-A	223.00	205.28	0.00	208.14	1.071	23.34	396.082	F
C-AB	128.00	128.00	0.00	510.64	0.251	0.33	9.407	A
C-A	650.00	650.00	0.00	-	-	-	-	-
A-B	189.00	189.00	0.00	-	-	-	-	-
A-C	709.00	709.00	0.00	-	-	-	-	-

Existing Layout - 2027 + Dev Traffic, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A	AK Measures		100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 + Dev Traffic, AM	2027 + Dev Traffic	AM		FLAT	08:00	09:00	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	392.63	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (N)		Major
B	B	Springfield Ave		Minor
C	C	Bloxham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.40		0.00	✓	3.80	150.00	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.60	2.70								140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552.258	0.099	0.250	0.157	0.357
1	B-C	721.478	0.109	0.275	-	-
1	C-B	775.903	0.295	0.295	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	855.00	100.000
B	FLAT	✓	270.00	100.000
C	FLAT	✓	1400.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	216.000	639.000
	B	136.000	0.000	134.000
	C	1119.000	281.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.50	0.00	0.50
	C	0.80	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.34	13.96	0.52	B
B-A	1.45	1546.58	44.23	F
C-AB	0.54	14.85	1.15	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	134.00	131.97	0.00	391.87	0.342	0.51	13.749	B
B-A	136.00	87.83	0.00	95.12	1.430	12.04	291.440	F
C-AB	281.10	276.62	0.00	523.47	0.537	1.12	14.338	B
C-A	1118.90	1118.90	0.00	-	-	-	-	-
A-B	216.00	216.00	0.00	-	-	-	-	-
A-C	639.00	639.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	134.00	133.98	0.00	391.87	0.342	0.51	13.957	B
B-A	136.00	92.76	0.00	93.52	1.454	22.85	730.236	F
C-AB	281.10	281.02	0.00	523.47	0.537	1.14	14.834	B
C-A	1118.90	1118.90	0.00	-	-	-	-	-
A-B	216.00	216.00	0.00	-	-	-	-	-
A-C	639.00	639.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	134.00	133.99	0.00	391.87	0.342	0.52	13.959	B
B-A	136.00	93.18	0.00	93.50	1.455	33.56	1138.260	F
C-AB	281.10	281.07	0.00	523.47	0.537	1.15	14.843	B
C-A	1118.90	1118.90	0.00	-	-	-	-	-
A-B	216.00	216.00	0.00	-	-	-	-	-
A-C	639.00	639.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	134.00	134.00	0.00	391.87	0.342	0.52	13.959	B
B-A	136.00	93.32	0.00	93.49	1.455	44.23	1546.584	F
C-AB	281.10	281.09	0.00	523.47	0.537	1.15	14.846	B
C-A	1118.90	1118.90	0.00	-	-	-	-	-
A-B	216.00	216.00	0.00	-	-	-	-	-
A-C	639.00	639.00	0.00	-	-	-	-	-

Existing Layout - 2027 + Dev Traffic, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A	AK Measures		100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 + Dev Traffic, PM	2027 + Dev Traffic	PM		FLAT	17:00	18:00	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	909.01	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (N)		Major
B	B	Springfield Ave		Minor
C	C	Bloxham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.40		0.00	✓	3.80	150.00	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.60	2.70								140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552.258	0.099	0.250	0.157	0.357
1	B-C	721.478	0.109	0.275	-	-
1	C-B	775.903	0.295	0.295	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	1124.00	100.000
B	FLAT	✓	454.00	100.000
C	FLAT	✓	902.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	189.000	935.000
	B	223.000	0.000	231.000
	C	753.000	149.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.49	0.00	0.51
	C	0.83	0.17	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.69	35.07	2.19	E
B-A	1.75	2413.53	96.38	F
C-AB	0.34	12.21	0.50	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	231.00	222.91	0.00	333.09	0.694	2.02	30.799	D
B-A	223.00	123.51	0.00	128.48	1.736	24.87	392.211	F
C-AB	149.00	147.02	0.00	443.88	0.336	0.50	12.050	B
C-A	753.00	753.00	0.00	-	-	-	-	-
A-B	189.00	189.00	0.00	-	-	-	-	-
A-C	935.00	935.00	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	231.00	230.56	0.00	333.09	0.694	2.13	34.742	D
B-A	223.00	127.55	0.00	127.77	1.745	48.73	1076.178	F
C-AB	149.00	148.98	0.00	443.88	0.336	0.50	12.205	B
C-A	753.00	753.00	0.00	-	-	-	-	-
A-B	189.00	189.00	0.00	-	-	-	-	-
A-C	935.00	935.00	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	231.00	230.84	0.00	333.09	0.694	2.17	34.975	D
B-A	223.00	127.68	0.00	127.76	1.745	72.56	1744.074	F
C-AB	149.00	148.99	0.00	443.88	0.336	0.50	12.207	B
C-A	753.00	753.00	0.00	-	-	-	-	-
A-B	189.00	189.00	0.00	-	-	-	-	-
A-C	935.00	935.00	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	231.00	230.91	0.00	333.09	0.694	2.19	35.066	E
B-A	223.00	127.72	0.00	127.76	1.745	96.38	2413.526	F
C-AB	149.00	149.00	0.00	443.88	0.336	0.50	12.207	B
C-A	753.00	753.00	0.00	-	-	-	-	-
A-B	189.00	189.00	0.00	-	-	-	-	-
A-C	935.00	935.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: Improved Junction Layout.arc8
Path: S:\W14129 - Banbury\Calculations\Traffic\Picady\16102014\Springfield Ave
Report generation date: 29/10/2014 13:32:34

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Improved Layout - 2027 Base + Dev							
Stream B-C	0.38	10.37	0.28	B	1.41	22.33	0.59	C
Stream B-A	2.26	62.17	0.70	F	13.39	229.15	0.99	F
Stream C-AB	0.91	11.79	0.48	B	0.40	9.76	0.29	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Improved Layout - 2027 Base + Dev + Barwood							
Stream B-C	0.47	12.15	0.32	B	2.04	29.54	0.68	D
Stream B-A	8.48	213.73	0.95	F	42.98	741.38	1.20	F
Stream C-AB	1.11	13.24	0.53	B	0.47	10.79	0.32	B
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Improved Layout - 2027 Base + Local Plan							
Stream B-C	0.43	11.50	0.30	B	1.61	24.56	0.62	C
Stream B-A	4.66	116.83	0.85	F	26.22	429.96	1.09	F
Stream C-AB	0.98	12.31	0.50	B	0.43	10.15	0.30	B
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D5 - 2027 Base + Dev, AM " model duration: 08:00 - 09:00
"D6 - 2027 Base + Dev, PM" model duration: 17:00 - 18:00
"D7 - 2027 Base + Dev + Barwood, AM" model duration: 08:00 - 09:00
"D8 - 2027 Base + Dev + Barwood, PM" model duration: 17:00 - 18:00
"D9 - 2027 Base + Local Plan, AM" model duration: 08:00 - 09:00
"D10 - 2027 Base + Local Plan, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 29/10/2014 13:32:32

File summary

Title	(untitled)
Location	
Site Number	
Date	10/09/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AKaushik
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Improved Layout - 2027 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Improved Layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Dev, AM	2027 Base + Dev	AM		FLAT	08:00	09:00	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	23.88	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (N)		Major
B	B	Springfield Ave		Minor
C	C	Bloxham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.16		0.00	✓	3.30	250.00	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.30	4.00								140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.361	0.093	0.236	0.149	0.337
1	B-C	769.175	0.097	0.244	-	-
1	C-B	804.787	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	855.00	100.000
B	FLAT	✓	270.00	100.000
C	FLAT	✓	1400.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	216.000	639.000
	B	136.000	0.000	134.000
	C	1119.000	281.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.50	0.00	0.50
	C	0.80	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.28	10.37	0.38	B
B-A	0.70	62.17	2.26	F
C-AB	0.48	11.79	0.91	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	134.00	132.51	0.00	488.64	0.274	0.37	10.070	B
B-A	136.00	128.23	0.00	194.20	0.700	1.94	50.118	F
C-AB	281.02	277.43	0.00	586.46	0.479	0.90	11.523	B
C-A	1118.98	1118.98	0.00	-	-	-	-	-
A-B	216.00	216.00	0.00	-	-	-	-	-
A-C	639.00	639.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	134.00	133.96	0.00	482.03	0.278	0.38	10.341	B
B-A	136.00	135.22	0.00	192.99	0.705	2.14	60.581	F
C-AB	281.02	280.97	0.00	586.46	0.479	0.91	11.780	B
C-A	1118.98	1118.98	0.00	-	-	-	-	-
A-B	216.00	216.00	0.00	-	-	-	-	-
A-C	639.00	639.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	134.00	133.99	0.00	481.42	0.278	0.38	10.361	B
B-A	136.00	135.70	0.00	192.98	0.705	2.21	61.718	F
C-AB	281.02	281.00	0.00	586.46	0.479	0.91	11.783	B
C-A	1118.98	1118.98	0.00	-	-	-	-	-
A-B	216.00	216.00	0.00	-	-	-	-	-
A-C	639.00	639.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	134.00	134.00	0.00	481.18	0.278	0.38	10.368	B
B-A	136.00	135.84	0.00	192.97	0.705	2.26	62.165	F
C-AB	281.02	281.01	0.00	586.46	0.479	0.91	11.785	B
C-A	1118.98	1118.98	0.00	-	-	-	-	-
A-B	216.00	216.00	0.00	-	-	-	-	-
A-C	639.00	639.00	0.00	-	-	-	-	-

