



**PROPOSED RESIDENTIAL DEVELOPMENT, BERRY HILL ROAD, ADDERBURY (1899)
APPLICATION NUMBER 17/02394/OUT
RESPONSE TO HIGHWAY COMMENTS – FEBRUARY 2018**

INTRODUCTION

This note will provide a formal response to transport and highways comments made by Oxfordshire County Council (OCC) in relation to the above planning application for residential development on land at Berry Hill Road in Adderbury. The comments were dated on 16th January 2018.

This note will deal with each issue in turn as they appear in the formal OCC highways consultation response.

This note has been informed following a detailed discussion with the lead transport officer at OCC who collated the comments, Chris Nichols. Only the issues that have 'reason for objection' next to them require further information or clarification. These are as follows, and the issue of drainage will be dealt with by another consultant within the applicant's team:

- Section 106 Contributions.
- Traffic Impact.
- Detailed accident analysis.
- Existing facility on site and traffic movements.
- Large green area on site.
- New footway along Berry Hill Road.
- Visibility along Berry Hill Road.
- Speeds along the A4260 Oxford Road.

SECTION 106 CONTRIBUTIONS

OCC have requested a number of Section 106 contributions. The first of these relates to a contribution of £60,000 to enhance public transport services serving the site. This consists of 'pump priming' bus services along the A4260 Oxford Road. This based on £1,000 per dwelling and, it is understood that, it will assist in the viability of the existing bus services in the area.



The second contribution request is for £10,000 which will cover the cost of two new bus stops in close proximity to the site. These will be located on Berry Hill Road and the location of these can be discussed and agreed at a more advanced stage of the planning process.

The final contribution request was for £20,000 to improve the footpaths close to the site which are Footpaths 5, 6, 13 and 24 as well as Bridleway 9.

Given each of these contributions is related to the site the applicant is willing to accept these on the basis that all other transport and highways elements are considered acceptable within this note.

TRAFFIC IMPACT

Traffic Survey Data

In order to assess the traffic impact of the proposed development on the local highway network traffic surveys were undertaken at the junction of Berry Hill Road and the A4260 Oxford Road on Tuesday 30th January 2018. This count will also provide link flows at the proposed Ste Access junction.

The full traffic survey data is contained within **Appendix 1**. The weekday am and pm peak hours were identified as 0815 to 0915 hours and 1715 to 1815 hours. **Figures 1** and **2** show the 2017 surveyed traffic flows converted into passenger car units (PCUs), the unit of analysis, for the weekday am and peak periods respectively.

Growthed Flows

The year of completion for the proposed development has been assumed to be 2021 based on a two year build and a start on site in 2019.

In order to factor the surveyed traffic flows to the future assessment years, NTEM adjusted National Road Traffic Model growth factors have been applied for the Adderbury area.



The resultant growth factors are shown below:

- 2018 to 2021 AM Peak - 1.0662.
- 2018 to 2021 PM Peak - 1.0665.

The resultant 2021 growthed traffic flows are shown in **Figures 3** and **4** for the weekday am and pm peak periods respectively.

Committed Developments

OCC have requested that the traffic impact analysis includes the traffic from three nearby committed residential developments. These are as follows and have been confirmed by OCC as being the only three sites that are likely to generate material levels of traffic through the junction of Berry Hill Road and Oxford Road:

- Application ref 14-00250-F – North of Milton Road, Adderbury (50 units)
- Application ref 13-00301-OUT – Gaveston Gardens, Deddington (99 units).
- Application ref 14-01017-OUT – Milton Road, Bloxham (85 units).

Each of the applications included a Transport Statement which are available on the Cherwell District Council planning website. From these documents, it is possible to establish an approximate traffic impact of these two developments at the Berry Hill Road/Oxford Road junction.

The North of Milton Road site has produced only a traffic impact table within the Transport Statement (TS). This is shown in Table 1 on Page 8 of the document. This suggests that the proposals will generate 5 arrivals and 14 departures during the AM peak hour period and 14 arrivals and 9 departures during the PM peak hour. Given its location, we have assumed that 50% of the traffic will travel east towards Oxford Road along Berry Hill Road.



The Deddington site's TS included traffic flow figures for the development generated traffic on the road network close to that site. The site is located south of Adderbury on the B4260 Banbury Road which travels north into Oxford Road through the junction. From the traffic flow figures in Appendix K of the report the traffic that is likely to continue north through the Oxford Road/Berry Hill Road junction can be established.

The Bloxham site's TS included a page of traffic flow matrices which provides actual turning movement forecasts from that development at the junction of Oxford Road/Berry Hill Road. These have been used in this exercise.

The North of Milton Road site's traffic generation through the Berry Hill Road/Oxford Road is shown on **Figures 5** and **6**, for the Deddington site its shown in **Figures 7** and **8** and for the Bloxham site its shown in **Figures 9** and **10**.

Base Flows

The 2021 base flows have been calculated by adding the growthed flows, shown in Figures 3 and 4, to the various committed development flows, shown in Figures 5 to 10. These are shown in **Figures 11** and **12**.

Proposed Trip Distribution

For robustness, all development generated traffic will be assumed to be generated through the Berry Hill Road/Oxford Road junction. At the junction, the existing turning movements will be used to proportion the split of traffic travelling to or from the site.

Proposed Development Trips

As previously stated, the proposed development would provide 60 residential units. The proposed development trip rates detailed within the Transport Statement (TS) have been accepted as being appropriate by OCC and these are shown in Table 4.1 of the TS and are summarized again below in **Table 1**.

Time Period	Trip Rates		Number of Trips	
	Arr	Dep	Arr	Dep
AM Peak	0.150	0.368	9	22
PM Peak	0.359	0.187	22	11

Table 1 – Trip Rates for Proposed Residential Development

As can be seen above the proposed development is forecast to generate around 31 two-way trips during the AM peak hour and 33 two-way trips during the PM peak period. This equates to around one additional vehicle every two minutes during even the busiest periods of the day.

As such, it is likely that the proposed development will generate very few traffic movements on the local highway network during general peak periods of a typical weekday and will therefore not have a material impact on the operation of the local highway network.

However, to demonstrate that this will be the case the proposed residential trips have been assigned to the local highway network using the existing split of traffic at the junction of Berry Hill Road/Oxford Road. The resultant proposed residential development traffic flows for the Weekday AM and PM peak periods are displayed in **Figures 13** and **14**.

'With Development' Flows

In order to calculate the 2021 'With Development' flows, the proposed development trips have been added to the base flows displayed in Figures 11 and 12.

The resultant 2021 'With Development' flows are contained within **Figures 15** and **16** for the weekday am and weekday pm peaks respectively.

Capacity Assessments

A4260 Oxford Road/Berry Hill

The A4260 Oxford Road/Berry Hill Road junction has been assessed using the PICADY module of the Junctions 8 computer program. Table 2, below, summarises the results of the base and 'with development' capacity assessments for this junction, with the output being provided in **Appendix 2**.

Arm Name	2021 Base				2021 'With Development'			
	AM		PM		AM		PM	
	RFC	Max Q	RFC	Max Q	RFC	Max Q	RFC	Max Q
Oxford Road (N)	0.18	0	0.31	1	0.19	0	0.34	1
Berry Hill Road	0.47	1	0.51	1	0.53	1	0.55	1

Table 2 - Summary of PICADY Results for Oxford Road/Berry Hill Road

As can be seen from the above table, the results show that the junction will operate within capacity within both the base and 'with development' scenarios at 2021.

It can also be concluded that the impact of the proposals is minimal with the impact on queues and the maximum RFC at the junction being 0.55.

Berry Hill Road/Site Access

As can be seen from the above assessments, the Oxford Road junction with Adderbury Road operates with substantial reserve capacity. That junction accommodates substantially more traffic than the proposed site Access would do off Berry Hill Road.



As such, the junction would also operate within its theoretical capacity in both of the 2021 'With Development' scenarios.

Impact Summary

It is therefore concluded that the development proposals will result in a minimal impact on the local highway network and is therefore in accordance with the NPPF.

DETAILED ACCIDENT ANALYSIS

Accident statistics have been obtained from Oxfordshire County Council for the near 6 year period between 1st January 2012 and the end of November 2017. In that period, there have been three personal injury accidents at or in the vicinity of the site and the junction of Berry Hill Road and Oxford Road. The accident statistics are enclosed at **Appendix 3**.

The first accident occurred on 21st June 2012 at 5.50pm at the junction of Berry Hill Road and Oxford Road. It involved a car turning right onto Oxford Road from Berry Hill Road that turned into the path of another car travelling north along Oxford Road. This resulted in a slight injury.

The second personal injury accident also took place at the junction and occurred at 11.26pm on the 17th January 2015. This involved the same right turning manoeuvre at the junction from Berry Hill Road onto Oxford Road and a collision with a car traveling north along Oxford Road. The driver of the car travelling from Berry Hill Road gave a positive breath test.

The final personal injury accident at this junction occurred at 6.50am on the 26th October 2016 involved the same type of collision as the other two accidents at the junction, this time a right turning car collided with a small HGV travelling north on Oxford Road resulting in a slight injury.

Three personal injury accidents at this junction over a near 6 year period would not constitute a particular safety issue given the levels of traffic that travel through this junction, especially on Oxford Road. However, the provision of a proposed pedestrian refuge within the hatched area of the right turning lane at this junction is likely to reduce the speed of vehicles travelling through this junction which will inevitably reduce the potential for this type of accident from occurring again. It will also provide a safety benefit for the area.



EXISTING FACILITY ON SITE AND TRAFFIC FLOWS

To confirm, the existing use on part of the application site is a farm with stables. The use does generate some traffic but generally low levels and not concentrated during the traditional background traffic peak periods. In any event, the traffic impact analysis has not included any allowance for offsetting the proposed residential development traffic with any existing site traffic flow for robustness.

LARGE GREEN AREA ON SITE

There is a large green space within the site which OCC have asked for clarification on. It is understood that this is to be used as public open space. There will be no residential development on this part of the site. In any event, any planning consent at the site will be limited to a maximum number of dwellings, in this case 60 residential units.

NEW FOOTWAY ALONG BERRY HILL ROAD

The applicant is proposing to implement a new footway along the northern side of Berry Hill Road to provide a direct pedestrian link between the site and the remainder of the village of Adderbury including the various amenities within the centre of the village. This link will clearly also assist the existing properties along Berry Hill Road in reaching the centre of the village safely and directly.

Drawing Number 1899-Fo1 Revision A shows a plan of the new footway which will be 2 metres in width and will be implemented via a Section 278 agreement which can be progressed if and when planning consent is granted at the site.

The grey shaded area on the plan shows the extent of adopted highway along the section of Berry Hill Road between Oxford Road and the junction with Horn Hill Road. The plan clearly shows that the new footway can be accommodated within the extent of adopted highway.

OCC have requested that clarification is added to the plan in terms of additional annotation. This has been done on the above mentioned plan and this can be conditioned as part of any consent at the site to ensure its delivery.



VISIBILITY ALONG BERRY HILL ROAD

The proposed site access off Berry Hill Road is located close to the point where the 30mph speed limit changes to national speed limit. To ensure that the visibility splays at the site access junction are considered appropriate to OCC a speed survey has been undertaken at the point on Berry Hill Road where the site access is proposed. This is contained within **Appendix 1**.

The 85th percentile wet weather speeds along Berry Hill Road were surveyed as follows:

- Westbound – 34.8 mph.
- Eastbound – 36.8 mph.

These speeds would require visibility splays at the site access junction of 120 metres which are also based on the guidance within the Design Manual for Roads and Bridges (DMRB), as requested by OCC, rather than the more appropriate, in our view, Manual for Streets. These are shown on the Site Access plan on **Drawing Number 1899-Fo1 Revision A** and are shown to be achievable on land within the site or on adopted highway.

SPEEDS ALONG A4260 OXFORD ROAD

Additional speed surveys were undertaken along Oxford Road to ensure that there is sufficient forward visibility to the new proposed pedestrian refuge located to the north of the Berry Hill Road junction.

The 85th percentile wet weather speeds on the approach to the junction were as follows:

- Northbound – 47.6 mph.
- Southbound – 46.4 mph.

These speeds are substantially less than the national speed limit and should be considered acceptable to allow the new pedestrian refuge at the junction.



Conclusions

This note provides a formal response to transport and highways comments made by Oxfordshire County Council (OCC) in relation to the above planning application for residential development on land at Berry Hill Road in Adderbury.

The applicant is willing to offer the following improvements to the local highway network:

- Section 106 contribution of £60,000 for improvements to local bus services.
- Section 106 contribution of £20,000 for improvements to local public rights of way and bridleways.
- Section 106 of £10,000 for the provision of two new bus stops on Berry Hill Road to serve the proposed development.
- New footway along the northern side of Berry Hill Road between the junctions of Horn Hill Road and Oxford Road.
- New pedestrian refuge across Oxford Road close to the junction of Berry Hill Road to provide additional safety benefits for all road users.

This note has also demonstrated the following:

- The Site Access can be accommodated on Berry Hill Road with appropriate geometric parameters.
- The proposed new footway can be accommodated on land within currently adopted highway along Berry Hill Road.
- The proposals will not have a material impact on the operation of the local highway network.
- The proposals will not have a material impact on the safety of the local highway network.
- The locational sustainability of the site and Adderbury will be substantially enhanced by the proposed works and contributions offered by the applicant.

All other comments have been considered within this and note satisfactorily and as such, there should be no remaining highway objections to this planning application.