Improved Layout - 2027 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Improved Layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Dev, PM	2027 Base + Dev	PM		FLAT	17:00	18:00	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	95.71	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (N)		Major
B	B	Springfield Ave		Minor
C	C	Bloxham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.16		0.00	✓	3.30	250.00	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.30	4.00								140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.361	0.093	0.236	0.149	0.337
1	B-C	769.175	0.097	0.244	-	-
1	C-B	804.787	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	1124.00	100.000
B	FLAT	✓	454.00	100.000
C	FLAT	✓	902.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	189.000	935.000
	B	223.000	0.000	231.000
	C	753.000	149.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.49	0.00	0.51
	C	0.83	0.17	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.59	22.33	1.41	C
B-A	0.99	229.15	13.39	F
C-AB	0.29	9.76	0.40	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	231.00	225.63	0.00	393.61	0.587	1.34	20.829	C
B-A	223.00	196.31	0.00	225.73	0.988	6.67	90.159	F
C-AB	149.00	147.41	0.00	517.74	0.288	0.40	9.680	A
C-A	753.00	753.00	0.00	-	-	-	-	-
A-B	189.00	189.00	0.00	-	-	-	-	-
A-C	935.00	935.00	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	231.00	230.81	0.00	392.03	0.589	1.39	22.265	C
B-A	223.00	211.60	0.00	225.20	0.990	9.52	162.521	F
C-AB	149.00	148.99	0.00	517.74	0.288	0.40	9.762	A
C-A	753.00	753.00	0.00	-	-	-	-	-
A-B	189.00	189.00	0.00	-	-	-	-	-
A-C	935.00	935.00	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	231.00	230.94	0.00	392.03	0.589	1.41	22.311	C
B-A	223.00	214.51	0.00	225.19	0.990	11.64	199.816	F
C-AB	149.00	149.00	0.00	517.74	0.288	0.40	9.762	A
C-A	753.00	753.00	0.00	-	-	-	-	-
A-B	189.00	189.00	0.00	-	-	-	-	-
A-C	935.00	935.00	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	231.00	230.97	0.00	392.03	0.589	1.41	22.326	C
B-A	223.00	216.00	0.00	225.19	0.990	13.39	229.155	F
C-AB	149.00	149.00	0.00	517.74	0.288	0.40	9.762	A
C-A	753.00	753.00	0.00	-	-	-	-	-
A-B	189.00	189.00	0.00	-	-	-	-	-
A-C	935.00	935.00	0.00	-	-	-	-	-

Improved Layout - 2027 Base + Dev + Barwood, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Improved Layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Dev + Barwood, AM	2027 Base + Dev + Barwood	AM		FLAT	08:00	09:00	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	64.53	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (N)		Major
B	B	Springfield Ave		Minor
C	C	Bloxham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.16		0.00	✓	3.30	250.00	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.30	4.00								140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.361	0.093	0.236	0.149	0.337
1	B-C	769.175	0.097	0.244	-	-
1	C-B	804.787	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	897.00	100.000
B	FLAT	✓	295.00	100.000
C	FLAT	✓	1513.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	222.000	675.000
	B	154.000	0.000	141.000
	C	1209.000	304.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.52	0.00	0.48
	C	0.80	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.32	12.15	0.47	B
B-A	0.95	213.73	8.48	F
C-AB	0.53	13.24	1.11	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	141.00	139.19	0.00	446.13	0.316	0.45	11.661	B
B-A	154.00	135.22	0.00	164.01	0.939	4.70	96.670	F
C-AB	304.08	299.74	0.00	575.82	0.528	1.09	12.849	B
C-A	1208.92	1208.92	0.00	-	-	-	-	-
A-B	222.00	222.00	0.00	-	-	-	-	-
A-C	675.00	675.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	141.00	140.94	0.00	437.24	0.322	0.47	12.146	B
B-A	154.00	147.01	0.00	162.54	0.947	6.44	163.480	F
C-AB	304.08	304.02	0.00	575.82	0.528	1.10	13.237	B
C-A	1208.92	1208.92	0.00	-	-	-	-	-
A-B	222.00	222.00	0.00	-	-	-	-	-
A-C	675.00	675.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	141.00	140.99	0.00	437.24	0.322	0.47	12.151	B
B-A	154.00	149.35	0.00	162.52	0.948	7.61	192.971	F
C-AB	304.08	304.06	0.00	575.82	0.528	1.11	13.242	B
C-A	1208.92	1208.92	0.00	-	-	-	-	-
A-B	222.00	222.00	0.00	-	-	-	-	-
A-C	675.00	675.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	141.00	141.00	0.00	437.24	0.322	0.47	12.151	B
B-A	154.00	150.50	0.00	162.51	0.948	8.48	213.735	F
C-AB	304.08	304.07	0.00	575.82	0.528	1.11	13.244	B
C-A	1208.92	1208.92	0.00	-	-	-	-	-
A-B	222.00	222.00	0.00	-	-	-	-	-
A-C	675.00	675.00	0.00	-	-	-	-	-

Improved Layout - 2027 Base + Dev + Barwood, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Improved Layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Dev + Barwood, PM	2027 Base + Dev + Barwood	PM		FLAT	17:00	18:00	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	280.24	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (N)		Major
B	B	Springfield Ave		Minor
C	C	Bloxham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.16		0.00	✓	3.30	250.00	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.30	4.00								140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.361	0.093	0.236	0.149	0.337
1	B-C	769.175	0.097	0.244	-	-
1	C-B	804.787	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	1222.00	100.000
B	FLAT	✓	485.00	100.000
C	FLAT	✓	966.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	201.000	1021.000
	B	231.000	0.000	254.000
	C	807.000	159.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.48	0.00	0.52
	C	0.84	0.16	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.68	29.54	2.04	D
B-A	1.20	741.38	42.98	F
C-AB	0.32	10.79	0.47	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	254.00	246.36	0.00	375.42	0.677	1.91	26.553	D
B-A	231.00	179.10	0.00	192.90	1.197	12.97	160.107	F
C-AB	159.00	157.13	0.00	492.71	0.323	0.47	10.671	B
C-A	807.00	807.00	0.00	-	-	-	-	-
A-B	201.00	201.00	0.00	-	-	-	-	-
A-C	1021.00	1021.00	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	254.00	253.66	0.00	375.42	0.677	1.99	29.355	D
B-A	231.00	190.08	0.00	192.27	1.201	23.20	374.779	F
C-AB	159.00	158.98	0.00	492.71	0.323	0.47	10.787	B
C-A	807.00	807.00	0.00	-	-	-	-	-
A-B	201.00	201.00	0.00	-	-	-	-	-
A-C	1021.00	1021.00	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	254.00	253.88	0.00	375.42	0.677	2.02	29.492	D
B-A	231.00	191.24	0.00	192.27	1.201	33.15	558.944	F
C-AB	159.00	158.99	0.00	492.71	0.323	0.47	10.787	B
C-A	807.00	807.00	0.00	-	-	-	-	-
A-B	201.00	201.00	0.00	-	-	-	-	-
A-C	1021.00	1021.00	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	254.00	253.94	0.00	375.42	0.677	2.04	29.541	D
B-A	231.00	191.66	0.00	192.27	1.201	42.98	741.382	F
C-AB	159.00	159.00	0.00	492.71	0.323	0.47	10.787	B
C-A	807.00	807.00	0.00	-	-	-	-	-
A-B	201.00	201.00	0.00	-	-	-	-	-
A-C	1021.00	1021.00	0.00	-	-	-	-	-

Improved Layout - 2027 Base + Local Plan, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Improved Layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Local Plan, AM	2027 Base + Local Plan	AM		FLAT	08:00	09:00	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	39.92	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (N)		Major
B	B	Springfield Ave		Minor
C	C	Bloxham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.16		0.00	✓	3.30	250.00	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.30	4.00								140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.361	0.093	0.236	0.149	0.337
1	B-C	769.175	0.097	0.244	-	-
1	C-B	804.787	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	875.00	100.000
B	FLAT	✓	290.00	100.000
C	FLAT	✓	1442.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	222.000	653.000
	B	154.000	0.000	136.000
	C	1153.000	289.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.53	0.00	0.47
	C	0.80	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.30	11.50	0.43	B
B-A	0.85	116.83	4.66	F
C-AB	0.50	12.31	0.98	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	136.00	134.37	0.00	464.29	0.293	0.41	10.860	B
B-A	154.00	140.60	0.00	182.58	0.843	3.35	72.184	F
C-AB	289.03	285.18	0.00	581.37	0.497	0.96	12.005	B
C-A	1152.97	1152.97	0.00	-	-	-	-	-
A-B	222.00	222.00	0.00	-	-	-	-	-
A-C	653.00	653.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	136.00	135.93	0.00	452.53	0.301	0.42	11.368	B
B-A	154.00	151.10	0.00	181.29	0.849	4.07	104.309	F
C-AB	289.03	288.98	0.00	581.37	0.497	0.98	12.306	B
C-A	1152.97	1152.97	0.00	-	-	-	-	-
A-B	222.00	222.00	0.00	-	-	-	-	-
A-C	653.00	653.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	136.00	135.98	0.00	450.17	0.302	0.43	11.456	B
B-A	154.00	152.54	0.00	181.27	0.850	4.44	112.512	F
C-AB	289.03	289.01	0.00	581.37	0.497	0.98	12.311	B
C-A	1152.97	1152.97	0.00	-	-	-	-	-
A-B	222.00	222.00	0.00	-	-	-	-	-
A-C	653.00	653.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	136.00	135.99	0.00	448.98	0.303	0.43	11.501	B
B-A	154.00	153.10	0.00	181.26	0.850	4.66	116.826	F
C-AB	289.03	289.02	0.00	581.37	0.497	0.98	12.311	B
C-A	1152.97	1152.97	0.00	-	-	-	-	-
A-B	222.00	222.00	0.00	-	-	-	-	-
A-C	653.00	653.00	0.00	-	-	-	-	-

Improved Layout - 2027 Base + Local Plan, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Improved Layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Local Plan, PM	2027 Base + Local Plan	PM		FLAT	17:00	18:00	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	171.60	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (N)		Major
B	B	Springfield Ave		Minor
C	C	Bloxham Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.16		0.00	✓	3.30	250.00	✓	14.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.30	4.00								140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.361	0.093	0.236	0.149	0.337
1	B-C	769.175	0.097	0.244	-	-
1	C-B	804.787	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	1168.00	100.000
B	FLAT	✓	470.00	100.000
C	FLAT	✓	925.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	201.000	967.000
	B	231.000	0.000	239.000
	C	773.000	152.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.49	0.00	0.51
	C	0.84	0.16	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.62	24.56	1.61	C
B-A	1.09	429.96	26.22	F
C-AB	0.30	10.15	0.43	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	239.00	232.89	0.00	385.30	0.620	1.53	22.804	C
B-A	231.00	192.85	0.00	213.07	1.084	9.54	118.813	F
C-AB	152.00	150.31	0.00	506.50	0.300	0.42	10.061	B
C-A	773.00	773.00	0.00	-	-	-	-	-
A-B	201.00	201.00	0.00	-	-	-	-	-
A-C	967.00	967.00	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	239.00	238.80	0.00	385.30	0.620	1.58	24.482	C
B-A	231.00	206.91	0.00	212.50	1.087	15.56	248.380	F
C-AB	152.00	151.99	0.00	506.50	0.300	0.43	10.154	B
C-A	773.00	773.00	0.00	-	-	-	-	-
A-B	201.00	201.00	0.00	-	-	-	-	-
A-C	967.00	967.00	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	239.00	238.93	0.00	385.30	0.620	1.60	24.540	C
B-A	231.00	209.17	0.00	212.50	1.087	21.02	342.033	F
C-AB	152.00	152.00	0.00	506.50	0.300	0.43	10.154	B
C-A	773.00	773.00	0.00	-	-	-	-	-
A-B	201.00	201.00	0.00	-	-	-	-	-
A-C	967.00	967.00	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	239.00	238.96	0.00	385.30	0.620	1.61	24.562	C
B-A	231.00	210.20	0.00	212.50	1.087	26.22	429.959	F
C-AB	152.00	152.00	0.00	506.50	0.300	0.43	10.154	B
C-A	773.00	773.00	0.00	-	-	-	-	-
A-B	201.00	201.00	0.00	-	-	-	-	-
A-C	967.00	967.00	0.00	-	-	-	-	-

- Bloxham Road / Queensway

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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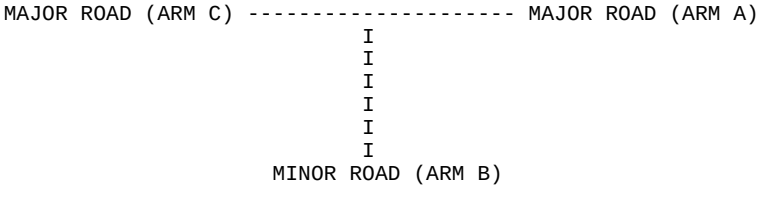
Run with file:-
"S:\W14129 - Banbury\Calculations\Traffic\Picady\Queens Way Junction\29102014\Queens Way Junction_AM JUBB_B.vpi"
(drive-on-the-left) at 10:01:29 on Wednesday, 29 October 2014

RUN INFORMATION

RUN TITLE	: Queens Way Junction
LOCATION	: Banbury
DATE	: 04/09/14
CLIENT	:
ENUMERATOR	: SR
JOB NUMBER	: W14129
STATUS	: Preliminary
DESCRIPTION	:

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



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

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 10.40 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 4.10 M.
- VISIBILITY	(VC-B)135.00 M.
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 90.0 M.
- VISIBILITY TO RIGHT	(VB-A) 100.0 M.
- LANE 1 WIDTH	(WB-C) 2.70 M.
- LANE 2 WIDTH	(WB-A) 2.70 M.

.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
666.26	0.21	0.08

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
540.54	0.20	0.08	0.13	0.29

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

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

TRAFFIC DEMAND DATA

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

Demand set: 2014 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2014 Base AM

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.455	0.545
		0.0	381.0	456.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.490	0.000	0.510
		281.0	0.0	293.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.723	0.277	0.000
		384.0	147.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

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

PEDESTRIAN CROSSING DATA

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

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2014 Base AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	4.89	7.06	0.692		0.00	2.05	26.6		0.41
B-A	4.68	5.46	0.858		0.00	4.18	47.4		0.81
C-A	6.40								
C-B	2.45	9.68	0.253		0.00	0.33	4.8		0.14
A-BC	13.95	42.90	0.325	1.0	0.00	0.48	7.1		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	4.89	6.94	0.704		2.05	2.23	32.5		0.48
B-A	4.68	5.45	0.860		4.18	4.87	68.6		1.12
C-A	6.40								
C-B	2.45	9.67	0.253		0.33	0.34	5.0		0.14
A-BC	13.95	42.90	0.325	1.0	0.48	0.48	7.2		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	4.89	6.92	0.706		2.23	2.30	34.0		0.49
B-A	4.68	5.45	0.860		4.87	5.19	75.7		1.19
C-A	6.40								
C-B	2.45	9.67	0.253		0.34	0.34	5.1		0.14
A-BC	13.95	42.90	0.325	1.0	0.48	0.48	7.2		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	4.89	6.91	0.707		2.30	2.33	34.7		0.49
B-A	4.68	5.45	0.860		5.19	5.38	79.4		1.22
C-A	6.40								
C-B	2.45	9.67	0.253		0.34	0.34	5.1		0.14
A-BC	13.95	42.90	0.325	1.0	0.48	0.48	7.2		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.1	**
08.30	2.2	**
08.45	2.3	**
09.00	2.3	**

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	4.2	****
08.30	4.9	*****
08.45	5.2	*****
09.00	5.4	*****

QUEUE FOR STREAM C-B

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

QUEUE FOR STREAM A-BC

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	293.1	293.1	127.8	0.44	128.2	0.44
B-A	281.1	281.1	271.0	0.96	273.7	0.97
C-A	384.0	384.0				
C-B	147.0	147.0	20.0	0.14	20.0	0.14
A-BC	837.0	837.0	28.7	0.03	28.7	0.03
ALL	1942.2	1942.2	447.5	0.23	450.6	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 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
666.26	0.21	0.08

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
540.54	0.20	0.08	0.13	0.29

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

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

TRAFFIC DEMAND DATA

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

Demand set: 2027 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2027 Base AM

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.455	0.545
		0.0	459.0	550.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.492	0.000	0.508
		329.0	0.0	340.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.725	0.275	0.000
		451.0	171.0	0.0
		(0.0)	(0.0)	(0.0)

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

PEDESTRIAN CROSSING DATA

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

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2027 Base AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	5.67	6.42	0.883		0.00	4.94	55.2		0.78
B-A	5.48	4.79	1.145		0.00	14.94	128.6		2.06
C-A	7.50								
C-B	2.85	8.97	0.317		0.00	0.46	6.5		0.16
A-BC	16.82	42.90	0.392	1.0	0.00	0.64	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)
08.15-08.30									
B-C	5.67	6.41	0.883		4.94	5.81	81.5		1.11
B-A	5.48	4.77	1.149		14.94	26.38	310.7		4.79
C-A	7.50								
C-B	2.85	8.96	0.318		0.46	0.46	6.9		0.16
A-BC	16.82	42.90	0.392	1.0	0.64	0.64	9.6		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	5.67	6.41	0.883		5.81	6.23	90.6		1.18
B-A	5.48	4.77	1.149		26.38	37.42	478.7		7.08
C-A	7.50								
C-B	2.85	8.96	0.318		0.46	0.46	6.9		0.16
A-BC	16.82	42.90	0.392	1.0	0.64	0.64	9.7		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	5.67	6.41	0.883		6.23	6.49	95.6		1.21
B-A	5.48	4.77	1.149		37.42	48.31	643.0		9.34
C-A	7.50								
C-B	2.85	8.96	0.318		0.46	0.46	6.9		0.16
A-BC	16.82	42.90	0.392	1.0	0.64	0.64	9.7		0.04