Enclosures

Figures 1 to 16

Drawing Number 1899-Fo1 Revision A

Appendix 1 – Traffic and speed surveys

Appendix 2 – PICADY Output for Site Access Junction

Appendix 3 – Accident Statistics

FIGURES

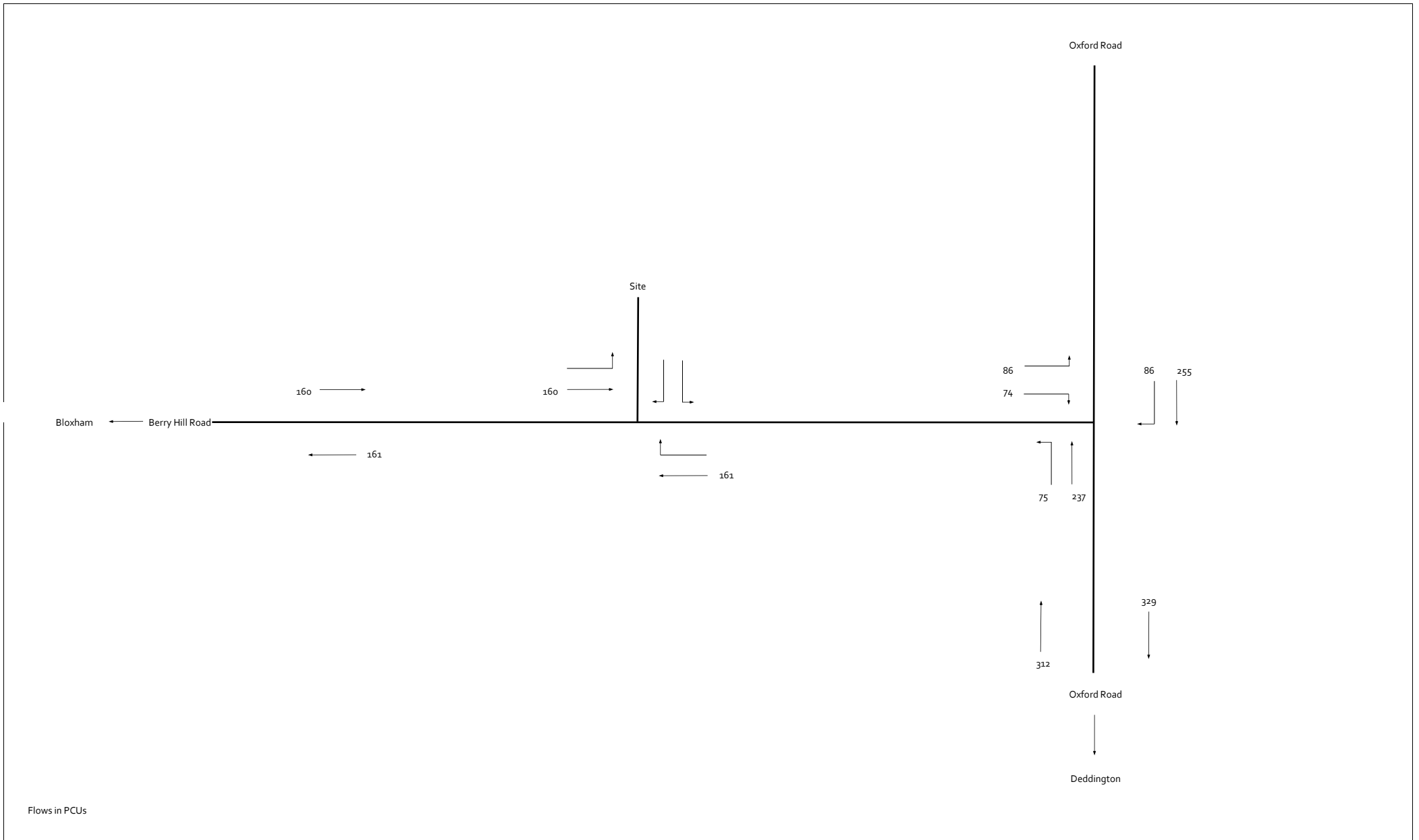


Figure 1 2018 Surveyed Flows - Weekday AM Peak (0800-0900 hours)



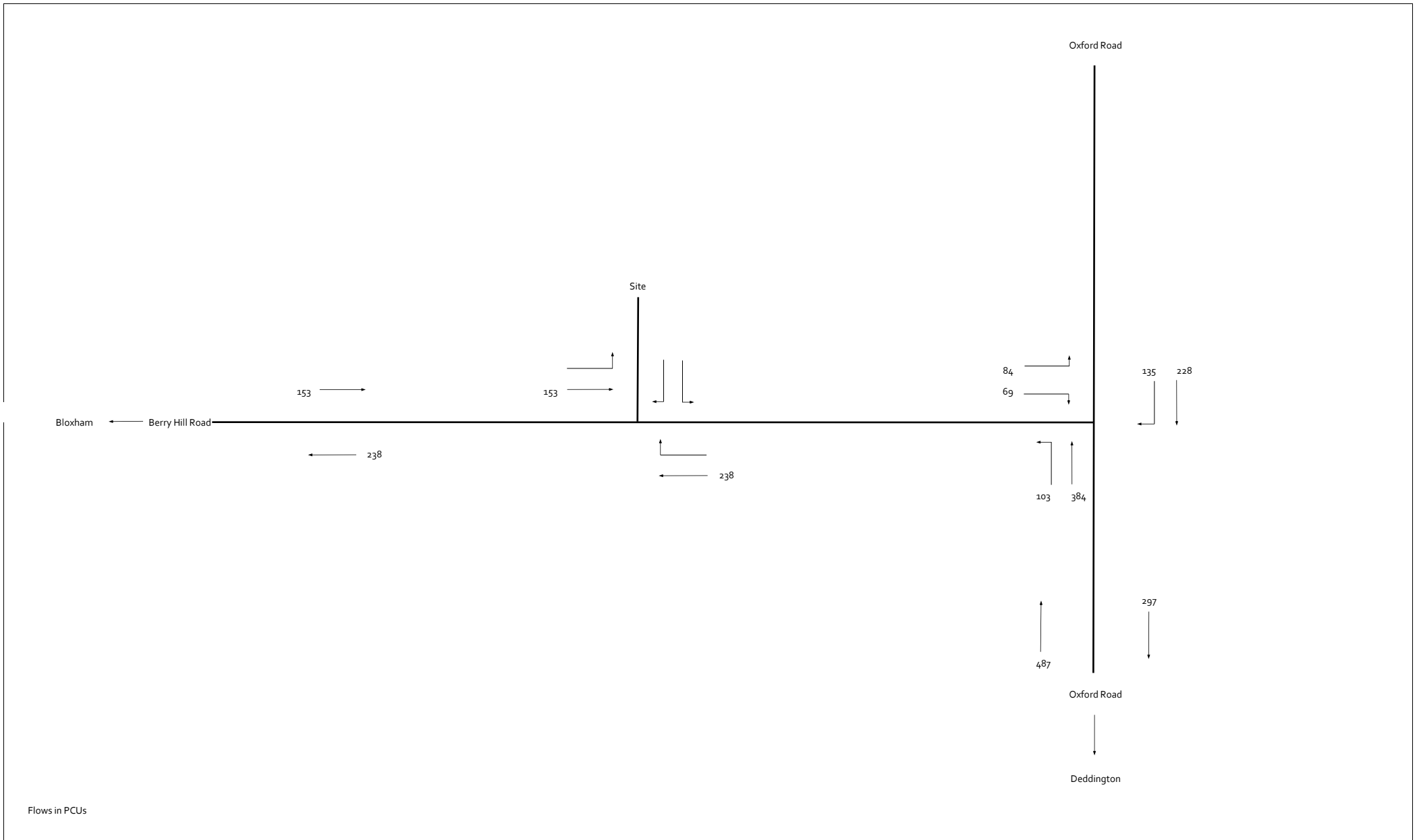
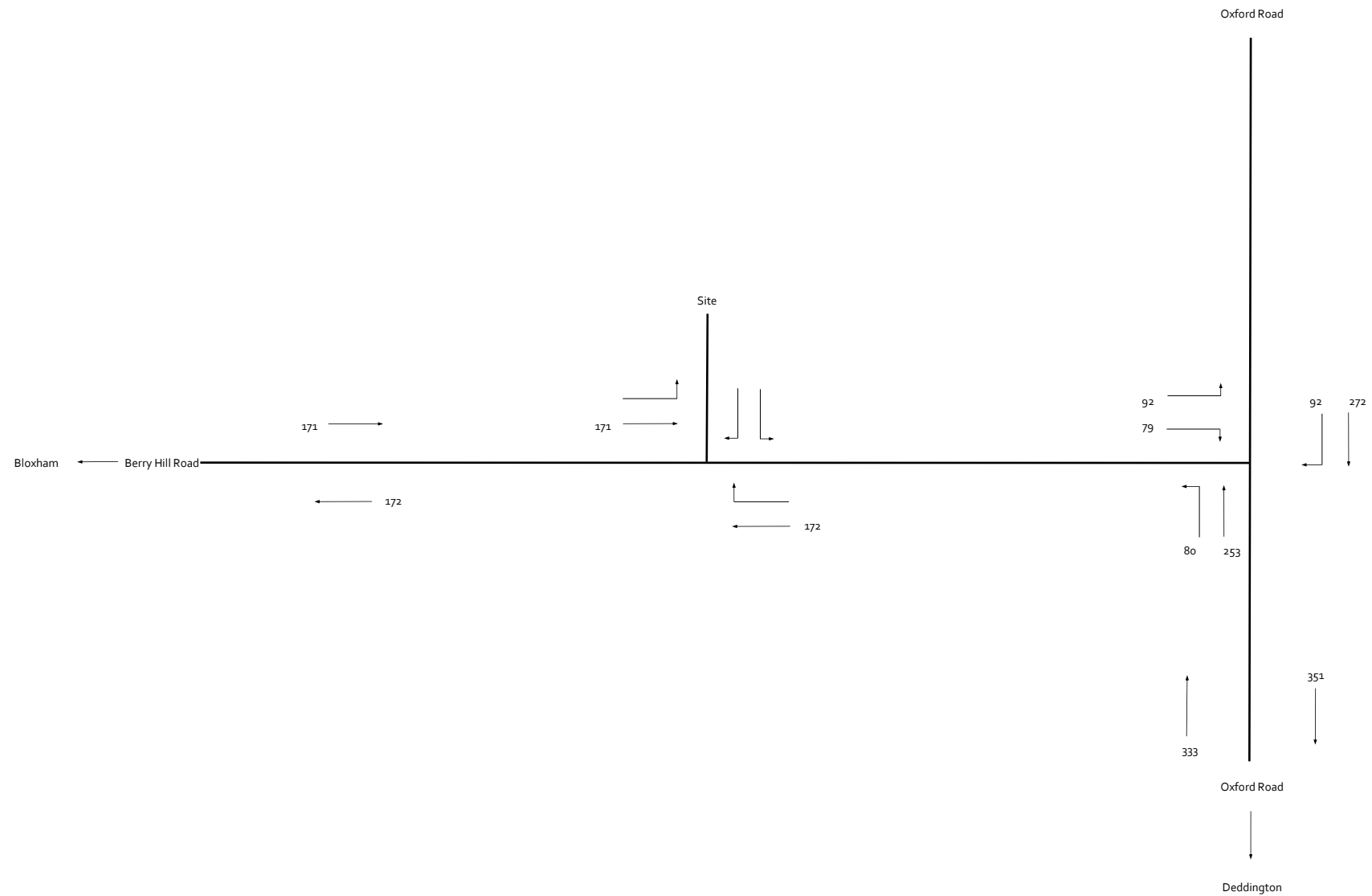


Figure 2 2018 Surveyed Flows - Weekday PM Peak (1700-1800 hours)



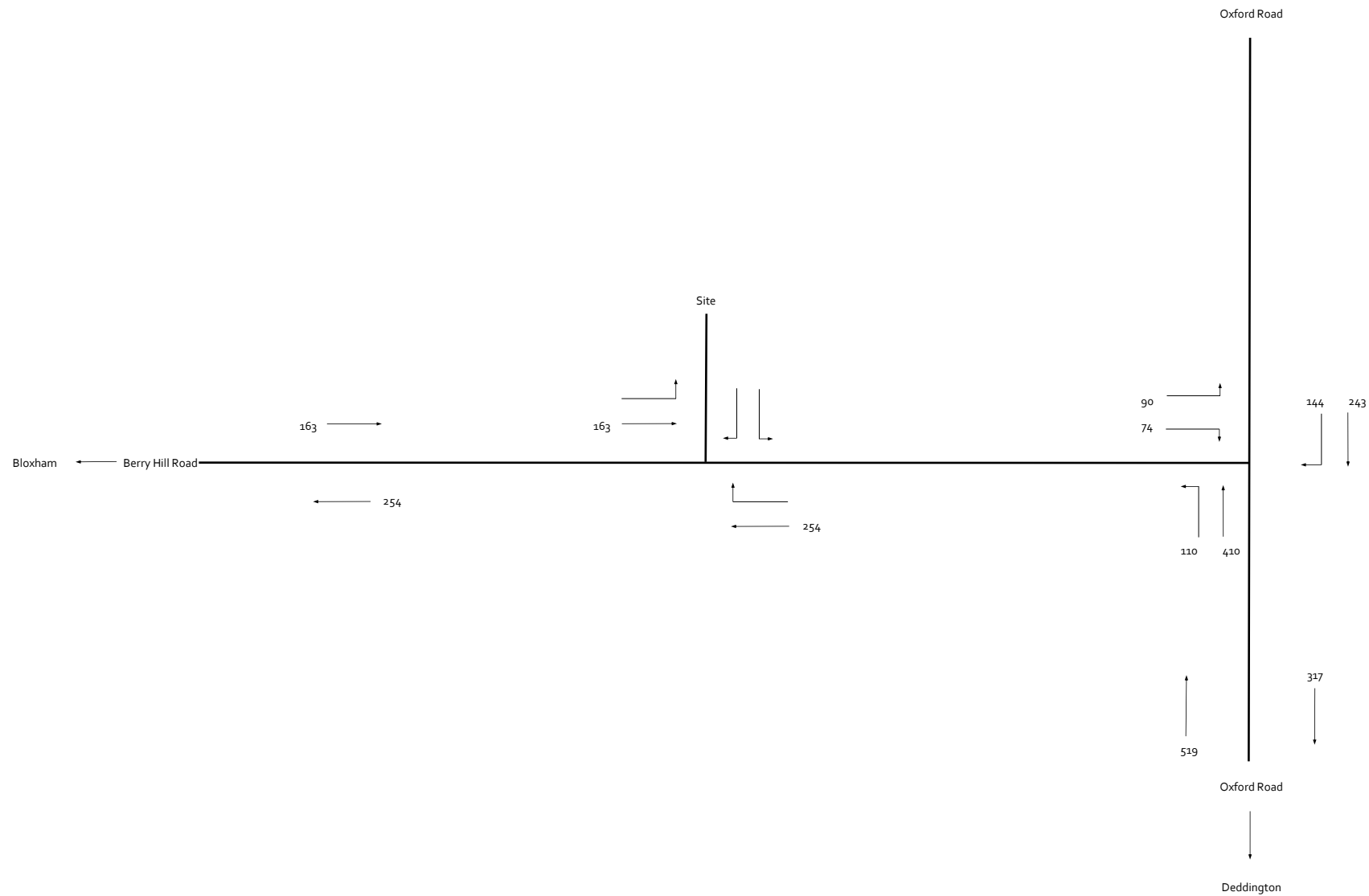


NTM Growth Factor 2018 - 2021 1.066

Figure 3 2021 Growthed Flows - Weekday AM Peak (0800-0900 hours)