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	4.9	*****
08.30	5.8	******
08.45	6.2	******
09.00	6.5	******

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	14.9	***************
08.30	26.4	**************************
08.45	37.4	**********************************
09.00	48.3	**

QUEUE FOR STREAM C-B

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

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.6	*
08.30	0.6	*
08.45	0.6	*
09.00	0.6	*

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	340.0	340.0	322.9	0.95	326.2	0.96
B-A	329.0	329.0	1561.1	4.74	1805.6	5.49
C-A	450.3	450.3				
C-B	170.7	170.7	27.3	0.16	27.3	0.16
A-BC	1009.2	1009.2	38.4	0.04	38.4	0.04
ALL	2299.2	2299.2	1949.8	0.85	2197.6	0.96

* 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
666.26	0.21	0.08

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
540.54	0.20	0.08	0.13	0.29

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

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

TRAFFIC DEMAND DATA

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

Demand set: 2027 Base AM + Dev

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2027 Base AM + Dev

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000	0.455	0.545
		0.0	572.0	685.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.515	0.000	0.485
		361.0	0.0	340.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.743	0.257	0.000
		494.0	171.0	0.0
		(0.0)	(0.0)	(0.0)

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

PEDESTRIAN CROSSING DATA

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

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2027 Base AM + Dev
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	5.67	5.95	0.952		0.00	6.95	71.6		1.03
B-A	6.01	4.09	1.470		0.00	30.77	241.2		4.21
C-A	8.23								
C-B	2.85	7.95	0.358		0.00	0.55	7.7		0.19
A-BC	20.95	42.90	0.488	1.0	0.00	0.95	13.9		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)
08.15-08.30									
B-C	5.67	5.94	0.953		6.95	9.15	122.3		1.72
B-A	6.01	4.07	1.477		30.77	60.00	681.0		11.54
C-A	8.23								
C-B	2.85	7.94	0.359		0.55	0.55	8.3		0.20
A-BC	20.95	42.90	0.488	1.0	0.95	0.95	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)
08.30-08.45									
B-C	5.67	5.94	0.953		9.15	10.56	148.5		1.99
B-A	6.01	4.07	1.477		60.00	89.18	1118.9		18.66
C-A	8.23								
C-B	2.85	7.94	0.359		0.55	0.56	8.3		0.20
A-BC	20.95	42.90	0.488	1.0	0.95	0.95	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									
B-C	5.67	5.94	0.953		10.56	11.59	166.5		2.17
B-A	6.01	4.07	1.477		89.18	118.33	1556.3		25.81
C-A	8.23								
C-B	2.85	7.94	0.359		0.56	0.56	8.4		0.20
A-BC	20.95	42.90	0.488	1.0	0.95	0.95	14.3		0.05

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	6.9	*******
08.30	9.2	*********
08.45	10.6	**********
09.00	11.6	**********

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	30.8	******************************
08.30	60.0	**********
08.45	89.2	**********
09.00	118.3	**********

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.5	*
08.30	0.6	*
08.45	0.6	*
09.00	0.6	*

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.9	*
08.30	1.0	*
08.45	1.0	*
09.00	1.0	*

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	339.9	339.9	508.8	1.50	520.1	1.53
B-A	360.9	360.9	3597.3	9.97	5316.6	14.73
C-A	493.9	493.9				
C-B	170.9	170.9	32.7	0.19	32.7	0.19
A-BC	1257.0	1257.0	56.7	0.05	56.7	0.05
ALL	2622.6	2622.6	4195.6	1.60	5926.2	2.26

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

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

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

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk

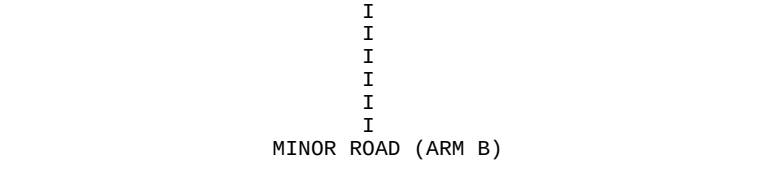
Run with file:-
"S:\W14129 - Banbury\Calculations\Traffic\Picady\Queens Way Junction\29102014\Queens Way Junction_PM JUBB_B.vpi"
(drive-on-the-left) at 09:58:52 on Wednesday, 29 October 2014

RUN INFORMATION

RUN TITLE	: Queens Way Junction
LOCATION	: Banbury
DATE	: 04/09/14
CLIENT	:
ENUMERATOR	: SR
JOB NUMBER	: W14129
STATUS	: Preliminary
DESCRIPTION	:

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



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

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 10.40 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 4.10 M.
- VISIBILITY	(VC-B)135.00 M.
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 90.0 M.
- VISIBILITY TO RIGHT	(VB-A) 100.0 M.
- LANE 1 WIDTH	(WB-C) 2.70 M.
- LANE 2 WIDTH	(WB-A) 2.70 M.

.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
666.26	0.21	0.08

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
540.54	0.20	0.08	0.13	0.29

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

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

TRAFFIC DEMAND DATA

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

Demand set: 2027 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2027 Base PM

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.601	0.399
		0.0	524.0	348.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.530	0.000	0.470
		329.0	0.0	292.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.650	0.350	0.000
		569.0	307.0	0.0
		(0.0)	(0.0)	(0.0)

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

PEDESTRIAN CROSSING DATA

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

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2027 Base PM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	4.87	6.88	0.707		0.00	2.19	28.1		0.44
B-A	5.48	4.48	1.225		0.00	18.54	153.7		2.57
C-A	9.48								
C-B	5.12	9.53	0.537		0.00	1.12	15.6		0.22
A-BC	14.53	44.17	0.329	0.5	0.00	0.49	7.2		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	4.87	6.88	0.708		2.19	2.30	33.8		0.49
B-A	5.48	4.45	1.232		18.54	34.42	397.8		6.39
C-A	9.48								
C-B	5.12	9.53	0.537		1.12	1.14	17.0		0.23
A-BC	14.53	44.17	0.329	0.5	0.49	0.49	7.3		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	4.87	6.88	0.708		2.30	2.33	34.8		0.49
B-A	5.48	4.45	1.232		34.42	50.09	634.0		9.87
C-A	9.48								
C-B	5.12	9.53	0.537		1.14	1.15	17.2		0.23
A-BC	14.53	44.17	0.329	0.5	0.49	0.49	7.3		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	4.87	6.88	0.708		2.33	2.36	35.2		0.50
B-A	5.48	4.45	1.232		50.09	65.68	868.3		13.35
C-A	9.48								
C-B	5.12	9.53	0.537		1.15	1.15	17.2		0.23
A-BC	14.53	44.17	0.329	0.5	0.49	0.49	7.3		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	2.2	**
17.30	2.3	**
17.45	2.3	**
18.00	2.4	**

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	18.5	******************
17.30	34.4	**********************************
17.45	50.1	**
18.00	65.7	***

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.1	*
17.30	1.1	*
17.45	1.1	*
18.00	1.2	*

QUEUE FOR STREAM A-BC

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	292.0	292.0	131.8	0.45	132.2	0.45
B-A	329.0	329.0	2053.7	6.24	2538.4	7.72
C-A	569.0	569.0				
C-B	307.0	307.0	67.0	0.22	67.1	0.22
A-BC	871.8	871.8	29.2	0.03	29.2	0.03
ALL	2368.8	2368.8	2281.7	0.96	2766.9	1.17

* 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
666.26	0.21	0.08

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
540.54	0.20	0.08	0.13	0.29

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

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

TRAFFIC DEMAND DATA

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

Demand set: 2014 Base PM

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2014 Base PM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000 0.0 (0.0)	0.603 443.0 (0.0)	0.397 292.0 (0.0)
	ARM B	0.521 272.0 (0.0)	0.000 0.0 (0.0)	0.479 250.0 (0.0)
	ARM C	0.643 473.0 (0.0)	0.357 263.0 (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

PEDESTRIAN CROSSING DATA

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

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2014 Base PM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	4.17	7.41	0.563		0.00	1.23	16.7		0.29
B-A	4.53	5.18	0.875		0.00	4.47	49.6		0.89
C-A	7.89								
C-B	4.38	10.10	0.434		0.00	0.75	10.6		0.17
A-BC	12.25	44.17	0.277	0.5	0.00	0.38	5.7		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	4.17	7.26	0.574		1.23	1.30	19.2		0.32
B-A	4.53	5.17	0.878		4.47	5.34	74.5		1.28
C-A	7.89								
C-B	4.38	10.09	0.435		0.75	0.76	11.4		0.18
A-BC	12.25	44.17	0.277	0.5	0.38	0.38	5.7		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	4.17	7.23	0.576		1.30	1.33	19.8		0.33
B-A	4.53	5.17	0.878		5.34	5.77	83.6		1.37
C-A	7.89								
C-B	4.38	10.09	0.435		0.76	0.76	11.4		0.18
A-BC	12.25	44.17	0.277	0.5	0.38	0.38	5.7		0.03

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	4.17	7.22	0.577		1.33	1.34	20.0		0.33
B-A	4.53	5.17	0.878		5.77	6.04	88.7		1.42
C-A	7.89								
C-B	4.38	10.09	0.435		0.76	0.76	11.5		0.18
A-BC	12.25	44.17	0.277	0.5	0.38	0.38	5.8		0.03

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.2	*
17.30	1.3	*
17.45	1.3	*
18.00	1.3	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	4.5	****
17.30	5.3	*****
17.45	5.8	******
18.00	6.0	******

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.8	*
17.30	0.8	*
17.45	0.8	*
18.00	0.8	*

QUEUE FOR STREAM A-BC

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	250.0	250.0	75.7	0.30	75.8	0.30
B-A	272.0	272.0	296.5	1.09	300.0	1.10
C-A	473.1	473.1				
C-B	263.1	263.1	44.9	0.17	44.9	0.17
A-BC	735.0	735.0	22.9	0.03	22.9	0.03
ALL	1993.2	1993.2	439.9	0.22	443.6	0.22

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

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

.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
666.26	0.21	0.08

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
540.54	0.20	0.08	0.13	0.29

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

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

TRAFFIC DEMAND DATA

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

Demand set: 2027 Base PM +Dev

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2027 Base PM +Dev

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000	0.601	0.399
		0.0	586.0	389.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.585	0.000	0.415
		412.0	0.0	292.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.699	0.301	0.000
		712.0	307.0	0.0
		(0.0)	(0.0)	(0.0)

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

PEDESTRIAN CROSSING DATA

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

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2027 Base PM +Dev
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	4.87	6.71	0.725		0.00	2.35	29.9		0.47
B-A	6.86	3.95	1.736		0.00	44.94	344.8		6.10
C-A	11.86								
C-B	5.12	9.11	0.562		0.00	1.23	17.0		0.24
A-BC	16.25	44.17	0.368	0.5	0.00	0.58	8.6		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	4.87	6.70	0.726		2.35	2.49	36.5		0.54
B-A	6.86	3.93	1.748		44.94	89.05	1005.0		17.41
C-A	11.86								
C-B	5.12	9.10	0.562		1.23	1.26	18.7		0.25
A-BC	16.25	44.17	0.368	0.5	0.58	0.58	8.7		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	4.87	6.70	0.726		2.49	2.54	37.7		0.54
B-A	6.86	3.93	1.749		89.05	133.15	1666.5		28.60
C-A	11.86								
C-B	5.12	9.10	0.562		1.26	1.27	19.0		0.25
A-BC	16.25	44.17	0.368	0.5	0.58	0.58	8.7		0.04

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	4.87	6.70	0.726		2.54	2.56	38.3		0.54
B-A	6.86	3.93	1.749		133.15	177.24	2328.0		39.80
C-A	11.86								
C-B	5.12	9.10	0.562		1.27	1.27	19.0		0.25
A-BC	16.25	44.17	0.368	0.5	0.58	0.58	8.7		0.04

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	2.4	**
17.30	2.5	**
17.45	2.5	***
18.00	2.6	***

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	44.9	**********
17.30	89.1	**********
17.45	133.1	**********
18.00	177.2	**********

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.2	*
17.30	1.3	*
17.45	1.3	*
18.00	1.3	*

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.6	*
17.30	0.6	*
17.45	0.6	*
18.00	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	291.9	291.9	142.4	0.49	142.8	0.49
B-A	411.9	411.9	5344.3	12.98	9345.7	22.69
C-A	711.9	711.9				
C-B	306.9	306.9	73.7	0.24	73.8	0.24
A-BC	975.0	975.0	34.7	0.04	34.7	0.04
ALL	2697.6	2697.6	5595.0	2.07	9597.1	3.56

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

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

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

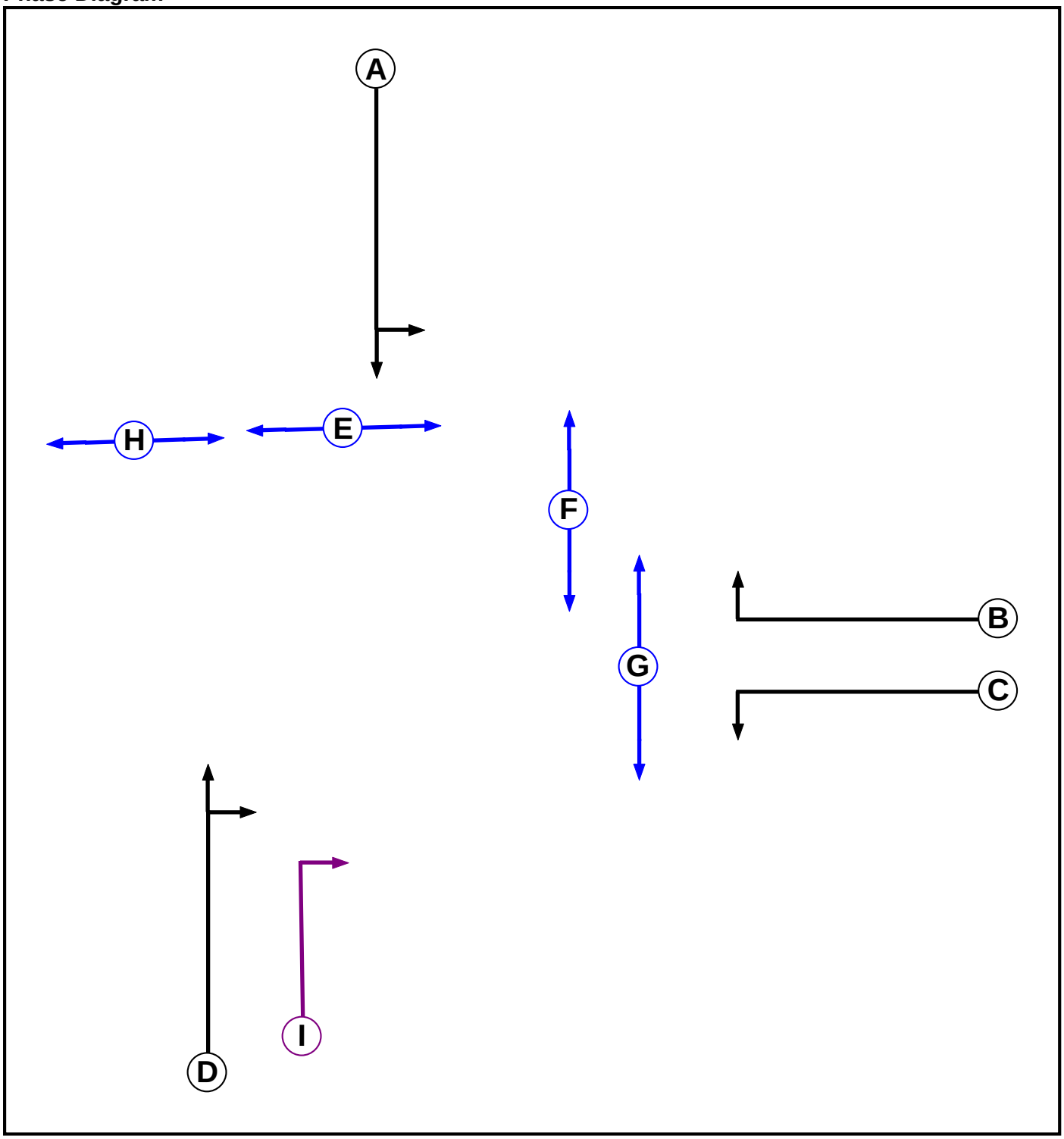
Full Results Summary

User and Project Details

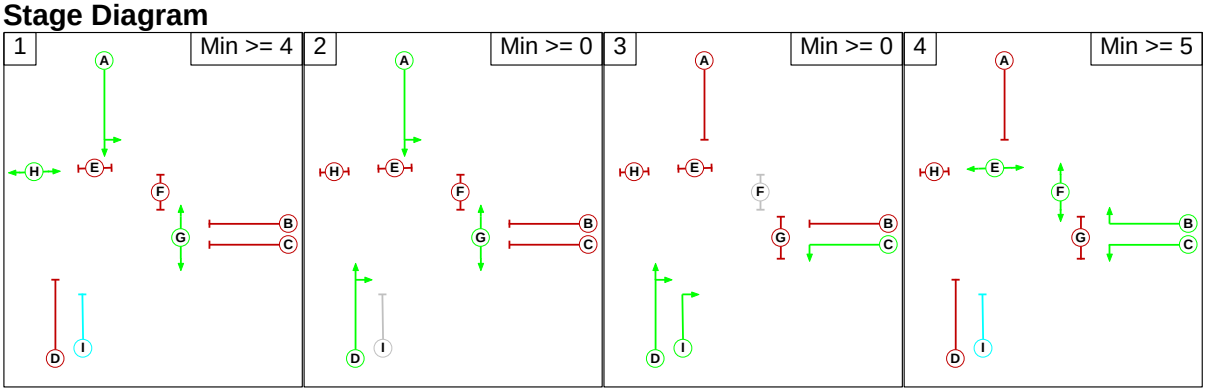
Project:	**W14129 – Banbury**
Title:	**Proposed Signalised Queensway Junction**
Location:	Banbury
File name:	Bloxham Road - Queensway Proposed JUBB (AK Review).lsg3x
Author:	SR
Company:	Jubb
Address:	
Notes:	