Hill Quays, 9 Jordan Street, Manchester, M15 4PY
 Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk



NTM Growth Factor 2018 - 2021

1.067

Figure 4 2021 Growthed Flows - Weekday PM Peak (1700-1800 hours)



Hill Quays, 9 Jordan Street, Manchester, M15 4PY
 Tel: 0161 667 3746 www.crofts.co.uk info@crofts.co.uk

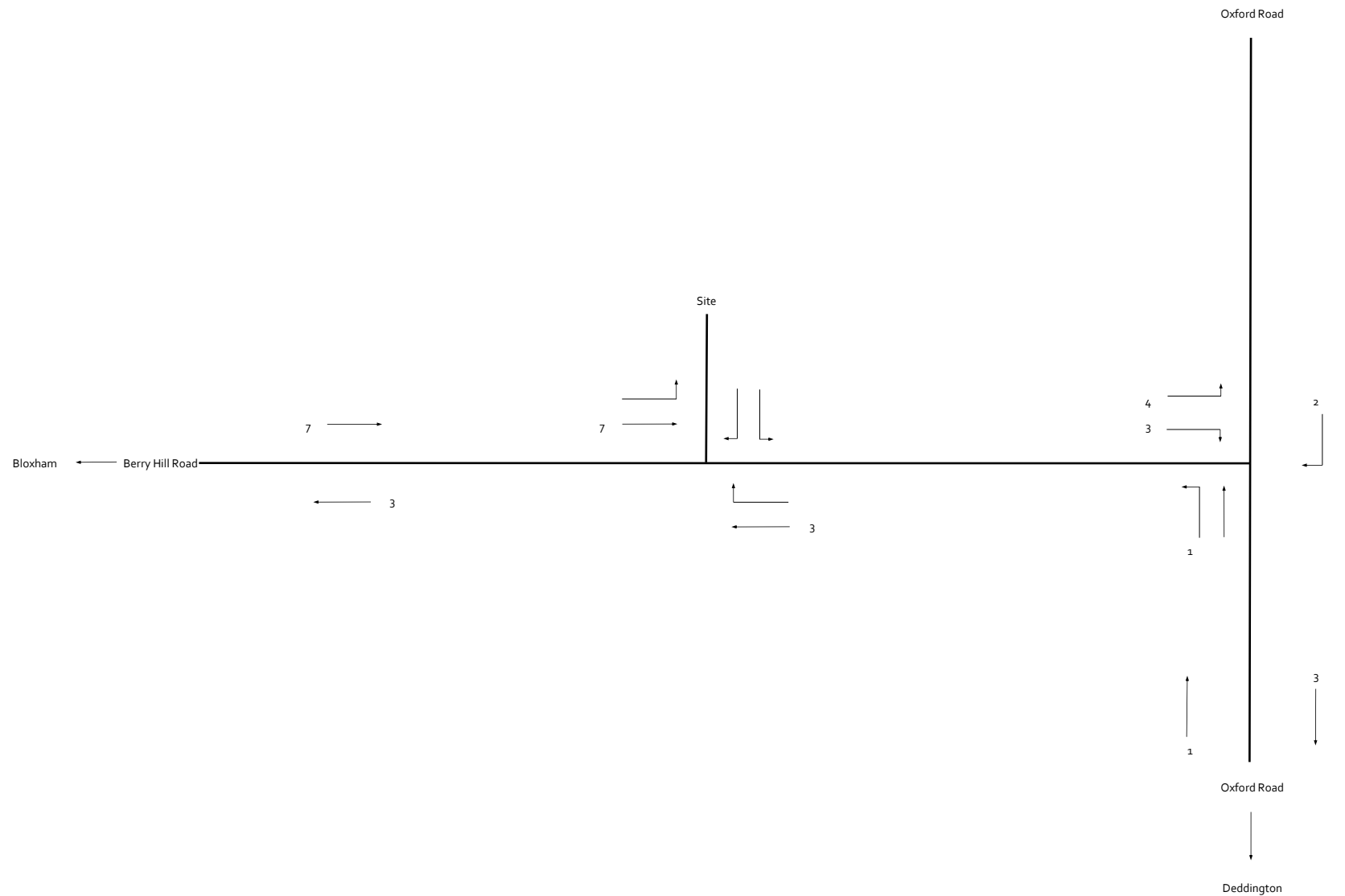


Figure 5 North of Milton Road, Adderbury (14-00250F) Proposed Development Flows- Weekday AM Peak (0800-0900 hours)



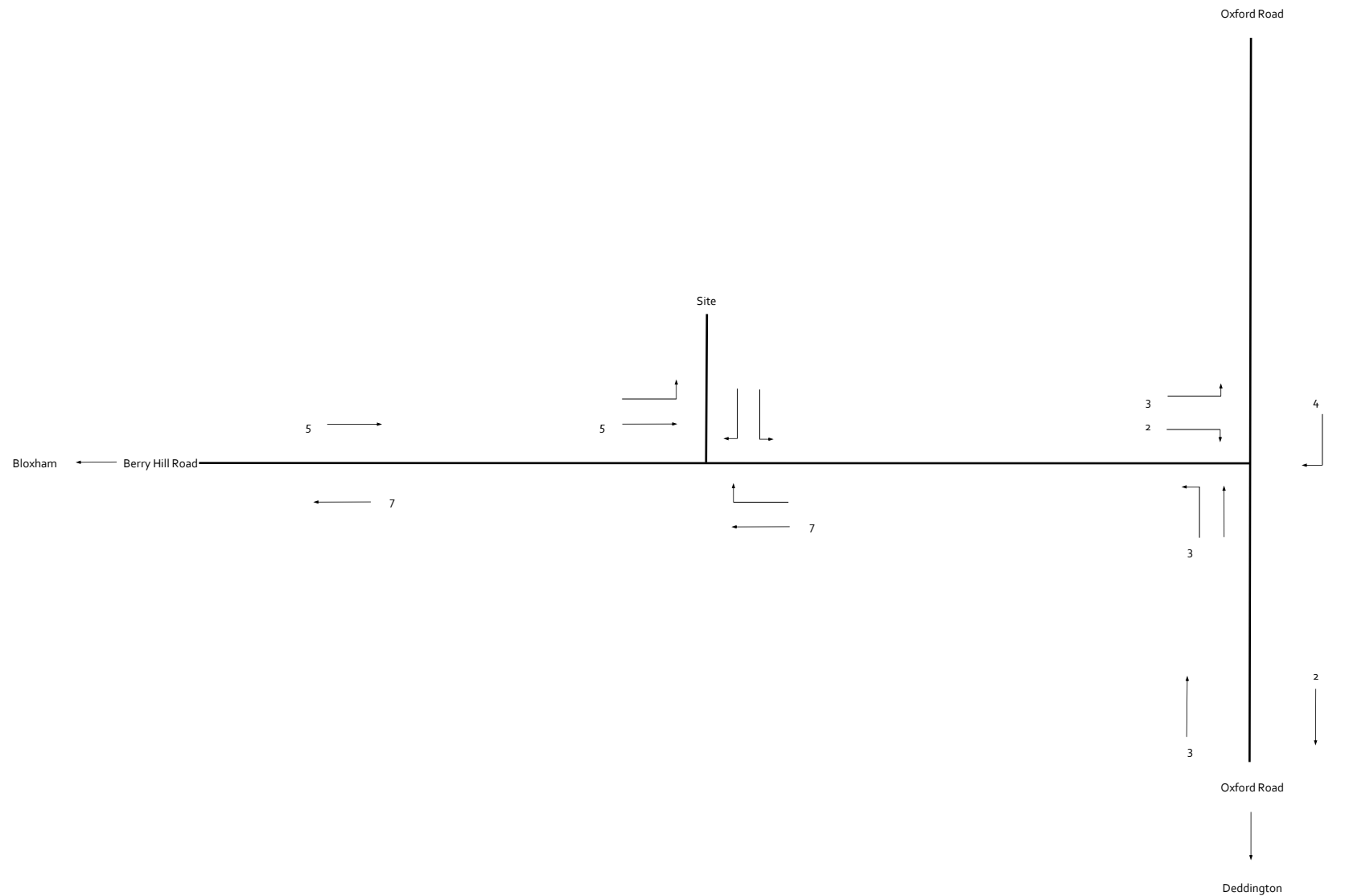


Figure 6 North of Milton Road, Adderbury (14-00250F) Proposed Development Flows- Weekday PM Peak (1700-1800 hours)



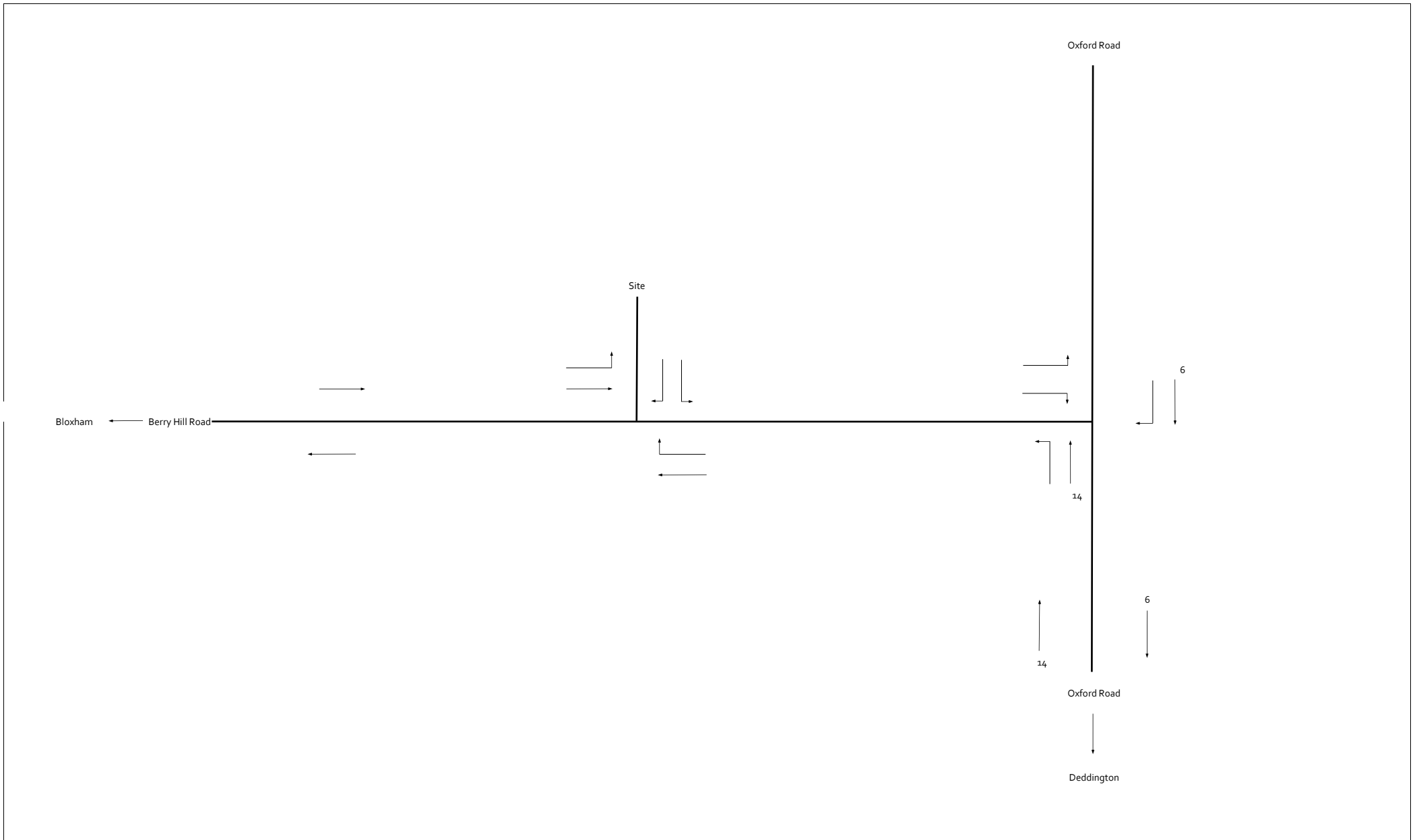


Figure 7 Gaveston Gardens, Deddington (13-0030-OUT) Proposed Development Flows- Weekday AM Peak (0800-0900 hours)