Full Results Summary

Phase Diagram



Stage Diagram



Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		6	7	-	5	5	-	-	-
	B	5		-	5	-	-	5	-	-
	C	5	-		-	-	-	5	6	-
	D	-	5	-		8	-	-	8	-
	E	8	-	-	8		-	-	-	-
	F	6	-	-	-	-		-	-	-
	G	-	8	8	-	-	-		-	-
	H	-	-	5	5	-	-	-		-
	I	-	-	-	-	-	-	-	-	

Scenario 1: '2027 AM Base + DEV' (FG1: 'Year 2027 Base AM Peak + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	572	685	1257
	B	361	0	340	701
	C	494	171	0	665
	Tot.	855	743	1025	2623

Full Results Summary

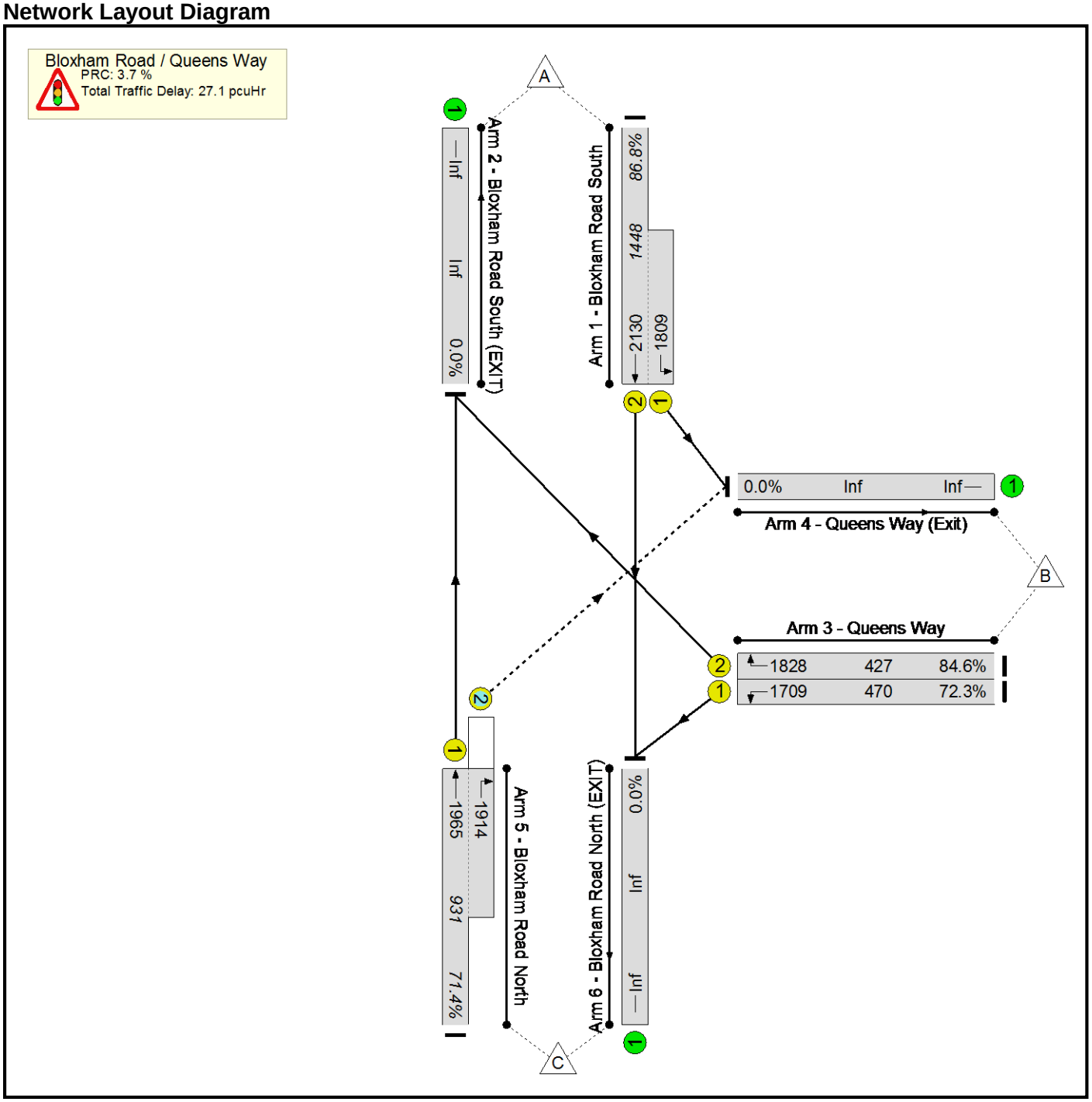
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**	**17**	**96**	**59**	**27.1**	**-**	**-**
Bloxham Road / Queens Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**	**17**	**96**	**59**	**27.1**	**-**	**-**
1/2+1/1	Bloxham Road South Left Ahead	U	A		1	72	-	1257	2130:1809	1448	86.8%	-	-	-	8.4	23.9	26.0
3/1	Queens Way Left	U	C		1	32	-	340	1709	470	72.3%	-	-	-	5.0	53.0	11.5
3/2	Queens Way Right	U	B		1	27	-	361	1828	427	84.6%	-	-	-	7.0	69.4	14.0
5/1+5/2	Bloxham Road North Ahead Right	U+O	D	I	1	57	8	665	1965:1914	931	71.4%	17	96	59	6.8	36.6	13.7

C1 PRC for Signalled Lanes (%): 3.7 Total Delay for Signalled Lanes (pcuHr): 27.07 Cycle Time (s): 120
PRC Over All Lanes (%): 3.7 Total Delay Over All Lanes(pcuHr): 27.07

Full Results Summary

Network Layout Diagram



Scenario 2: '2027 PM Base + DEV' (FG2: 'Year 2027 Base PM Peak + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	586	389	975
	B	412	0	292	704
	C	712	307	0	1019
	Tot.	1124	893	681	2698

Full Results Summary

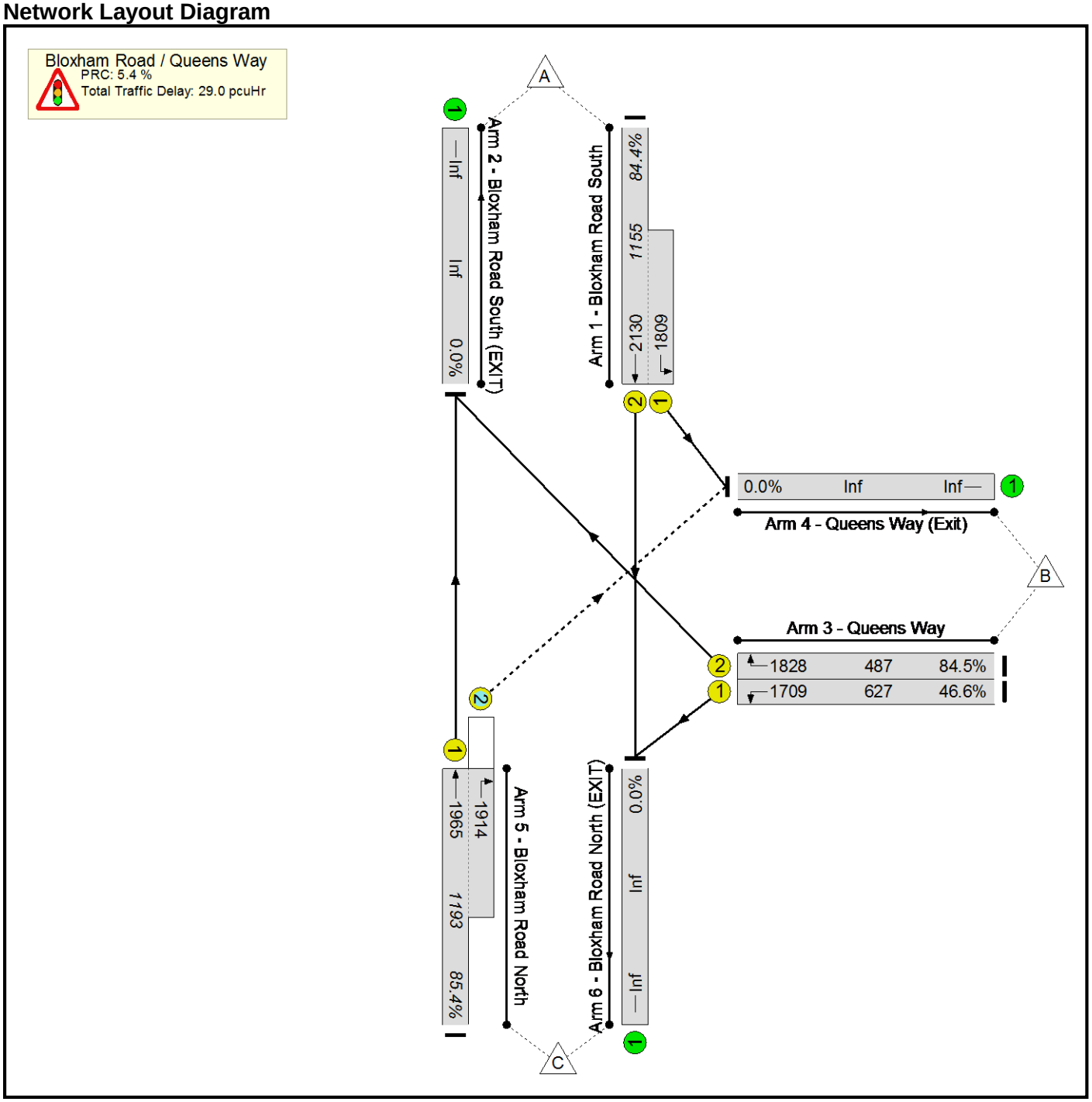
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**85.4%**	**71**	**207**	**29**	**29.0**	-	-
Bloxham Road / Queens Way	-	-	-		-	-	-	-	-	-	**85.4%**	**71**	**207**	**29**	**29.0**	-	-
1/2+1/1	Bloxham Road South Left Ahead	U	A		1	61	-	975	2130:1809	1155	84.4%	-	-	-	8.3	30.6	22.9
3/1	Queens Way Left	U	C		1	43	-	292	1709	627	46.6%	-	-	-	2.8	34.4	7.8
3/2	Queens Way Right	U	B		1	31	-	412	1828	487	84.5%	-	-	-	7.3	64.0	15.5
5/1+5/2	Bloxham Road North Ahead Right	U+O	D	I	1	67	15	1019	1965:1914	1193	85.4%	71	207	29	10.6	37.3	25.4