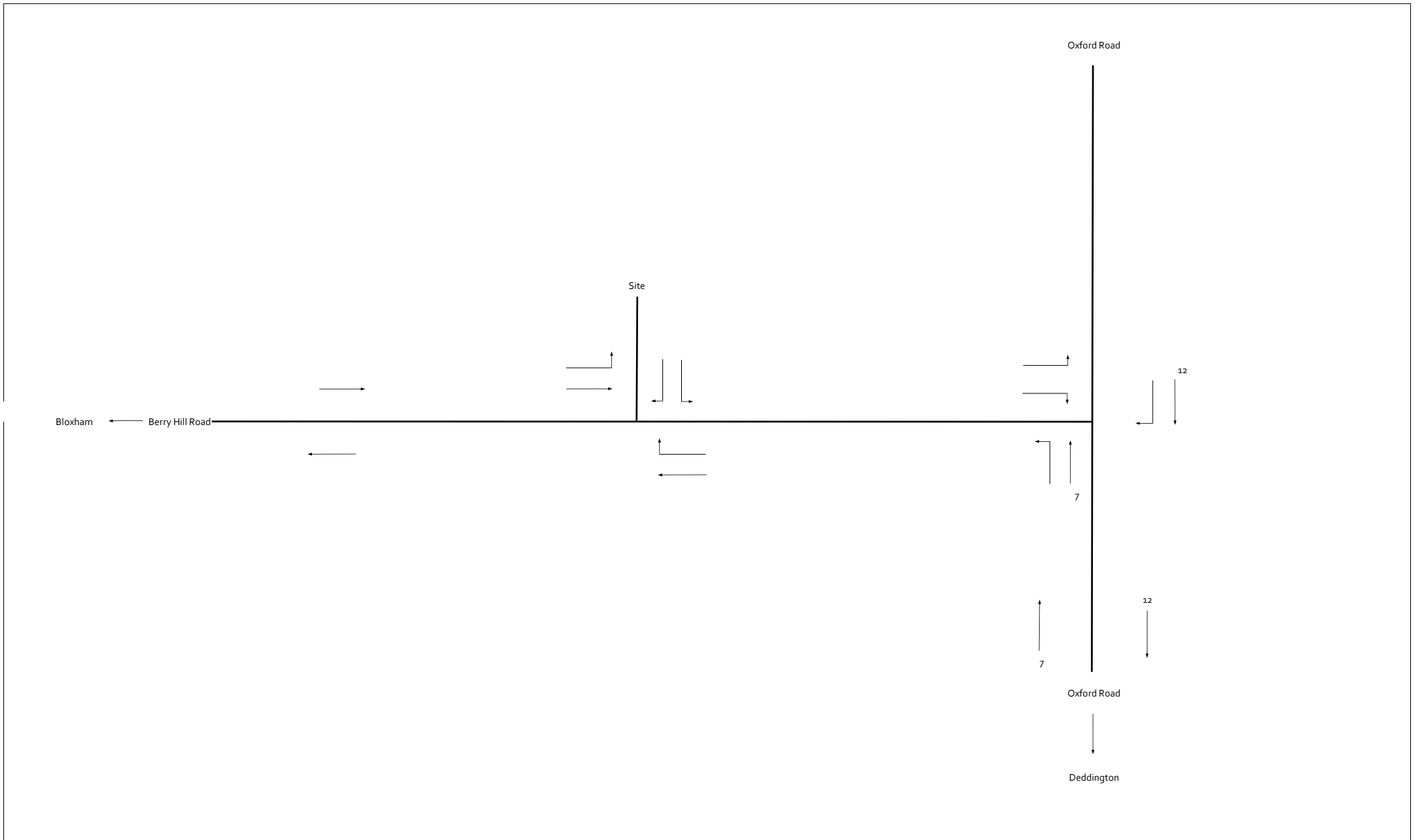


Figure 8 Gaveston Gardens, Deddington (13-0030-OUT) Proposed Development Flows- Weekday PM Peak (1700-1800 hours)



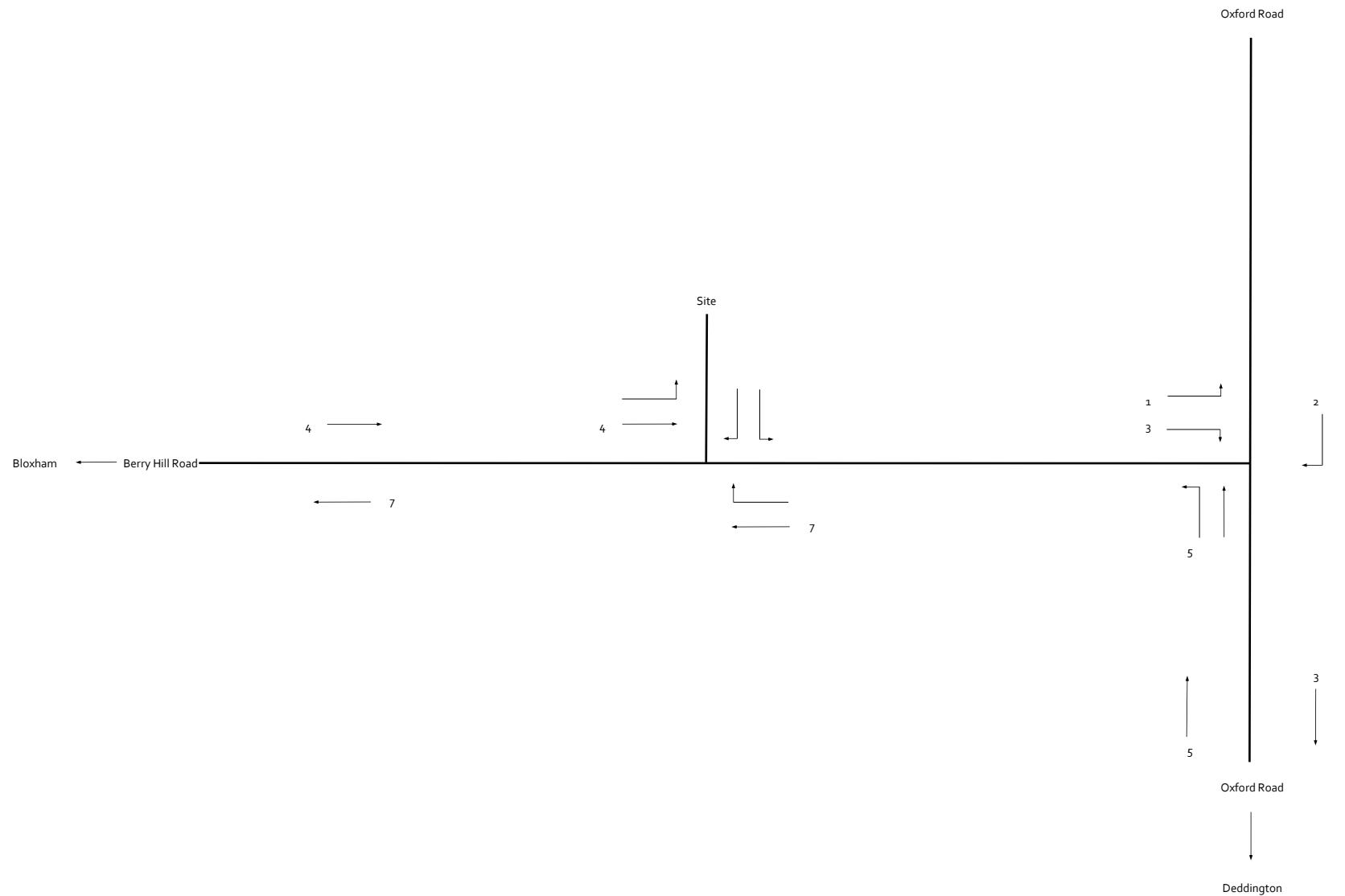


Figure 10 Milton Road, Bloxham (14-01017-OUT) Proposed Development Flows- Weekday PM Peak (1700-1800 hours)



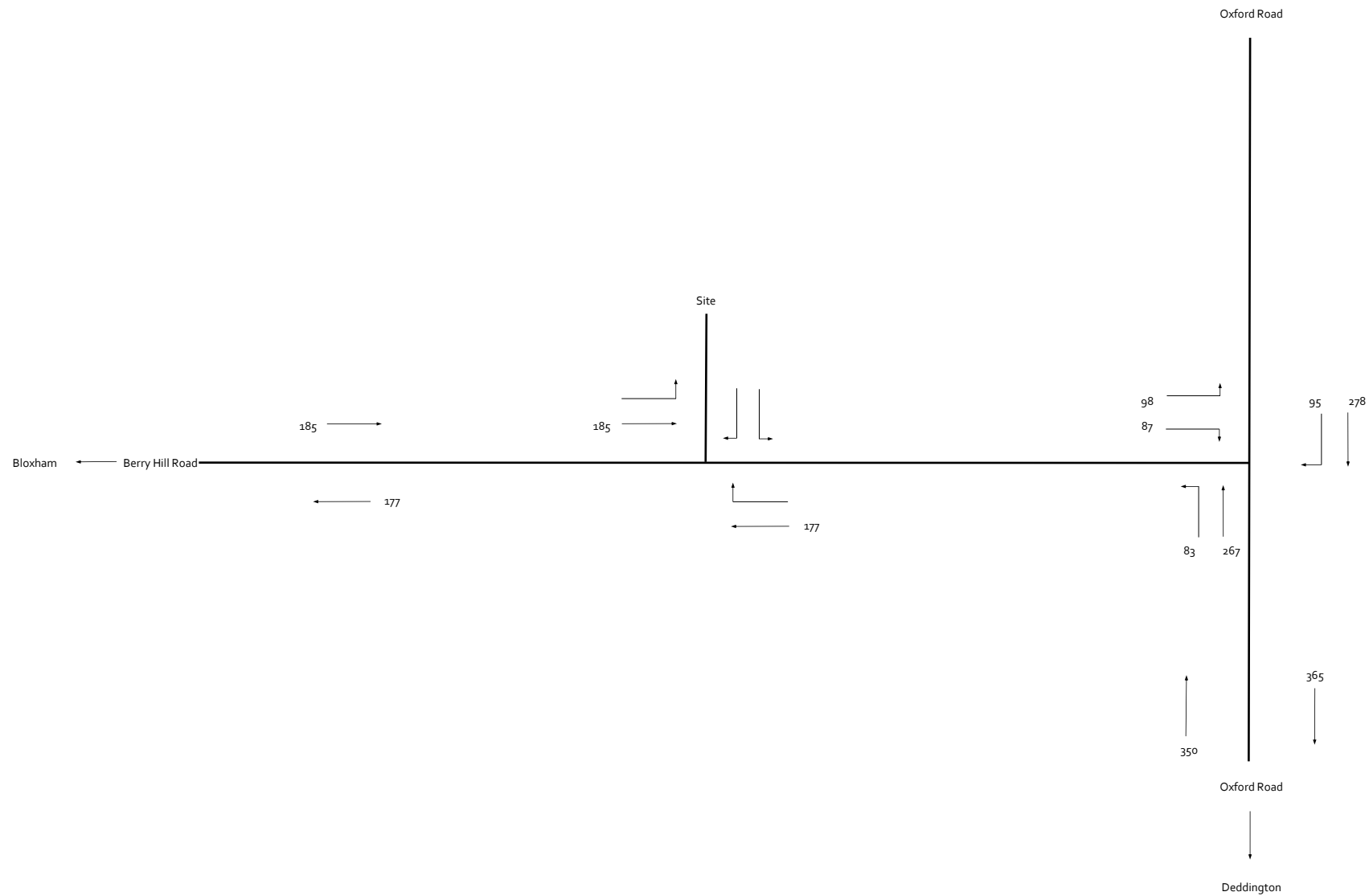


Figure 11 2021 Base Flows - Weekday AM Peak (0800-0900 hours)



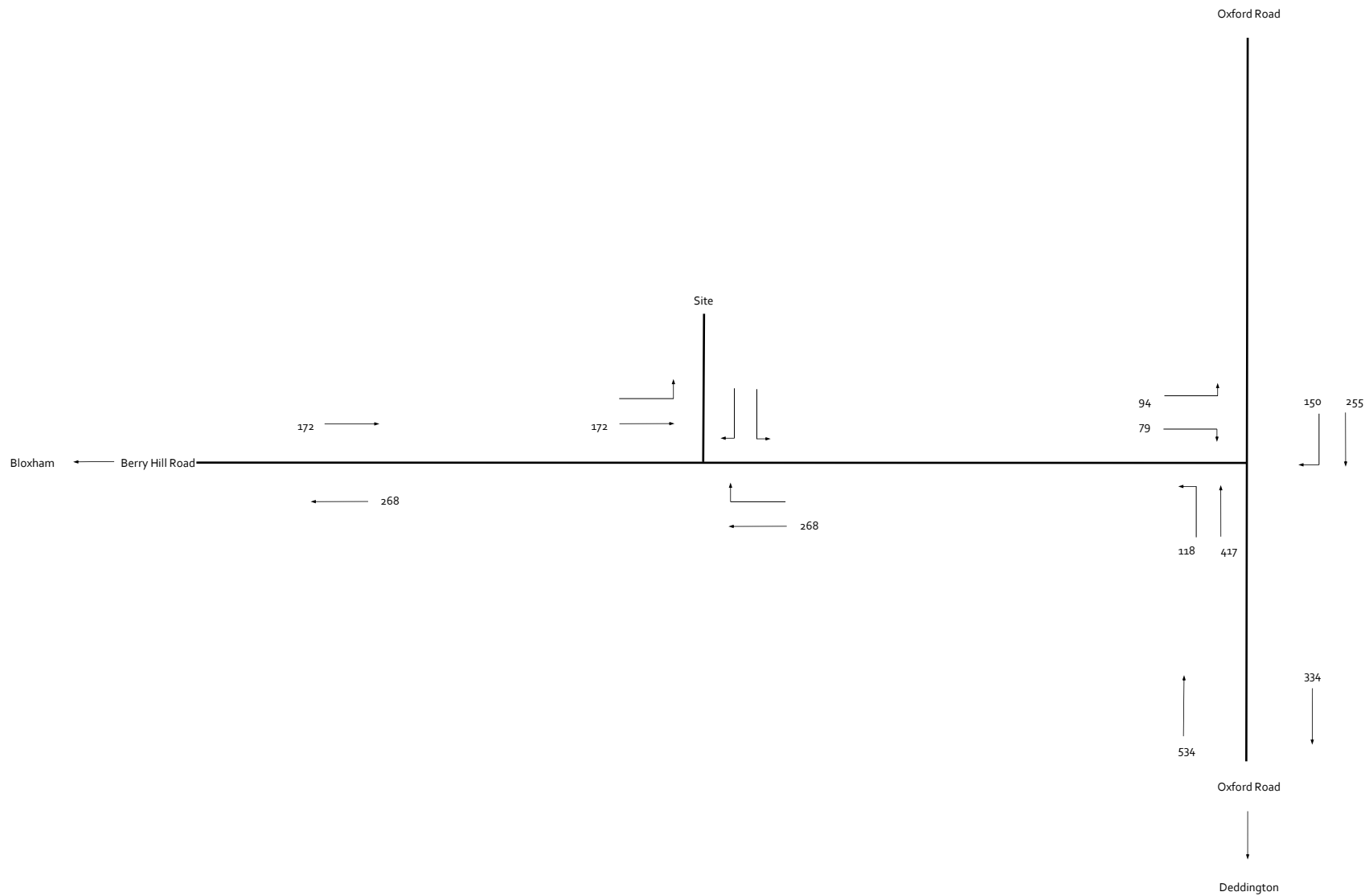


Figure 12 2021 Base Flows - Weekday PM Peak (1700-1800 hours)



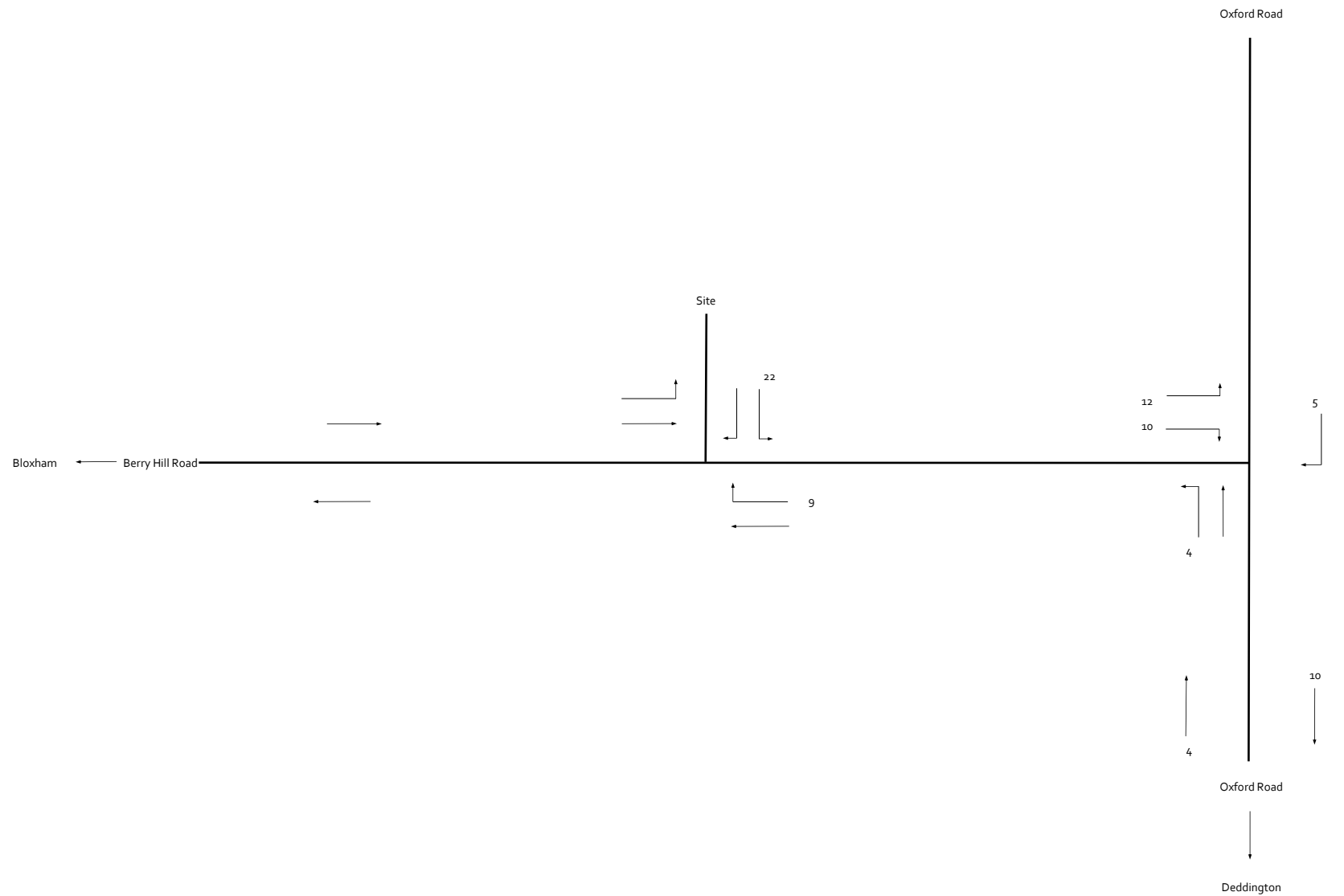


Figure 13 Proposed Development Flows - Weekday AM Peak (0800-0900 hours)



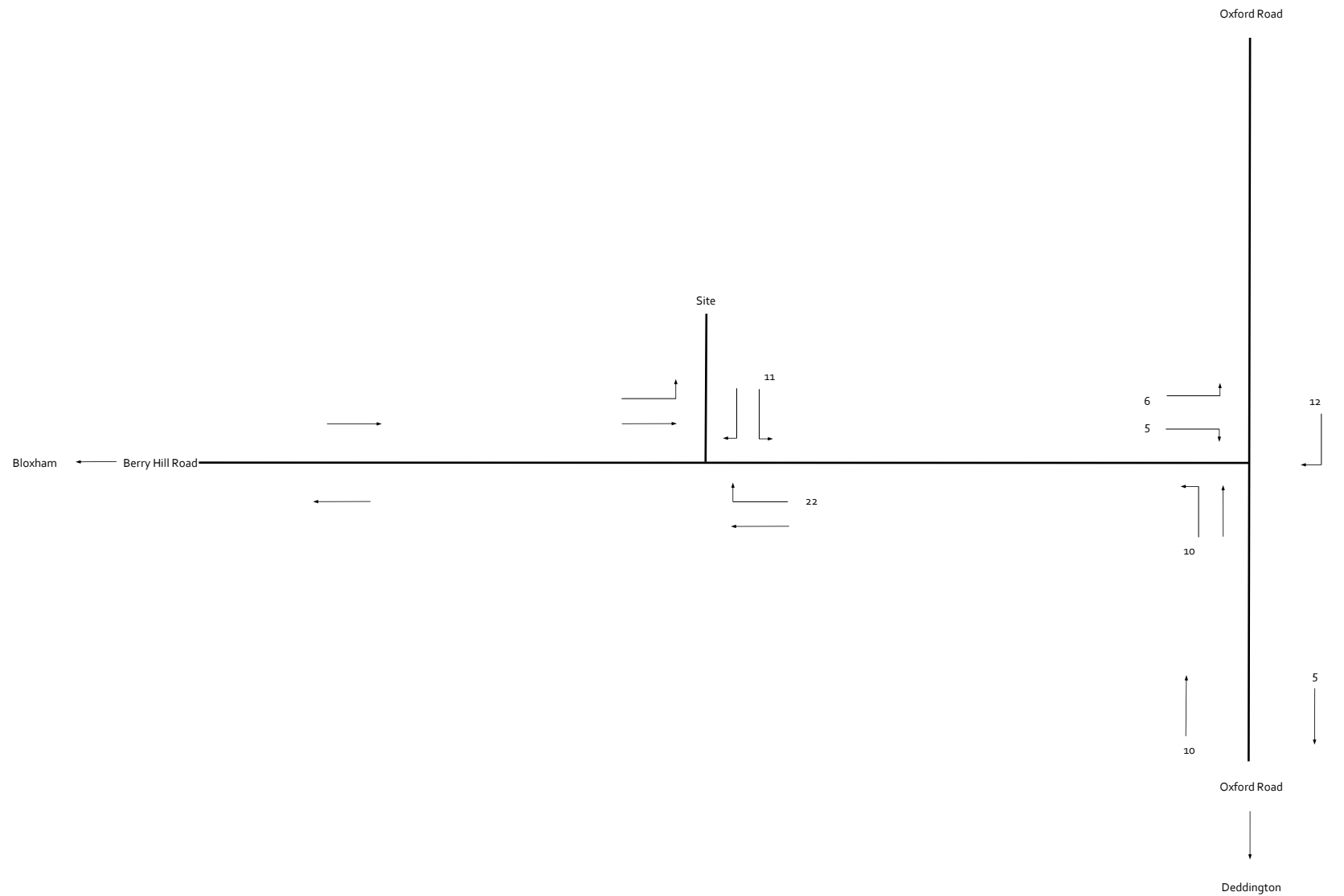


Figure 14 Proposed Development Flows - Weekday PM Peak (1700-1800 hours)



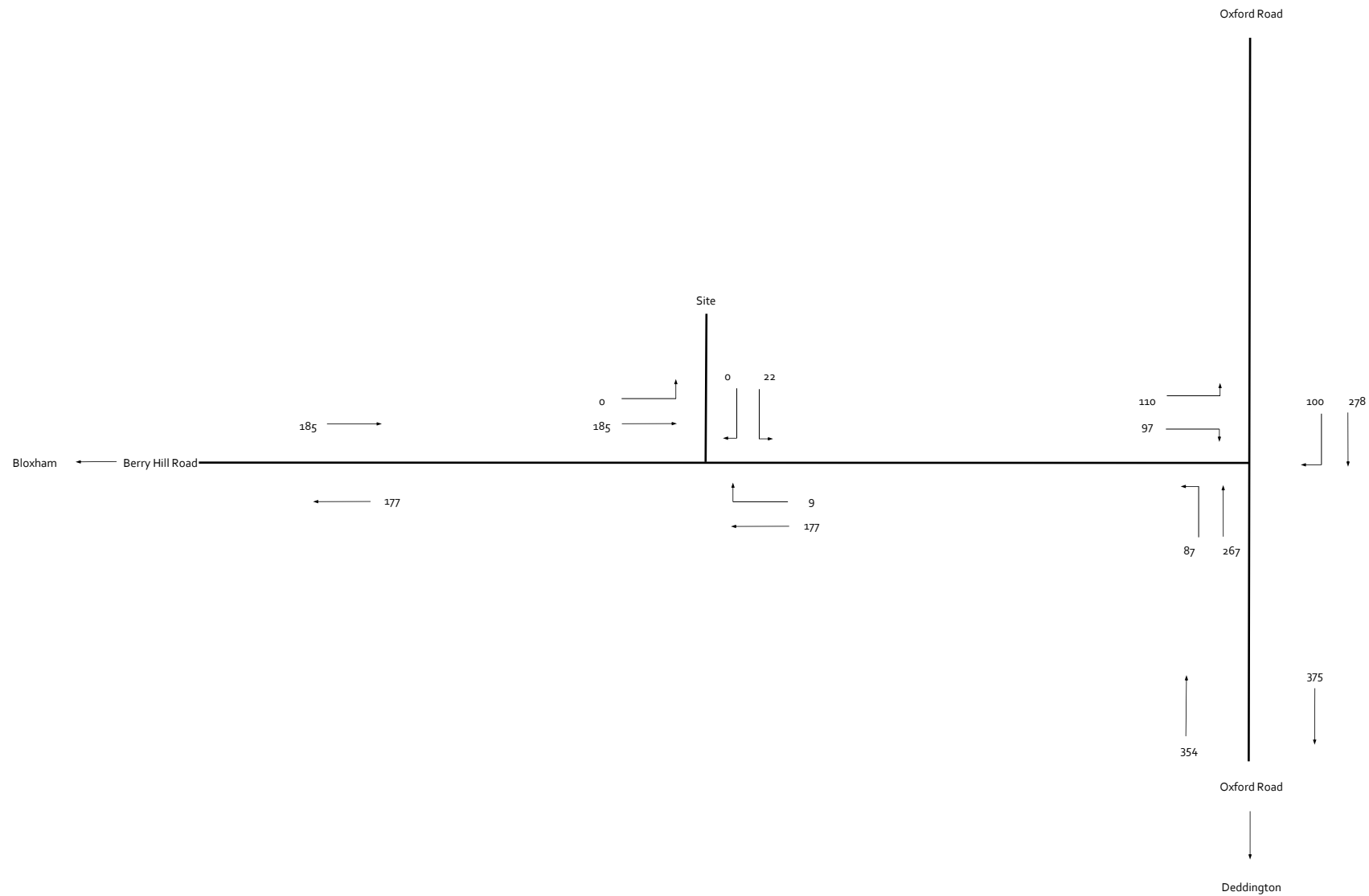


Figure 15 2021 With Development Flows - Weekday AM Peak (0800-0900 hours)