C1 PRC for Signalled Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 28.97 Cycle Time (s): 120
PRC Over All Lanes (%): 5.4 Total Delay Over All Lanes(pcuHr): 28.97

Full Results Summary

Network Layout Diagram



Scenario 3: '2027 AM Base + DEV + Barwood' (FG3: 'Year 2027 Base + Dev + Others AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	630	734	1364
	B	382	0	340	722
	C	515	171	0	686
	Tot.	897	801	1074	2772

Full Results Summary

Network Results

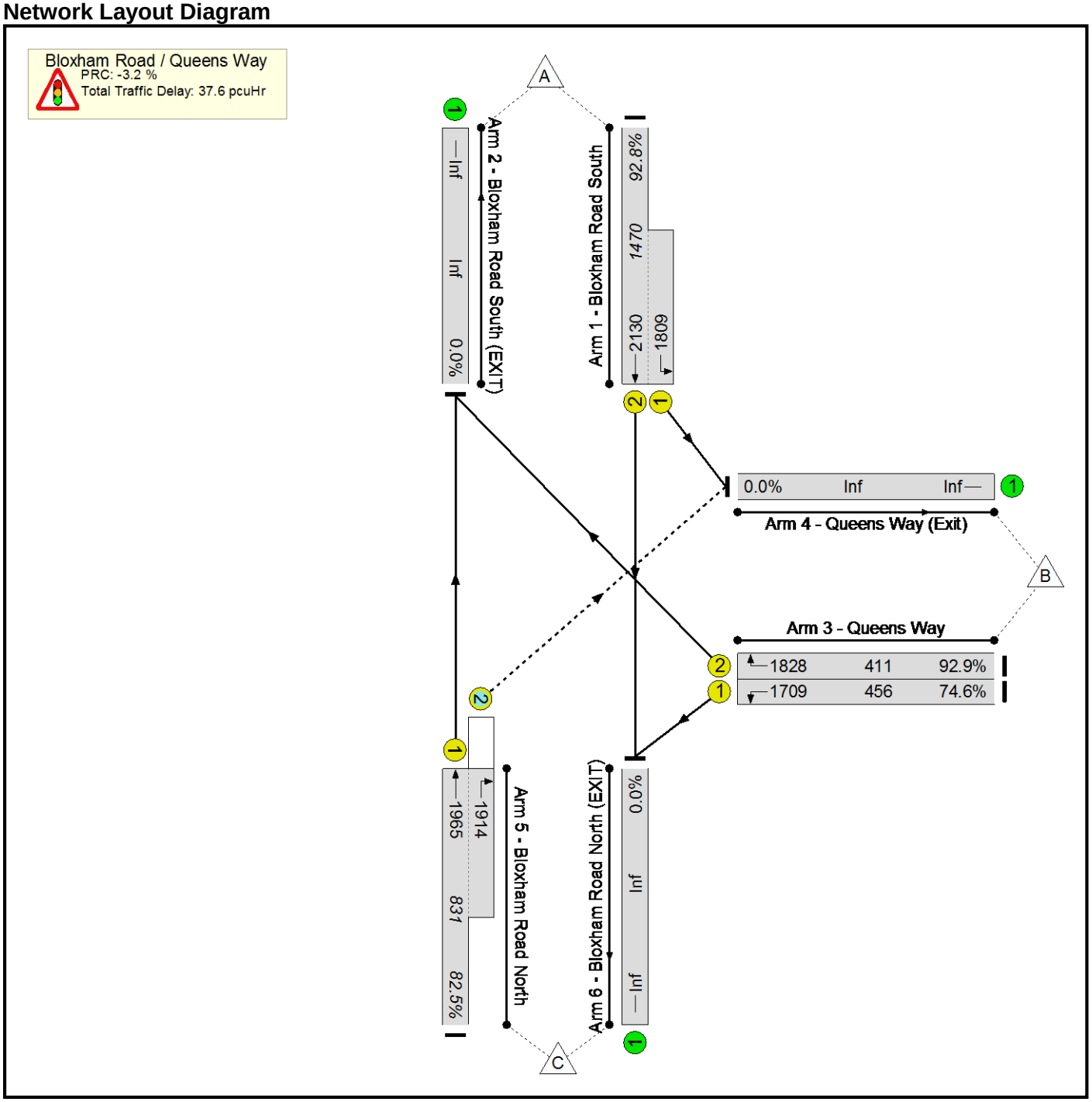
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**92.9%**	**0**	**90**	**48**	**37.6**	-	-
Bloxham Road / Queens Way	-	-	-		-	-	-	-	-	-	**92.9%**	**0**	**90**	**48**	**37.6**	-	-
1/2+1/1	Bloxham Road South Left Ahead	U	A		1	73	-	1364	2130:1809	1470	92.8%	-	-	-	11.7	31.0	35.6
3/1	Queens Way Left	U	C		1	31	-	340	1709	456	74.6%	-	-	-	5.2	55.5	11.7
3/2	Queens Way Right	U	B		1	26	-	382	1828	411	92.9%	-	-	-	9.7	91.6	17.3
5/1+5/2	Bloxham Road North Ahead Right	U+O	D	I	1	50	8	686	1965:1914	831	82.5%	0	90	48	10.9	57.0	17.9

C1 PRC for Signalled Lanes (%): -3.2 Total Delay for Signalled Lanes (pcuHr): 37.57 Cycle Time (s): 120

PRC Over All Lanes (%): -3.2 Total Delay Over All Lanes(pcuHr): 37.57

Full Results Summary

Network Layout Diagram



Scenario 4: '2027 PM Base + DEV + Barwood' (FG4: 'Year 2027 Base + Dev + Others PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	625	410	1035
	B	455	0	292	747
	C	767	307	0	1074
	Tot.	1222	932	702	2856