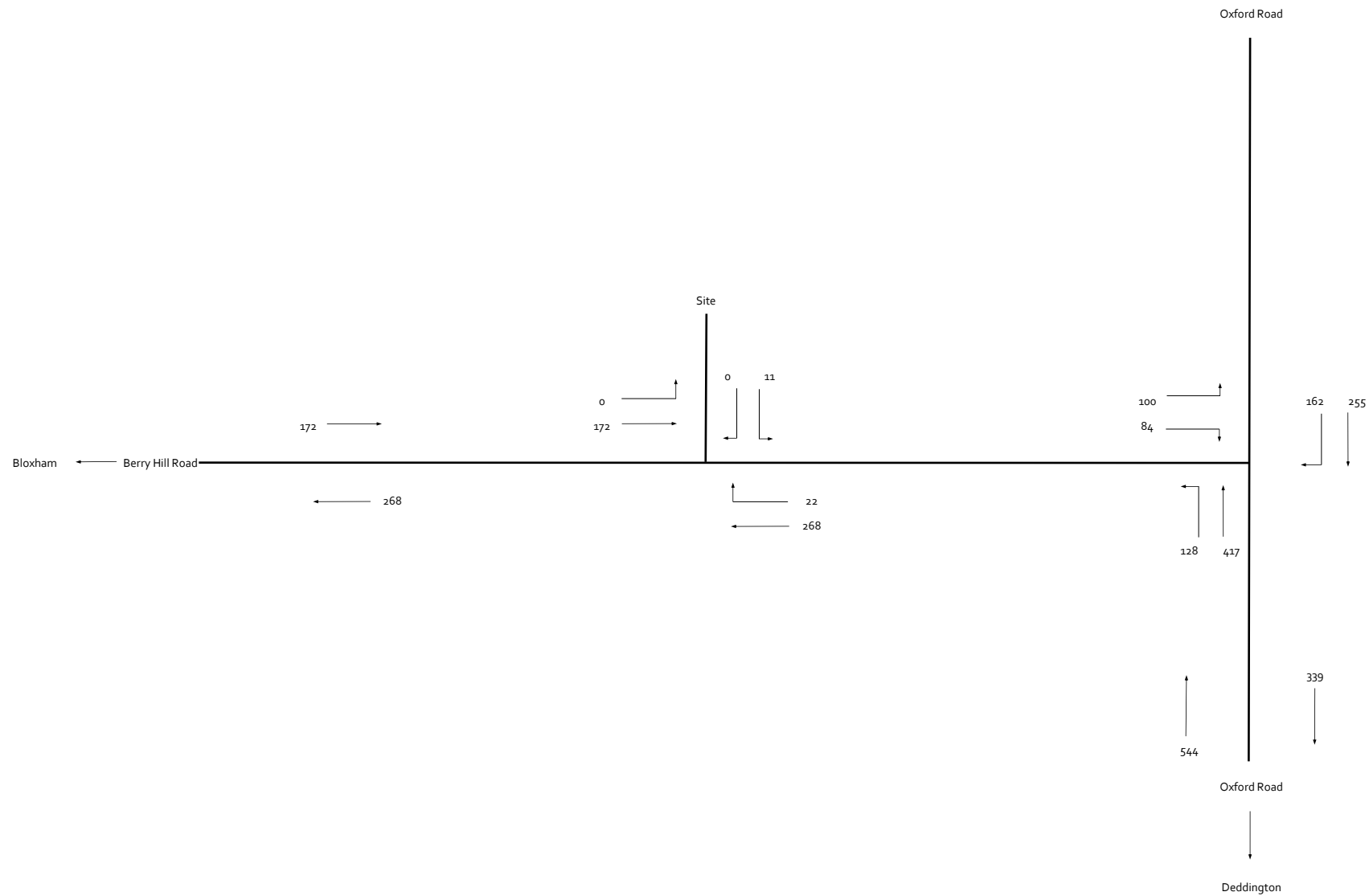
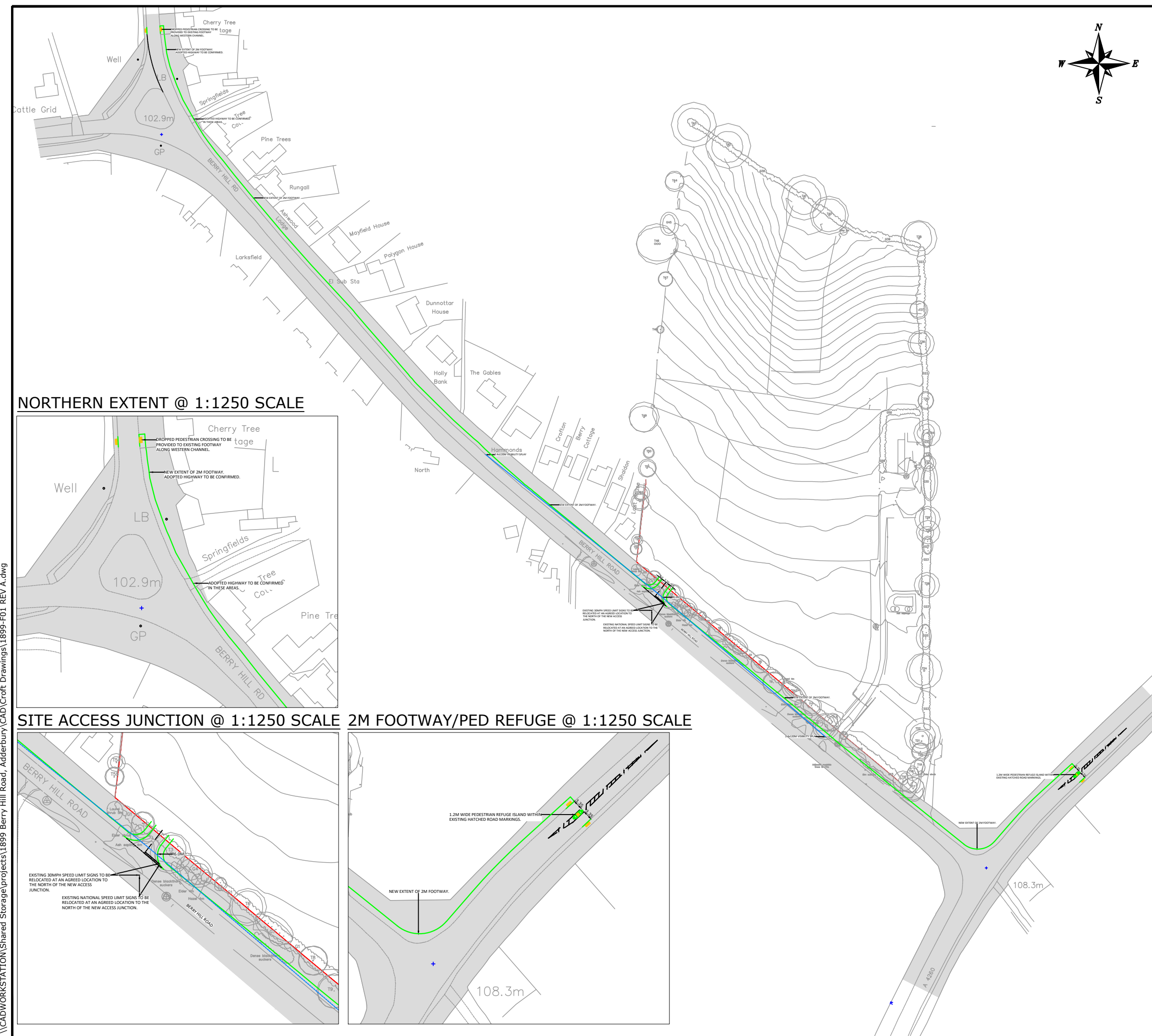


Figure 16 2021 With Development Flows - Weekday PM Peak (1700-1800 hours)



PLANS

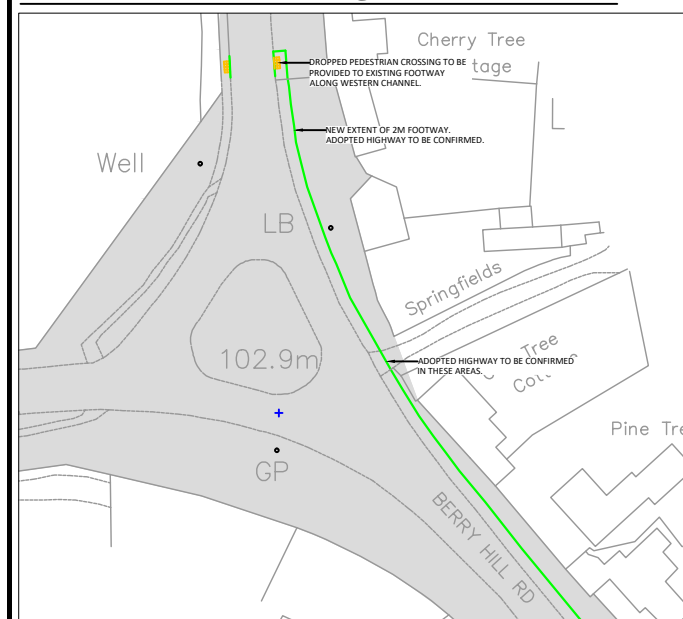


NOTES

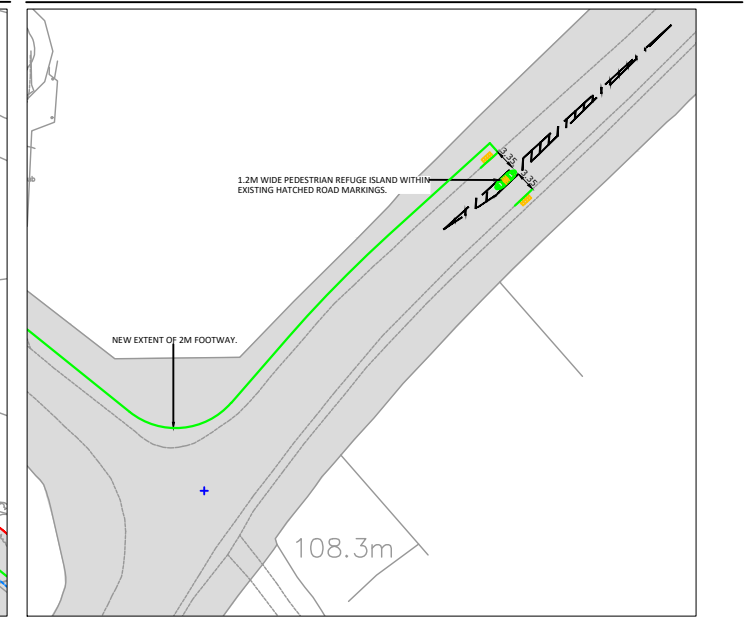
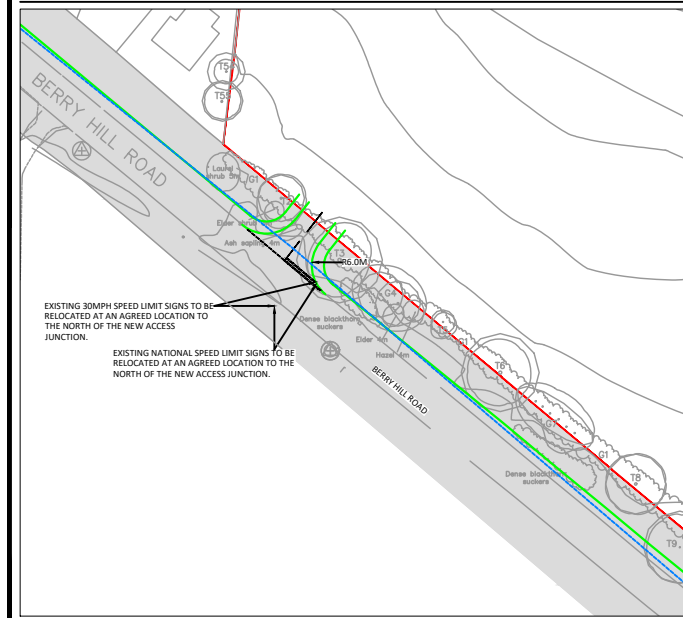
THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. IT IS SUBJECT TO FURTHER DESIGN ANALYSIS, TOPOGRAPHICAL MAPPING & HIGHWAY/THIRD PARTY LAND BOUNDARIES.

— INDICATIVE SITE BOUNDARY
 — DENOTES NEW KERBS
 — EXISTING ADOPTED HIGHWAY

NORTHERN EXTENT @ 1:1250 SCALE



SITE ACCESS JUNCTION @ 1:1250 SCALE 2M FOOTWAY/PED REFUGE @ 1:1250 SCALE



A	ACCESS LOCATION MOVED NORTH	JC	PJW	SEP 17
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
HOLLINS STRATEGIC LAND

PROJECT:
BERRY HILL ROAD, ADDERBURY

DRAWING TITLE:
PROPOSED SITE ACCESS ARRANGEMENT

SCALES:
1:2000 @ A3

DRAWN: JC CHECKED: PJW DATE: SEP 17

9 Jordan Street,
 Manchester,
 M15 4PY
 Email: info@crofts.co.uk
 Tel: 0161 667 3746
 Web: www.crofts.co.uk



DRAWING NUMBER: **1899-F01** REVISION: **A**

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APPENDICES

APPENDIX 1



Junction of Interest

Speed Survey

Adderbury - Manual Traffic Survey, Tuesday 30th January 2018

Produced by Road Data Services Ltd.

Junction: A4260 / Berry Hill Road

Approach: A4260 (North)

TIME	Ahead to A4260 (South)								Right to Berry Hill Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	37	11	1	0	0	49	0	0	15	6	1	1	0	23
0745 - 0800	0	0	39	7	1	0	0	47	0	0	16	1	2	1	1	21
Hourly Total	0	0	76	18	2	0	0	96	0	0	31	7	3	2	1	44
0800 - 0815	0	0	41	10	4	0	0	55	0	0	16	3	0	1	0	20
0815 - 0830	0	0	51	11	4	0	0	66	0	0	18	3	0	0	0	21
0830 - 0845	0	0	57	9	4	1	0	71	0	0	18	2	1	0	0	21
0845 - 0900	0	1	42	5	6	0	0	54	0	0	16	1	1	0	0	18
Hourly Total	0	1	191	35	18	1	0	246	0	0	68	9	2	1	0	80
0900 - 0915	0	0	52	7	3	2	0	64	0	0	22	3	1	0	0	26
0915 - 0930	0	0	36	11	3	0	1	51	0	0	14	1	0	0	0	15
Hourly Total	0	0	88	18	6	2	1	115	0	0	36	4	1	0	0	41

Session Total	0	1	355	71	26	3	1	457	0	0	135	20	6	3	1	165
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1630 - 1645	0	0	47	10	0	0	0	57	0	0	21	0	0	0	0	21
1645 - 1700	0	1	48	4	0	0	0	53	0	0	22	5	0	0	0	27
Hourly Total	0	1	95	14	0	0	0	110	0	0	43	5	0	0	0	48
1700 - 1715	0	0	43	3	1	0	0	47	0	0	35	3	0	1	0	39
1715 - 1730	0	0	48	1	0	1	0	50	0	0	33	1	0	0	0	34
1730 - 1745	0	0	58	3	0	0	0	61	0	0	39	1	0	0	0	40
1745 - 1800	0	0	52	3	1	0	0	56	0	0	35	2	0	0	0	37
Hourly Total	0	0	201	10	2	1	0	214	0	0	142	7	0	1	0	150
1800 - 1815	1	0	47	2	0	0	0	50	0	0	15	3	0	0	0	18
1815 - 1830	1	1	41	4	0	0	0	47	0	0	12	1	0	0	0	13
Hourly Total	2	1	88	6	0	0	0	97	0	0	27	4	0	0	0	31

Session Total	2	2	384	30	2	1	0	421	0	0	212	16	0	1	0	229
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Adderbury - Manual Traffic Survey, Tuesday 30th January 2018

Produced by Road Data Services Ltd.

Junction: A4260 / Berry Hill Road

Approach: Berry Hill Road

TIME	Left to A4260 (North)								Right to A4260 (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	29	3	0	0	0	32	0	0	23	0	0	0	0	23
0745 - 0800	0	0	22	2	0	0	0	24	0	0	17	1	0	2	0	20
Hourly Total	0	0	51	5	0	0	0	56	0	0	40	1	0	2	0	43
0800 - 0815	0	0	23	2	0	0	2	27	0	0	19	3	0	0	0	22
0815 - 0830	0	0	25	0	2	0	0	27	0	0	26	2	1	0	2	31
0830 - 0845	0	0	21	2	0	0	0	23	0	0	13	2	1	0	1	17
0845 - 0900	0	0	18	2	0	0	0	20	0	0	12	0	0	0	0	12
Hourly Total	0	0	87	6	2	0	2	97	0	0	70	7	2	0	3	82
0900 - 0915	0	0	15	0	0	1	0	16	0	0	13	0	1	0	0	14
0915 - 0930	0	0	13	2	2	0	0	17	0	0	15	3	1	0	0	19
Hourly Total	0	0	28	2	2	1	0	33	0	0	28	3	2	0	0	33

Session Total	0	0	166	13	4	1	2	186	0	0	138	11	4	2	3	158
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1630 - 1645	0	0	13	2	0	0	0	15	0	0	18	2	0	0	1	21
1645 - 1700	0	0	18	0	1	0	1	20	0	0	12	1	0	0	0	13
Hourly Total	0	0	31	2	1	0	1	35	0	0	30	3	0	0	1	34
1700 - 1715	0	0	15	2	0	0	0	17	0	0	14	0	1	0	1	16
1715 - 1730	0	0	17	1	1	0	1	20	0	0	17	2	0	0	0	19
1730 - 1745	0	0	13	4	0	0	0	17	0	0	9	1	0	0	1	11
1745 - 1800	0	0	19	2	0	0	0	21	0	0	11	2	0	1	1	15
Hourly Total	0	0	64	9	1	0	1	75	0	0	51	5	1	1	3	61
1800 - 1815	0	0	15	1	0	0	0	16	0	0	10	1	0	0	2	13
1815 - 1830	0	0	11	1	0	0	0	12	0	0	9	0	0	0	2	11
Hourly Total	0	0	26	2	0	0	0	28	0	0	19	1	0	0	4	24

Session Total	0	0	121	13	2	0	2	138	0	0	100	9	1	1	8	119
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Adderbury - Manual Traffic Survey, Tuesday 30th January 2018

Produced by Road Data Services Ltd.

Junction: A4260 / Berry Hill Road

Approach: A4260 (South)

TIME	Left to Berry Hill Road								Ahead to A4260 (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	14	1	0	1	2	18	0	1	38	16	3	7	2	67
0745 - 0800	0	0	17	0	1	0	1	19	1	0	41	5	1	1	0	49
Hourly Total	0	0	31	1	1	1	3	37	1	1	79	21	4	8	2	116
0800 - 0815	0	0	16	0	3	0	0	19	0	0	43	5	1	1	0	50
0815 - 0830	0	0	12	2	0	0	0	14	0	1	42	6	1	0	0	50
0830 - 0845	0	0	18	2	0	1	1	22	0	2	47	2	3	1	0	55
0845 - 0900	0	0	12	5	0	1	1	19	0	0	48	7	3	1	0	59
Hourly Total	0	0	58	9	3	2	2	74	0	3	180	20	8	3	0	214
0900 - 0915	0	0	18	2	0	0	0	20	0	0	58	12	3	0	0	73
0915 - 0930	0	0	10	2	1	0	1	14	0	0	34	9	0	1	0	44
Hourly Total	0	0	28	4	1	0	1	34	0	0	92	21	3	1	0	117

Session Total	0	0	117	14	5	3	6	145	1	4	351	62	15	12	2	447
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1630 - 1645	0	0	30	2	1	0	1	34	0	1	65	10	1	0	0	77
1645 - 1700	0	0	21	2	0	0	1	24	0	0	55	10	0	0	0	65
Hourly Total	0	0	51	4	1	0	2	58	0	1	120	20	1	0	0	142
1700 - 1715	0	0	24	2	0	0	0	26	0	1	67	17	1	0	1	87
1715 - 1730	0	0	29	2	1	0	1	33	0	2	76	6	0	1	0	85
1730 - 1745	0	0	25	1	0	0	0	26	0	0	77	5	2	1	0	85
1745 - 1800	0	0	24	0	0	0	1	25	0	0	82	3	3	0	0	88
Hourly Total	0	0	102	5	1	0	2	110	0	3	302	31	6	2	1	345
1800 - 1815	0	0	13	0	0	0	0	13	0	1	89	3	2	2	0	97
1815 - 1830	0	0	20	0	0	0	1	21	0	0	78	3	1	0	0	82
Hourly Total	0	0	33	0	0	0	1	34	0	1	167	6	3	2	0	179

Session Total	0	0	186	9	2	0	5	202	0	5	589	57	10	4	1	666
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Adderbury - Manual Traffic Survey, Tuesday 30th January 2018

Produced by Road Data Services Ltd.

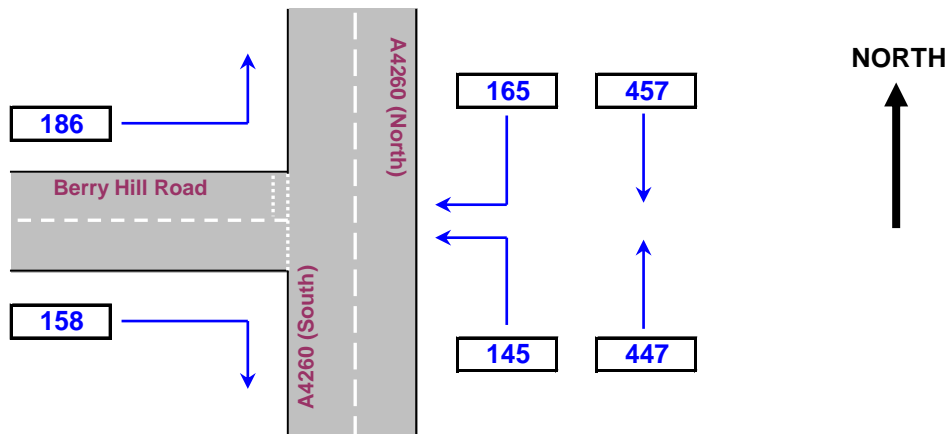
Junction: A4260 / Berry Hill Road

Vehicle Class:

Start Time:

End Time:

Peak Hour



Note: The above diagram represents the Junction surveyed, although may not be the exact layout of the actual location.

Important This spreadsheet & Interactive Vehicle Flow Diagram was produced based on specific parameters. Consequently, alteration to the spreadsheet format or it's properties may result in malfunction.

Adderbury Speed Survey

Produced by Road Data Services Ltd

All speeds are recorded from free flowing vehicles

Weather
Dry and Overcast

Monday 5th February 2018
1000-1230

Westbound				Eastbound			
	Speeds(mph)		Speeds(mph)		Speeds(mph)		Speeds(mph)
1	23	51	33	1	23	51	35
2	24	52	33	2	24	52	35
3	24	53	33	3	24	53	35
4	24	54	33	4	25	54	35
5	24	55	33	5	25	55	35
6	24	56	33	6	25	56	36
7	24	57	34	7	25	57	36
8	24	58	34	8	26	58	36
9	25	59	34	9	26	59	36
10	25	60	34	10	26	60	36
11	26	61	34	11	28	61	36
12	26	62	34	12	28	62	36
13	27	63	35	13	28	63	36
14	27	64	35	14	28	64	36
15	27	65	35	15	28	65	37
16	27	66	35	16	28	66	37
17	28	67	35	17	29	67	37
18	28	68	35	18	29	68	37
19	28	69	35	19	29	69	37
20	28	70	35	20	29	70	37
21	28	71	36	21	29	71	37
22	29	72	36	22	29	72	37
23	29	73	36	23	30	73	37
24	29	74	36	24	31	74	38
25	29	75	36	25	31	75	38
26	29	76	36	26	32	76	38
27	29	77	37	27	32	77	38
28	30	78	37	28	32	78	38
29	30	79	37	29	32	79	38
30	30	80	37	30	32	80	38
31	30	81	37	31	32	81	38
32	30	82	37	32	32	82	39
33	30	83	37	33	33	83	39
34	30	84	37	34	33	84	39
35	31	85	37	35	33	85	39
36	31	86	38	36	34	86	40
37	31	87	38	37	34	87	40
38	31	88	38	38	34	88	40
39	31	89	38	39	34	89	40
40	31	90	39	40	34	90	40
41	31	91	39	41	34	91	40
42	32	92	39	42	34	92	41
43	32	93	39	43	34	93	41
44	32	94	39	44	34	94	41
45	32	95	39	45	34	95	41
46	33	96	40	46	35	96	41
47	33	97	41	47	35	97	41
48	33	98	41	48	35	98	41
49	33	99	41	49	35	99	42
50	33	100	41	50	35	100	43

ROAD SURFACE - DRY

Average Westbound	32.6	Average Eastbound	34.3
85th%ile Westbound	37.2	85th%ile Eastbound	39.2

Adderbury Speed Survey, A4260

Road Data Services Ltd.

Weather:
Overcast / Bright

Tuesday 30th January 2018
11:30 - 15:00

All speeds are recorded from free flowing vehicles

Southbound				Northbound			
	Speeds(mph)		Speeds(mph)		Speeds(mph)		Speeds(mph)
1	29	51	42	1	32	51	45
2	32	52	42	2	34	52	45
3	33	53	42	3	34	53	45
4	33	54	43	4	35	54	45
5	34	55	43	5	36	55	45
6	34	56	43	6	37	56	45
7	35	57	43	7	37	57	45
8	35	58	43	8	37	58	45
9	36	59	43	9	37	59	46
10	36	60	43	10	37	60	46
11	36	61	43	11	38	61	46
12	36	62	43	12	38	62	47
13	36	63	43	13	39	63	47
14	36	64	44	14	39	64	47
15	37	65	44	15	39	65	47
16	37	66	44	16	39	66	47
17	37	67	44	17	39	67	47
18	37	68	44	18	40	68	47
19	37	69	44	19	40	69	47
20	37	70	45	20	40	70	48
21	38	71	45	21	40	71	48
22	38	72	45	22	40	72	48
23	38	73	46	23	40	73	48
24	38	74	46	24	40	74	48
25	38	75	46	25	40	75	49
26	38	76	47	26	40	76	49
27	38	77	47	27	41	77	49
28	39	78	47	28	41	78	49
29	39	79	48	29	41	79	49
30	39	80	48	30	41	80	49
31	39	81	48	31	41	81	49
32	40	82	49	32	42	82	50
33	40	83	49	33	42	83	50
34	40	84	49	34	42	84	50
35	40	85	49	35	42	85	50
36	40	86	49	36	43	86	50
37	40	87	50	37	43	87	50
38	41	88	50	38	43	88	51
39	41	89	50	39	43	89	51
40	41	90	51	40	43	90	51
41	41	91	51	41	43	91	51
42	41	92	51	42	44	92	52
43	41	93	52	43	44	93	52
44	41	94	52	44	44	94	52
45	41	95	52	45	44	95	52
46	41	96	52	46	44	96	52
47	41	97	54	47	45	97	53
48	41	98	54	48	45	98	53
49	42	99	54	49	45	99	53
50	42	100	54	50	45	100	54
SPEED LIMIT: 40 MPH							
ROAD SURFACE - DRY							

Average Southbound	42.5
85th%ile Southbound	49.0
% Above Speed Limit Southbound	63%

Average Northbound	44.5
85th%ile Northbound	50.0
% Above Speed Limit Northbound	74%



Junction of Interest

Speed Survey

APPENDIX 2

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.0.4211 [] © Copyright TRL Limited, 2018
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
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Oxford Road - Berry Hill Road.j9
Path: Z:\projects\1899 Berry Hill Road, Adderbury\Picady
Report generation date: 16/02/2018 15:14:49