Full Results Summary

Network Results

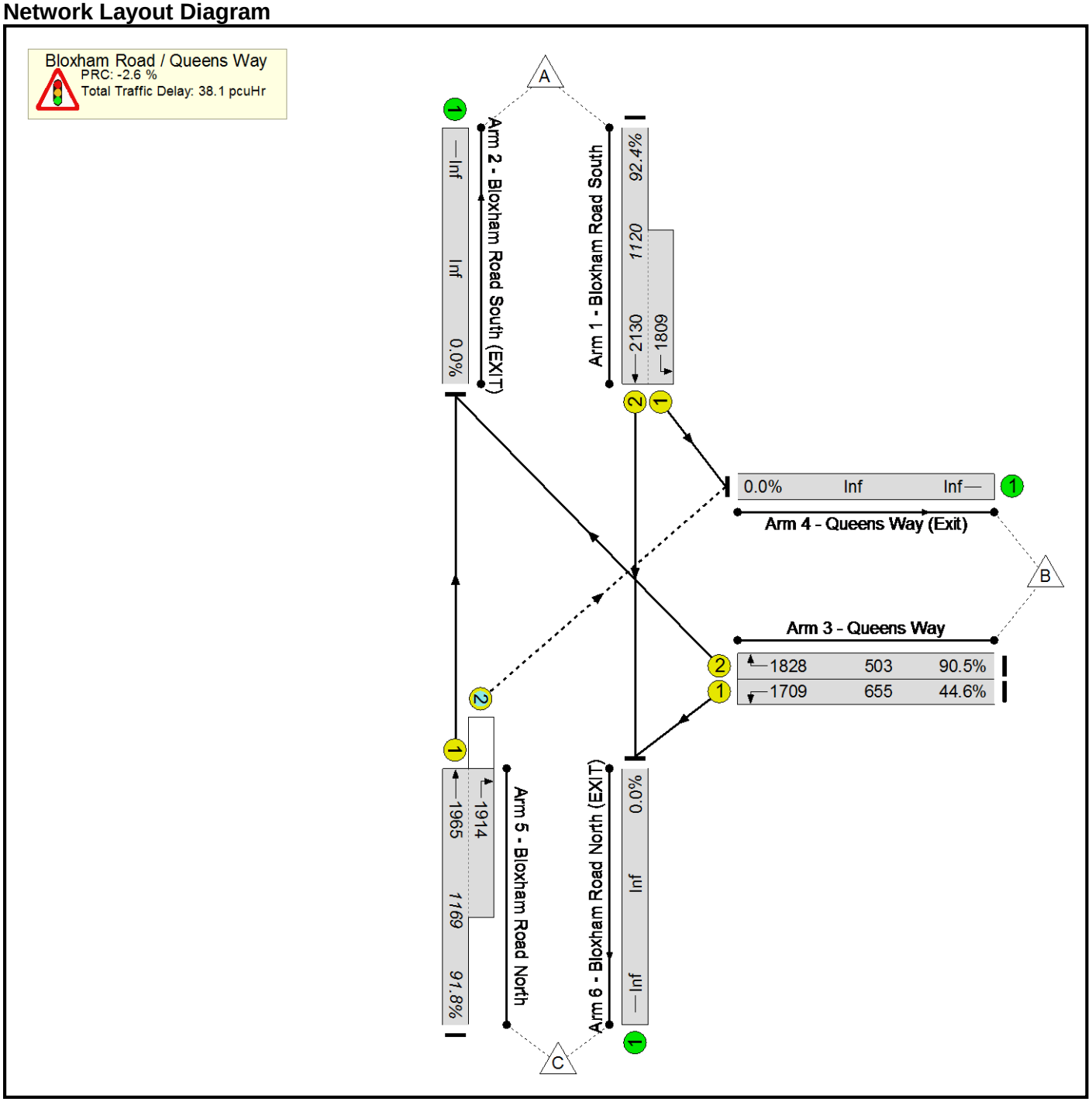
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**92.4%**	**29**	**223**	**55**	**38.1**	-	-
Bloxham Road / Queens Way	-	-	-		-	-	-	-	-	-	**92.4%**	**29**	**223**	**55**	**38.1**	-	-
1/2+1/1	Bloxham Road South Left Ahead	U	A		1	59	-	1035	2130:1809	1120	92.4%	-	-	-	12.2	42.6	30.5
3/1	Queens Way Left	U	C		1	45	-	292	1709	655	44.6%	-	-	-	2.6	32.5	7.6
3/2	Queens Way Right	U	B		1	32	-	455	1828	503	90.5%	-	-	-	9.4	74.2	18.6
5/1+5/2	Bloxham Road North Ahead Right	U+O	D	I	1	66	16	1074	1965:1914	1169	91.8%	29	223	55	13.8	46.4	32.0

C1 PRC for Signalled Lanes (%): -2.6 Total Delay for Signalled Lanes (pcuHr): 38.11 Cycle Time (s): 120

PRC Over All Lanes (%): -2.6 Total Delay Over All Lanes(pcuHr): 38.11

Full Results Summary

Network Layout Diagram



Scenario 5: '2027 + Local Plan AM Peak' (FG5: 'Year 2027 Base + Local Plan', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	604	703	1307
	B	373	0	340	713
	C	502	171	0	673
	Tot.	875	775	1043	2693

Full Results Summary

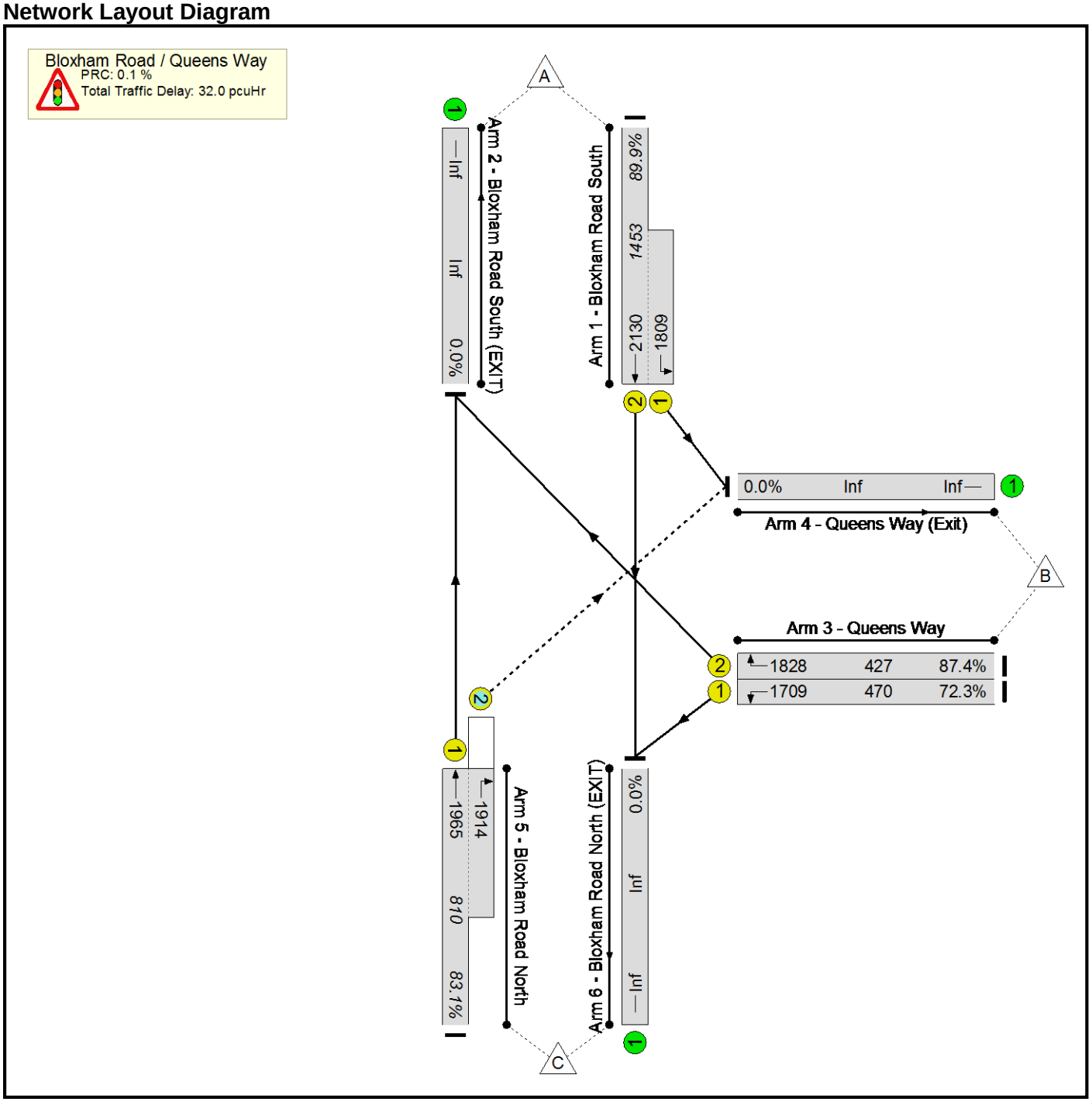
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**89.9%**	**5**	**96**	**60**	**32.0**	-	-
Bloxham Road / Queens Way	-	-	-		-	-	-	-	-	-	**89.9%**	**5**	**96**	**60**	**32.0**	-	-
1/2+1/1	Bloxham Road South Left Ahead	U	A		1	72	-	1307	2130:1809	1453	89.9%	-	-	-	9.8	27.1	30.3
3/1	Queens Way Left	U	C		1	32	-	340	1709	470	72.3%	-	-	-	5.0	53.0	11.5
3/2	Queens Way Right	U	B		1	27	-	373	1828	427	87.4%	-	-	-	7.7	74.4	15.0
5/1+5/2	Bloxham Road North Ahead Right	U+O	D	I	1	48	8	673	1965:1914	810	83.1%	5	96	60	9.5	50.7	17.9

C1 PRC for Signalled Lanes (%): 0.1 Total Delay for Signalled Lanes (pcuHr): 32.01 Cycle Time (s): 120
PRC Over All Lanes (%): 0.1 Total Delay Over All Lanes(pcuHr): 32.01

Full Results Summary

Network Layout Diagram



Scenario 6: '2027 + Local Plan PM Peak' (FG6: 'Year 2027 Base + Local Plan', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	605	397	1002
	B	436	0	292	728
	C	732	307	0	1039
	Tot.	1168	912	689	2769

Full Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**89.4%**	**50**	**223**	**34**	**32.7**	-	-
Bloxham Road / Queens Way	-	-	-		-	-	-	-	-	-	**89.4%**	**50**	**223**	**34**	**32.7**	-	-
1/2+1/1	Bloxham Road South Left Ahead	U	A		1	60	-	1002	2130:1809	1137	88.2%	-	-	-	9.7	35.0	26.0
3/1	Queens Way Left	U	C		1	44	-	292	1709	641	45.6%	-	-	-	2.7	33.4	7.7
3/2	Queens Way Right	U	B		1	31	-	436	1828	487	89.4%	-	-	-	8.8	73.0	17.6
5/1+5/2	Bloxham Road North Ahead Right	U+O	D	I	1	67	16	1039	1965:1914	1187	87.6%	50	223	34	11.4	39.5	27.1

C1 PRC for Signalled Lanes (%): 0.6 Total Delay for Signalled Lanes (pcuHr): 32.70 Cycle Time (s): 120
PRC Over All Lanes (%): 0.6 Total Delay Over All Lanes(pcuHr): 32.70

Full Results Summary

Network Layout Diagram