- »2018 Surveyed Flows, AM
- »2018 Surveyed Flows, PM
- »2021 Growthed Flows, AM
- »2021 Growthed Flows, PM
- »2021 Base Flows, AM
- »2021 Base Flows, PM
- »2021 With Development Flows, AM
- »2021 With Development Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2018 Surveyed Flows								
Stream B-AC	0.6	13.36	0.40	B	0.7	15.90	0.43	C
Stream C-AB	0.2	7.27	0.16	A	0.4	9.22	0.28	A
Stream C-A								
Stream A-B								
Stream A-C								
2021 Growthed Flows								
Stream B-AC	0.7	14.45	0.43	B	0.9	17.82	0.47	C
Stream C-AB	0.2	7.46	0.17	A	0.4	9.70	0.30	A
Stream C-A								
Stream A-B								
Stream A-C								
2021 Base Flows								
Stream B-AC	0.9	15.90	0.47	C	1.0	19.46	0.51	C
Stream C-AB	0.2	7.59	0.18	A	0.5	10.00	0.31	A
Stream C-A								
Stream A-B								
Stream A-C								
2021 With Development Flows								
Stream B-AC	1.1	17.92	0.53	C	1.2	21.37	0.55	C
Stream C-AB	0.2	7.70	0.19	A	0.5	10.46	0.34	B
Stream C-A								
Stream A-B								
Stream A-C								

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Oxford Road - Berry Hill Road
Location	Adderbury
Site number	
Date	16/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	1899
Enumerator	Croft Transport Solutions
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
2018 Surveyed Flows	AM	ONE HOUR	08:00	09:30	15
2018 Surveyed Flows	PM	ONE HOUR	17:00	18:30	15
2021 Growthed Flows	AM	ONE HOUR	08:00	09:30	15
2021 Growthed Flows	PM	ONE HOUR	17:00	18:30	15
2021 Base Flows	AM	ONE HOUR	08:00	09:30	15
2021 Base Flows	PM	ONE HOUR	17:00	18:30	15
2021 With Development Flows	AM	ONE HOUR	08:00	09:30	15
2021 With Development Flows	PM	ONE HOUR	17:00	18:30	15

2018 Surveyed Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (S)		Major
B	Berry Hill Road		Minor
C	Oxford Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.00	90.0	✓	12.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.90	40	26

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	498.281	0.091	0.229	0.144	0.328
1	B-C	633.894	0.097	0.246	-	-
1	C-B	680.595	0.264	0.264	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D1	2018 Surveyed Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	312.00	100.000
B		✓	160.00	100.000
C		✓	341.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0.000	75.000	237.000
	B	74.000	0.000	86.000
	C	255.000	86.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.40	13.36	0.6	B
C-A-B	0.16	7.27	0.2	A
C-A				
A-B				
A-C				

2018 Surveyed Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.67	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2018 Surveyed Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	487.00	100.000
B		✓	153.00	100.000
C		✓	363.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0.000	103.000	384.000
	B	69.000	0.000	84.000
	C	228.000	135.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.43	15.90	0.7	C
C-A-B	0.28	9.22	0.4	A
C-A				
A-B				
A-C				

2021 Growthed Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.64	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D3	2021 Growthed Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	333.00	100.000
B		✓	171.00	100.000
C		✓	364.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0.000	80.000	253.000
	B	79.000	0.000	92.000
	C	272.000	92.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.43	14.45	0.7	B
C-A-B	0.17	7.46	0.2	A
C-A				
A-B				
A-C				

2021 Growthed Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.03	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D4	2021 Growthed Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	520.00	100.000
B		✓	164.00	100.000
C		✓	387.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0.000	110.000	410.000
	B	74.000	0.000	90.000
	C	243.000	144.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.47	17.82	0.9	C
C-A-B	0.30	9.70	0.4	A
C-A				
A-B				
A-C				

2021 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.03	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D5	2021 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	350.00	100.000
B		✓	185.00	100.000
C		✓	373.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0.000	83.000	267.000
	B	87.000	0.000	98.000
	C	278.000	95.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.47	15.90	0.9	C
C-A-B	0.18	7.59	0.2	A
C-A				
A-B				
A-C				

2021 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.37	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D6	2021 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	535.00	100.000
B		✓	173.00	100.000
C		✓	405.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0.000	118.000	417.000
	B	79.000	0.000	94.000
	C	255.000	150.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.51	19.46	1.0	C
C-A-B	0.31	10.00	0.5	A
C-A				
A-B				
A-C				

2021 With Development Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.77	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D7	2021 With Development Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	354.00	100.000
B		✓	207.00	100.000
C		✓	378.00	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0.000	87.000	267.000
B	97.000	0.000	110.000
C	278.000	100.000	0.000

Vehicle Mix

Heavy Vehicle proportion

From	To		
	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.53	17.92	1.1	C
C-AB	0.19	7.70	0.2	A
C-A				
A-B				
A-C				

2021 With Development Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.91	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D8	2021 With Development Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	545.00	100.000
B		✓	184.00	100.000
C		✓	417.00	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0.000	128.000	417.000
B	84.000	0.000	100.000
C	255.000	162.000	0.000

Vehicle Mix

Heavy Vehicle proportion

From	To		
	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.55	21.37	1.2	C
C-AB	0.34	10.46	0.5	B
C-A				
A-B				
A-C				

APPENDIX 3

Accidents between dates 01/01/2012 and 30/11/2017 (71) months

Selection: Notes:

Selected using Manual Selection

Thursday 21/06/2012 Time 1750 Slight at A4260 OXFORD ROAD J/W BERRY HILL ROAD ADDERBURY

E: 447032 N: 234633 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Daylight: no street lighting

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

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

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

Saturday 17/01/2015 Time 2326 Serious at A4260 OXFORD ROAD J/W BERRY HILL ROAD ADDERBURY

E: 447036 N: 234637 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Darkness: no street lighting

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

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

Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Serious Injured by vehicle: 2

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

Accidents between dates 01/01/2012 and 30/11/2017 (71) months

Selection: Notes:

Selected using Manual Selection

Wednesday 26/10/2016 Time 0650 Slight at A4260 OXFORD ROAD J/W BERRY HILL ROAD ADDERBURY

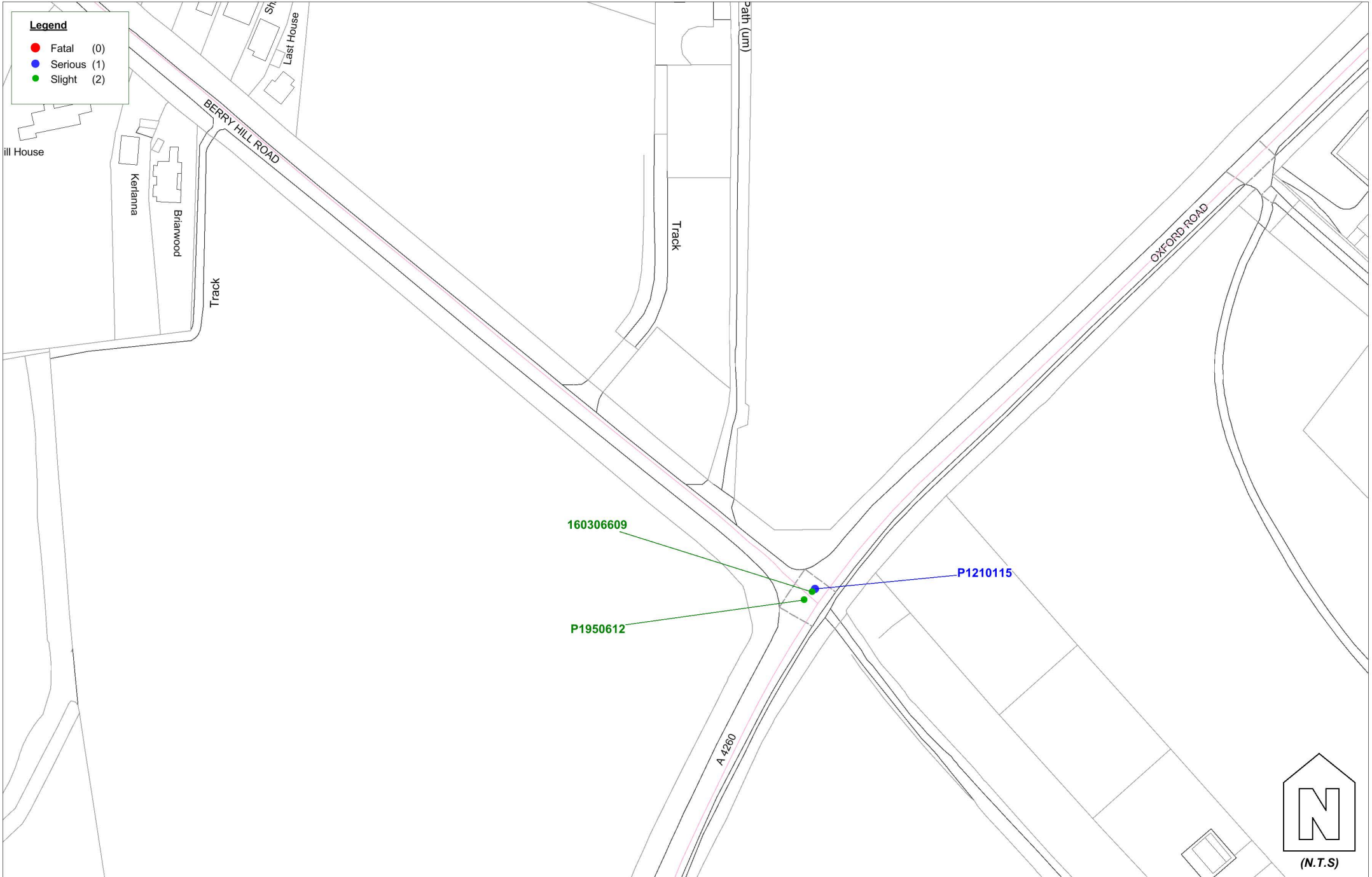
E: 447035 N: 234636 Junction Detail: T or staggered junct Control: Give way or controlled

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

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

Casualty Reference: 1 Age: 54 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Van or Goods 3.5 to Moving from S to NE Going ahead other On main carriageway



Accidents between dates 01/01/2012 and 30/11/2017 (71) months

Selection: Notes:

Selected using Manual Selection

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 21/06/2012 Time 1750 Slight at A4260 OXFORD ROAD J/W BERRY HILL ROAD ADDERBURY

E: 447032 N: 234633 Junction Detail: T or staggered junct Control: Give way or controlled

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

C1 TRAV SE ON BERRY HILL RD PULLED OUT AT J/W A4260 OXFORD RD (THOUGHT TO BE TURNING RT) FAILED TO GIVEWAY TO C2 TRAV NE ON A4260 & C1 HIT F OF C2 - C1 FTS - APPEARS C1 HAD PREVIOUSLY BEEN SEEN DRIVING AT SPEED / INCONSIDERATELY

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1950612 Speed limit 40

Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority:Cherwell Parish: 0101

Road Section: Accident Type(s) RD

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

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

No skidding, jack-knifing or overturning

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

Accidents between dates 01/01/2012 and 30/11/2017 (71) months

Selection: Notes:

Selected using Manual Selection

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 36 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 36 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 01/01/2012 and 30/11/2017 (71) months

Selection: Notes:

Selected using Manual Selection

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 17/01/2015 Time 2326 Serious at A4260 OXFORD ROAD J/W BERRY HILL ROAD ADDERBURY

E: 447036 N: 234637 Junction Detail: T or staggered junct Control: Give way or controlled

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

C1 (DRIVER GAVE POS BREATH TEST) TRAV SE ON BERRY HILL RD TURNED RT TO A4260 HIT F OF C2 TRAV NE ON A4260 & C1 EXITED STRAIGHT ON AT JUNC

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P1210115 Speed limit 40

Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority:Cherwell Parish: 0101

Road Section: Accident Type(s) RD

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Offside Age of Driver 50 Sex of Driver Male Breath test Positive

Accidents between dates 01/01/2012 and 30/11/2017 (71) months

Selection: Notes:

Selected using Manual Selection

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	E	Going ahead	right bend	On main	carriageway
No skidding, jack-knifing or overturning										
First point of impact	Front		Age of Driver	23	Sex of Driver	Female	Breath test	Negative		
Casualty Reference:	1		Age:	23	Female		Driver/rider	Severity:	Serious	Injured by vehicle: 2
Ped. Location			Ped. Movement				Ped. Direction			
Ped. Injury			School pupil:	Not a pupil						
Casualty Reference:	2		Age:	22	Female		Passenger	Severity:	Slight	Injured by vehicle: 2
Ped. Location			Ped. Movement				Ped. Direction			
Ped. Injury			School pupil:	Not a pupil						

Accidents between dates 01/01/2012 and 30/11/2017 (71) months

Selection: Notes:

Selected using Manual Selection

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 26/10/2016 Time 0650 Slight at A4260 OXFORD ROAD J/W BERRY HILL ROAD ADDERBURY

E: 447035 N: 234636 Junction Detail: T or staggered junct Control: Give way or controlled

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

C1 TRAV SE ON BERRY HILL RD TURNED RT TO A4260 HIT LGV2 TRAV NE ON A4260 CAUSING LGV2 TO EXIT CWAY TO NSIDE & HIT TREE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 160306609 Speed limit 40

Crossing: Control None within 50 metres Facilities No physical crossing facility within 50 metres Local Authority:Cherwell Parish: 0101

Road Section: Accident Type(s) RD

Causation

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

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

No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 54 Sex of Driver Female Breath test Not provided (medical reasons)

Casualty Reference: 1 Age: 54 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 01/01/2012 and 30/11/2017 (71) months

Selection: Notes:

Selected using Manual Selection

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

Skidded

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

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	2	3
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	2	3

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	2	3
Passenger	0	0	1	1
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	3	4

Number of casualties meeting the criteria: 4